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MILITARY CONSTRUCTION APPROPRIATIONS FOR 1963

KANSAS STATE UNIVERSITY
JUN 12 1962
MANHATTAN, KANS

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HEARINGS

BEFORE A

SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS HOUSE OF REPRESENTATIVES

EIGHTY-SEVENTH CONGRESS

SECOND SESSION

SUBCOMMITTEE ON MILITARY CONSTRUCTION

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ROBERT L. F. SIKES, Florida
JOHN F. SHELLEY, California
CHARLES RAPER JONAS, North Carolina
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FRANK SANDERS, *Staff Assistant to the Subcommittee*

PART 2

DEPARTMENT OF THE AIR FORCE
DEFENSE AGENCIES
LORAN STATIONS, DEFENSE

Printed for the use of the Committee on Appropriations

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MILITARY CONSTRUCTION APPROPRIATIONS FOR 1963

MILITARY CONSTRUCTION, AIR FORCE

MONDAY, APRIL 30, 1962.

WITNESSES

HON. EUGENE M. ZUCKERT, SECRETARY OF THE AIR FORCE
HON. BROCKWAY McMILLAN, ASSISTANT SECRETARY OF THE AIR FORCE, RESEARCH AND DEVELOPMENT
JOSEPH C. ROBBINS, DEPUTY FOR ENGINEERING, ASSISTANT SECRETARY OF THE AIR FORCE, RESEARCH AND DEVELOPMENT
MAJ. GEN. A. M. MINTON, DIRECTOR OF CIVIL ENGINEERING
BRIG. GEN. R. H. CURTIN, DEPUTY DIRECTOR FOR CONSTRUCTION
L. C. MEYER, DIRECTORATE OF BUDGET
COL. J. C. CARMICHAEL, OFFICE OF THE SURGEON GENERAL
COL. E. DOUGAN, AIR FORCE SYSTEMS COMMAND
COL. GERRIT FREMOUW, STRATEGIC AIR COMMAND (BM)
COL. C. R. KELLY, DIRECTORATE OF MAINTENANCE ENGINEERING
COL. W. H. PARKHILL, DIRECTORATE OF CIVIL ENGINEERING
COL. L. R. STANDIFER, AERONAUTICAL SYSTEMS DIVISION, AIR FORCE SYSTEMS COMMAND
COL. C. E. ZEIGLER, DIRECTORATE OF PLANS
ALAN I. McCONE, SPECIAL ASSISTANT FOR INSTALLATIONS, OFFICE, SECRETARY OF THE AIR FORCE
MAJ. GEN. THOS. P. GERRITY, BALLISTIC MISSILES DIVISION, AIR FORCE SYSTEMS COMMAND
J. R. GIBBENS, DIRECTORATE OF CIVIL ENGINEERING
COL. G. W. CALL, DIRECTORATE OF OPERATIONS
COL. DAVID S. CHAMBERLAIN, ELECTRONICS DIVISION, AIR FORCE SYSTEMS COMMAND
COL. B. H. FERRER, DEPUTY CHIEF OF STAFF, SYSTEMS AND LOGISTICS
COL. H. W. GAINER, DEPUTY CHIEF OF STAFF, SYSTEMS AND LOGISTICS
COL. H. H. LATSON, DIRECTORATE OF CIVIL ENGINEERING
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COL. P. W. STEPHENS, DIRECTORATE OF CIVIL ENGINEERING
DR. JOHN E. KETO, AERONAUTICAL SYSTEMS DIVISION, AIR FORCE SYSTEMS COMMAND
LT. COL. GRAHAM C. BEACHUM, DIRECTORATE OF CIVIL ENGINEERING
LT. COL. A. M. DOHERTY, AIR FORCE TECH APPLICATIONS CENTER
LT. COL. H. O. JOHNSON, JR., DIRECTORATE OF CIVIL ENGINEERING
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J. R. CAIN, DIRECTORATE OF CIVIL ENGINEERING
FORD RICHARDSON, DIRECTORATE OF CIVIL ENGINEERING
LT. COL. F. BOCKELMAN, JR., DIRECTORATE OF PERSONNEL PROCUREMENT AND TRAINING
LT. COL. H. J. HICKS, DIRECTORATE OF TELECOMMUNICATIONS
LT. COL. J. W. KELLY, AIR FORCE MISSILE TEST CENTER, AIR FORCE SYSTEMS COMMAND
LT. COL. W. K. RICHERT, DEPUTY CHIEF OF STAFF, SYSTEMS AND LOGISTICS
MAJ. W. W. AIRD, DIRECTORATE OF SYSTEMS ACQUISITION
MAJ. ANDREW P. MOSIER, OFFICE OF AEROSPACE RESEARCH
ALFRED L. BUTLER, JR., AIR FORCE SYSTEMS COMMAND
R. O. DIETZ, ARNOLD ENGINEERING DEVELOPMENT CENTER
D. ZONARS, AERONAUTICAL SYSTEMS DIVISION, AIR FORCE SYSTEMS COMMAND

Object classification

[In thousands]

	1961 actual	1962 estimate	1963 estimate
AIR FORCE			
Direct obligations:			
25 Other services	$49,333	$36,000	$33,000
32 Land and structures	707,433	664,706	631,083
Total direct obligations	756,766	700,706	664,083
Reimbursable obligations: 25 Other services	3,793	3,000	3,000
Total, Air Force	760,559	703,706	667,083
ALLOCATION ACCOUNTS			
11 Personnel compensation:			
Permanent positions	54,666	52,598	52,120
Positions other than permanent	161	147	147
Other personnel compensation	5,338	4,262	4,195
Total personnel compensation	60,165	57,006	56,462
12 Personnel benefits	4,043	3,830	3,794
21 Travel and transportation of persons	71	71	71
22 Transportation of things	6	6	6
23 Rent, communications, and utilities	17	17	17
24 Printing and reproduction	1	1	1
25 Other services	913	2,248	2,177
26 Supplies and materials	2	2	2
32 Lands and structures	42,880	44,113	33,388
Total allocation accounts	108,098	107,294	95,917
Total obligations	868,657	811,000	763,000
Obligations are distributed as follows:			
Air Force	760,559	703,706	667,083
Army	64,044	60,670	60,087
Navy	32,158	16,475	10,830
Bureau of Public Roads	11,896	30,149	25,000

Personnel summary

	1961 actual	1962 estimate	1963 estimate
ALLOCATION ACCOUNTS			
Total number of permanent positions	9,039	8,792	8,720
Full time equivalent of other positions	34	31	31
Average number of all employees	7,966	7,726	7,647
Number of employees at end of year	7,336	7,181	7,176
Average GS grade	8.3	8.2	8.2
Average GS salary	$7,034	$6,994	$6,998
Average salary of ungraded positions	$3,677	$3,496	$3,451

Program and financing

[In thousands]

	Budget plan			Obligations		
	1961 actual	1962 estimate	1963 estimate	1961 actual	1962 estimate	1963 estimate
Program by activities:						
Direct:						
1. Major construction	$609,084	$479,196	$743,200	$785,250	$716,400	$679,000
2. Minor construction	15,000	21,500	22,500	16,297	24,000	22,000
3. Planning	52,000	22,750	30,000	49,333	36,000	33,000
4. Supporting activities	12,000	16,300	16,300	13,795	31,500	26,000
5. Reserve forces construction				189	100	
Total direct	688,084	539,746	812,000	864,864	808,000	760,000
Reimbursable: 4. Supporting activities	3,793	3,000	3,000	3,793	3,000	3,000
Total	691,877	542,746	815,000	868,657	811,000	763,000
Financing:						
Unobligated balance brought forward for completion of prior year budget plans				−619,114	−442,334	−157,080
Unobligated balance transferred from: "Emergency fund, Department of Defense" (74 Stat. 355)	−12,000			−12,000		
Reprograming from prior year budget plans		−17,000				
Advances and reimbursements from non-Federal sources (69 Stat. 646)	−3,793	−3,000	−3,000	−3,793	−3,000	−3,000
Unobligated balances carried forward for completion of prior year budget plans				442,334	157,080	209,080
New obligational authority	676,084	522,746	812,000	676,084	522,746	812,000
New obligational authority:						
Appropriation	609,501	498,346	812,000	609,501	498,346	812,000
Transferred from:						
"Emergency fund, Department of Defense" (74 Stat. 355)	66,583			66,583		
"Military construction, Department of Defense" (75 Stat. 381)		16,400			16,400	
"Emergency fund, Department of Defense" (75 Stat. 381)		8,000			8,000	
Appropriation (Adjusted)	676,084	522,746	812,000	676,084	522,746	812,000
Note: Reconciliation of budget plan to obligations:						
Total budget plan	691,877	542,746	815,000			
Deduct portion of budget plan to be obligated in subsequent years	442,334	157,080	209,080			
Add obligations of prior year budget plans	619,114	425,334	157,080			
Obligations	868,657	811,000	763,000			

Mr. SHEPPARD. We shall now proceed with our hearings for Military Construction, Air Force.

Mr. Secretary, do you have a statement you wish to present to the committee this morning?

Mr. ZUCKERT. Yes, Mr. Chairman, I do.

Mr. SHEPPARD. Please read it.

GENERAL STATEMENT OF SECRETARY OF THE AIR FORCE

Mr. ZUCKERT. Mr. Chairman, the statement is somewhat longer than I would like, but, as I understand it, the chairman would like me to read it into the record in its entirety rather than summarize it?

Mr. SHEPPARD. That is correct.

Mr. ZUCKERT. Mr. Chairman and members of the committee, it is my pleasure to appear before this committee to present the fiscal year 1963 military construction program of the Department of the Air Force. The program to be presented reflects the best efforts of the Department of the Air Force to provide for new weapon systems and at the same time meet the need for conventional facilities.

The Department of Defense budget including the military construction program has been prepared in terms of program packages and weapon systems under procedures prescribed by the Secretary of Defense. This program is in accordance with guidelines and policy decisions of the Office of the Secretary of Defense and the Bureau of the Budget, as approved by the President. The construction program has been coordinated with related appropriation programs of the Department of the Air Force for procurement, and research, development, test, and evaluation, to insure that all of these programs are in balance and in accordance with established time periods.

FISCAL YEAR 1963 MILITARY CONSTRUCTION APPROPRIATIONS

The Air Force military construction appropriation program for fiscal year 1963 embraces three appropriations. The total new obligating authority is $831 million. The appropriations and the amounts of new obligating authority for each are:

	Millions
Military construction, Air Force	$812
Military construction, Air Force Reserve	5
Military construction, Air National Guard	14
Total	831

Within the fiscal year 1963 program for the Regular Air Force there is included nearly $500 million for the ATLAS, TITAN, and MINUTEMAN bases or about 62 percent of the total Air Force military construction program. A portion of this amount you will note, $225 million, reflects the increased costs which we are experiencing at ATLAS and TITAN bases authorized by Congress in prior years, and $94 million for additional features for the previously approved MINUTEMAN program for a total of $319 million.

The new starts provided for in the program, costing approximately $494 million, are about the same as were finally approved by the Congress in fiscal year 1962.

The portion of the total Air Force military construction program applied to oversea bases continues to decrease each year. Of the

total of $45 million identified with installations outside the United States, $15 million represents projects in U.S. territories and possessions, and projects in Canada which directly contribute to joint continental defense. The remaining $30 million is for projects in foreign countries outside North America. For example, $11.6 million is programed for projects in support of the Pacific Air Forces, $5.5 million for the Air Forces in Europe, and $9.4 million for security service installations worldwide.

AIR FORCE MILITARY CONSTRUCTION APPROPRIATION PROGRAM, FISCAL YEAR 1963

The Air Force requests for the Regular Air Force new obligating authority for construction in the amount of $812 million. Against this amount the Air Force requests approval of $812.7 million in line items of construction which are within the following significant program package areas:

	Millions
Central war offensive forces	$534.7
Central war defensive forces	20.8
General purpose forces	23.8
Airlift forces	5.7
Research and development	85.9
Servicewide support	141.8
Total	812.7

CENTRAL WAR OFFENSIVE FORCES

The largest portion of the construction program is in direct support of the strategic forces with $534.7 million requested for facilities. The major mission of these forces is to deter war by their capability to destroy the enemy's warmaking capabilities. Of the total $534.7 million requested, $487 million is directly related to the Air Force ballistic missile program. There is also included an additional $10.7 million for construction of facilities for maintenance and surveillance of the MINUTEMAN missile.

The ICBM construction program at the outset was a formidable task. As this committee well knows, unusual factors were involved with construction proceeding on a wartime basis, without the benefit of cost estimates that could be based upon prior experience or tested design. Missile bases were, of necessity, started well before the weapons themselves had been fully developed or tested. Thus, design and construction of missile bases had to go forward concurrently with the development of the missile to be housed and before completed development of the missile support equipment. The traditional system of step-by-step development of program, design, and construction cost estimates, involved a time element that could not be tolerated in view of the requirement which demanded an ICBM capability at the earliest possible date.

ATLAS AND TITAN

For the ATLAS and TITAN base construction there is requested an increase of $225 million. These funds are to be applied to the ATLAS and TITAN launch complexes now underway or completed. The entire amount of $225 million is needed to complete construction

and to finalize contract payments for operational ATLAS and TITAN facilities. These funds are not for new bases.

Construction of facilities for the 13 ATLAS squadrons is substantially complete. The TITAN program consists of six TITAN I and six TITAN II squadrons. Construction for the first four TITAN I squadrons is almost complete with construction of facilities at the remaining two TITAN I squadrons now in the final stage. Construction schedules for the six TITAN II squadrons are generally being met with construction of facilities about 40 to 50 percent complete.

MINUTEMAN

For the MINUTEMAN, a total of $272 million is requested. This will provide for launchers and direct technical support facilities for four additional squadrons at a cost of $168 million and will increase the force to a total of 16 hardened and dispersed squadrons.

Also included is $94 million for work related to the 12 previously approved MINUTEMAN squadrons. Of this amount, $24 million will be used to increase the survivability of 6 operational squadrons; $60 million will provide environmental control of the first 12 squadrons, and $10 million will provide other improvements within previously authorized programs.

There is also included approximately $10 million for new facilities to be constructed at and near Hill Air Force Base, Utah, for depot level maintenance and surveillance of the MINUTEMAN missiles.

OTHER STRATEGIC FORCES

The remainder of the funds, $37 million, will provide facilities required to increase the readiness of the B–52 and B–58 forces, their supporting KC–135 tanker aircraft and other essential command facilities. Two significant requirements are the conversion of Dyess Air Force Base, Tex., for use as the 39th B–52 dispersal base at a cost of $6.1 million and an addition to the Strategic Air Command Headquarters building at a cost of $4.1 million.

CENTRAL WAR DEFENSIVE FORCES

For the central war defensive forces the Department of the Air Force requests $20.8 million or 2.6 percent of the total construction program. Over half will provide facilities in support of the Century series fighter-interceptor aircraft to improve the readiness and effectiveness of the defensive forces at bases in the continental United States. Facilities are also included in support of aircraft control and warning and DEW line stations. Also of particular interest are those facilities totaling $1.5 million for the nuclear detection and reporting system (NUDETS). This system will detect, locate, and report data on nuclear detonations occurring within the North American Continent.

RESEARCH AND DEVELOPMENT

Facilities in support of the research and development effort are requested in the amount of $85.9 million representing 10.6 percent of the total program. A major portion of these facilities contribute directly to Air Force participation in the national space program.

We are all aware of the successes this Nation has achieved in our space and ballistic missile programs. They have been spectacular and have been given wide publicity. A booster lifting its payload toward outer space and the successful completion of manned orbital flight are the end products of the scientific effort mobilized to those ends. Such successes are made possible to a large degree by the efforts of the scientists in our laboratories. The new materials, improved communications, life support systems, advanced power supplies, the fuels, and a host of other things have resulted from their labors.

Of the total requested for research and development, $49 million is applied directly to military space programs. This amount will provide for three primary elements of the research and development area. These are first, checkout, launch, and associated test facilities for the TITAN III large booster rocket engines; second, support of the DYNA-SOAR program; and third, operational development in the satellite field including facilities for component testing and development of techniques for space vehicle recovery.

With respect to the first element, you will recall that in the ICBM program we have developed the high performance TITAN II missile. We are using the TITAN II booster to develop the TITAN III rocket booster for application to our national space projects. Actually we have taken the liquid-fueled TITAN rocket, improved the engine, and combined it with a solid fuel rocket engine. By following this "building block" approach we will achieve the higher thrust we need to proceed with the Department of Defense portion of the national space program.

As for the DYNA-SOAR program, one of the first applications of the TITAN III rocket will be to launch the DYNA-SOAR vehicle which you may recall is a maneuverable orbital vehicle.

The third element provides for establishment of tracking and recovery stations and a facility for component checkout for space vehicles.

Approximately $8 million is requested for construction in support of the expanding space and missile testing programs on the Atlantic Missile Range. The new programs of the National Aeronautical and Space Administration and Department of Defense require that the Air Force take steps to modify and enlarge some of its facilities to properly support these programs. Rocket boosters are larger, have greater thrust, and are used for a wide variety of military and scientific applications. Success in these programs can be achieved only by adequate launch facilities and telemetry and communications stations that effectively gather the flight information. Equally important, we must be able to quickly reduce this information to usable form for application in this new and rapidly advancing national endeavor.

A sum of $19.3 million is requested for specialized technical facilities for research functions, the primary item of which is the electro gas dynamics facility to be built at Wright-Patterson Air Force Base, Ohio, at a cost of $10 million. The $9 million balance will provide for modification and expansion of various research and development laboratories. The electro gas dynamic facility is an applied research tool for use in developing hypersonic aircraft, missiles, and space craft which must encounter severe high temperatures. For this purpose the Air Force is adapting an inactive transonic wind tunnel. We

will be able to reuse about $6 million of the existing equipment. It is interesting to note that at a speed of 10,000 feet per second we can encounter temperatures up to 5,000° F., and during initial reentry at 20,000 feet per second, temperatures can reach 18,000° F. The problem becomes apparent when it is noted that every material known to man is molten at about 6,000° F. The electro gas dynamic facility is required as a part of the development of the materials and design that will withstand these extreme temperatures.

The remainder of the funds requested for research and development will provide other essential facilities at bases of the Air Force Systems Command.

OTHER PROGRAM PACKAGES

Finally, there is requested $171.3 million, or 21 percent of the total program, to provide facilities in support of the general purpose forces, airlift forces, and for servicewide support.

GENERAL PURPOSE FORCES

Funds in the amount of $23.8 million, or 2.9 percent of the total program, are requested for the general purpose forces. In this category we have facilities required for the Century series tactical-fighter and interceptor aircraft amounting to $9 million. The remaining $14.8 million is needed for construction at installations of the Tactical Air Command, the Caribbean Air Command, the Pacific Air Forces, and U.S. Air Forces in Europe.

AIRLIFT FORCES

For the airlift missions $5.7 million is requested. This amount will provide facilities essential for the support of MATS and the troop carriers of the Tactical Air Command. Half of the amount requested is required for construction of an operational apron at Pope Air Force Base, N.C., to accommodate C–130 troop carriers.

SERVICEWIDE SUPPORT

Of this program, $141.8 million or 17.4 percent, is requested for education and training, logistics support, communications, and other general support programs, which are not specifically identified with any of the preceeding program packages.

In the field of education and training, $13.2 million is required for this increasingly important and expanding program. As you know, Mr. Chairman, Air Force weapon systems are becoming extremely complex. This situation underscores the need for highly trained operation and maintenance personnel. Our request includes $3.2 million for technical training buildings at Chanute and Sheppard Air Force Bases in support of the B–52, B–58, KC–135, as well as various missile training programs. There is also a request for $3.8 million in facilities to support the Air Force Officers Military School at Lackland Air Force Base; $1 million is included for construction of a combination dental clinic and laboratory at Lackland Air Force Base.

As for logistics support, the Air Force requests $12.8 million for various facilities at depots of the Air Force Logistics Command. The bulk of this amount is needed to update AFLC facilities to meet

missile guidance system maintenance requirements and to continue maintenance and modernization support of the SAC bomber and tanker forces; $6.7 million is needed for replacement of seriously deteriorated light-duty pavement with heavy-duty pavement to support heavy bombers and MATS cargo aircraft at Tinker Air Force Base.

Within the $19.4 million request for communications there are included projects to meet the demands for updating and improving our communications systems and for the construction of new facilities in support of this vitally important area. The communications programs are for the most part devoted to improved command control for our strategic forces. A survivable emergency communications system will strengthen our positive control of the force. A major point-to-point communications circuit augmentation will also reinforce our ability to control and direct strategic forces. Three projects to improve the aerospace and communications systems account for $16.4 million of this request.

In support of classified activities, the Air Force requests $18.7 million, of which the major portion is for technical operation and installation support items for the Air Force Security Service.

For air traffic control and landing aids, $5.5 million is requested. The system consists of integrated electronic and visual aid facilities which provide the necessary traffic control guidance for all phases of Air Force operations, and also increased capability for aerospace vehicles to operate efficiently and effiectively within total air space. The tremendous upsurge in flying activities, both military and civilian, demand that continued efforts be made to improve systems and component equipment which contribute to safety of operation of our aircraft both within and into traffic patterns.

The Air Force requests $1.9 million for construction in support of weather reconnaissance aircraft on McClellan Air Force Base, Calif. For operational mission training and maintenance facilities at Andrews Air Force Base, we request $1.5 million.

The remaining general support programs total $68.8 million. These programs include advance project planning, urgent minor construction and alterations, construction of access roads, and a modest amount for minor land acquisition.

PERSONNEL FACILITIES

The area of personnel facilities is one in which our advance has been less than satisfactory. Each year modest increments have been requested to improve our bases in an effort to provide for our people an acceptable standard of living. A personnel force of the kind required in this complicated age of aerospace must be provided for in a manner far different from earlier days in military history. They come to us better educated, from comfortable homes, and accustomed to a living standard set at an unprecedented high level. To attract promising young people and keep them in the Air Force we must respond to their needs. We recognize this, but in many places we lack either the necessary facilities or have been forced to extend the use of buildings which are long overdue for replacement. The personnel facilities included in this program are intended as part of the continuing action to correct those conditions where the need is most urgent;

$46.6 million for personnel facilities has been included in the overall military construction program. Of this amount, $23.2 million will provide for hospital and medical facilities, and $23.4 million is requested for housing and community facilities.

Mr. Chairman, this request does not provide any funds for military family housing requirements of the Department of the Air Force. The Air Force military family housing requirements were proposed for authorization by the Department of Defense in H.R. 11131, title IV, "Military Family Housing." The Department of the Air Force has an urgent need for construction of military family housing at 83 bases inside the United States and 3 bases outside the United States, for a total of 7,553 units.

STATUS OF UNOBLIGATED BALANCES

Before concluding my remarks, I would like to point out that the military construction appropriation will carry over into fiscal year 1963 an estimated unobligated balance of $157 million. This is by far the lowest unobligated balance we have ever carried forward and represents funds for valid continuing requirements.

In summary, the Air Force requests an appropriation of $812 million for the fiscal year 1963. The individual construction projects supporting this request are set forth in detail in the volumes before you.

AIR FORCE RESERVE FORCES

The military construction programs for the Air Force Reserve and the Air National Guard will be presented after completion of the presentation of the Regular Air Force construction program. The Reserve Forces represent a vital resource ready to respond when needed to augment the Active Forces as was evidenced during the recent Berlin crisis. As I previously indicated, these programs total $5 million for the Air Force Reserve, and $14 million for the Air National Guard.

CONCLUSION

Mr. Chairman, this completes my prepared statement. We are prepared to answer any questions the committee may desire to ask and to discuss fully the projects contained in the Air Force military construction program.

Mr. SHEPPARD. Thank you, Mr. Secretary.

We have another statement to be presented by General Minton.

Proceed with your statement, please, and we will not interrupt until you have completed it.

GENERAL STATEMENT OF DIRECTOR OF CIVIL ENGINEERING, USAF

General MINTON. Mr. Chairman and members of the committee, the program which we are submitting to the committee on military construction in the Air Force is approximately $812 million. This amount represents our best judgment of a reasonable balance between support for the new weapons systems and current types of forces. It has been compressed from a total of over $2 billion in construction requests submitted by the air commands and has been carefully re-

viewed by the bases, the commands, our headquarters, Office of the Secretary of Defense, and Bureau of the Budget. Projects for selected bases and commands, including oversea installations, were examined at the base by teams of officers from Headquarters, USAF.

Providing construction to support the extremely rapid pace of modern technology presents a real challenge to the modern military engineer. We must be prepared to present cost estimates and preliminary plans and concepts that are many times not clearly defined in terms of concrete and steel. This is a way of life in this age of aerospace and the military engineer must adapt his thinking and procedures to meet these requirements. In the aerospace age, as in the past, construction must come first and by being first it is subject to change. Now, more than ever, sound planning and management must be applied in the determination of specific requirements.

CONSTRUCTION PROGRAM MANAGEMENT

We have considered new construction only after a full screening of current and projected use of available facilities. The adaptation of existing facilities to new requirements is applied whenever practicable. Many additional requirements are being satisfied with considerable savings by alteration or addition to existing facilities rather than new basic construction. By these means we have been able to satisfy many new requirements without constructing new facilities. These will be noted as you review the line items in this program.

We are continuing and enlarging upon the utilization of standard designs. This is providing appreciable savings of design costs and has resulted in the reduction of change orders. We are continuing to improve and expand the number of standard definitive designs and have requested our construction agencies to make full utilization of them. We are also continuing investigation in the use of materials and finishes which will be responsive to minimum construction and maintenance costs as well as appropriate to facility function and life expectancy.

An example of the use of standard facilities is the increased utilization of off-the-shelf metal structures. These pre-engineered buildings are showing greater promise of providing economies for meeting certain of our construction requirements. We have requested that preengineered structures be utilized whenever practicable and have revised many definitive drawings to reflect the use of those structures which are available from industry.

Major construction projects to be awarded from available funds after the end of fiscal year 1962 total approximately $53 million. This compares with the $166 million of unawarded projects at the end of last year and is by far the lowest in recent years. During the first three quarters of fiscal year 1962, Air Force construction contracts averaged over $238 million per quarter. We will award contracts for approximately $115 million in this quarter for a total of $830 million for the year. We continuously screen projects for current validity and long-term future needs. Where appropriate, projects are deleted or curtailed and our design and contract award schedules are rephased accordingly. We feel that the results have justified this cautious approach.

DESIGN STATUS OF FISCAL YEAR 1963 PROGRAM

Design of the 1963 program is well along. This year we issued final design instructions on January 29, 1962, almost 3 weeks in advance of last year. On projects other than missiles, preliminary design has been completed on about 75 to 85 percent of the program. In the missile construction area, design is well along and will be completed in advance of the scheduled dates for initiating construction.

Construction program cost estimates are prepared as accurately as possible based on actual field siting, analysis of utility requirements, and the need for supporting items.

These estimates are refined as time permits, but, in most cases, can only be considered to be preliminary estimates for the reasons mentioned.

CONSTRUCTION CONTRACT PROCEDURES

Most of the construction contracting for the Air Force is done by the Army Corps of Engineers or the Navy Bureau of Yards and Docks. It is our policy to use advertised lump sum competitive bidding on our construction whenever practical. There are limited justifiable exceptions to this policy; however, each exception is examined closely to insure its validity and this committee is kept informed of each of the exceptions.

It is also Air Force policy to insure, insofar as we reasonably can, that invitations for bids are based on complete, well prepared plans and specifications.

As distinct from construction contracting, the professional services of architects and engineers are secured by negotiated fixed price contracts. These services relate to design, and, in some cases, the inspection of construction projects.

We are continuing to make a detail study of the qualifications of architects and engineers engaged to do Air Force work in order to insure that the most competent and experienced are utilized. We have worked closely with the construction agencies in an effort to reduce overhead costs including costs of design whenever practicable consistent with adequate supervision and inspection of the projects. For that small part of the work, which comes under direct Air Force supervision for design and supervision of construction, we are specifying that a properly registered representative of the architects and engineers engaged to do the design must certify plans and specifications in accordance with accepted engineering practices.

PROGRAM SUMMARY

In view of the separate presentations scheduled on construction for the Reserve Forces, I will discuss only the appropriation request for the active Air Forces.

New construction appropriation is requested for 112 of our major installations worldwide. Of these, 80 are in the 50 States and 32 are outside. In addition, the program provides facilities at a number of other minor sites and locations, including those of the A.C. & W. networks, communications sites, missile range stations, and sites of classified activities.

Although portions of the additional missile squadrons will be located at detached operational sites, no new bases are included in

this program. All new operational activities will be supported by existing military installations.

The Air Force fiscal year 1963 "Military construction" appropriation request is summarized in the following table.

SUMMARY OF FISCAL YEAR 1963 MILITARY CONSTRUCTION APPROPRIATION

	Prior years and permanent authorization	Fiscal year 1963 authorization	Total
Design	$30,000,000	0	$30,000,000
Inside the United States	13,579,000	$685,385,000	698,964,000
Outside the United States	1,018,000	43,968,000	44,986,000
Minor construction	22,500,000	0	22,500,000
Support activities	16,300,000	0	16,300,000
Total	83,397,000	729,353,000	812,750,000

New obligating authority in the amount of $812 million is requested. This amount, together with anticipated reimbursements to the "Military construction" appropriation during fiscal year 1963, will provide full funding for the proposed program.

Of the $812.7 million of projects provided by the program $699 million represents projects at bases inside the United States and $45 million is for projects outside the United States. The balance of the program provides funds for design, minor construction, and support activities.

A table is attached to my printed statement which summarizes the appropriation request by major Air Force commands. This summary reflects the total amounts for the bases which are assigned to each such command. Most of these bases are utilized by more than one command and support various weapon systems.

It is important to note that this $812 million total request does not provide an increased level of programing for conventional types of base facilities. Instead, it reflects the impacts of the extremely rapid pace of modern technology and the accompanying high cost of direct support base facilities which now are an integral part of new weapon systems.

Of the $812 million Air Force request, about $670 million or 82 percent of the total program is devoted to the relatively fixed construction costs to accommodate new systems. These fixed costs primarily are associated with the highly complex technical facilities for ballistic missiles, space activities, research and development, and modern aerospace communications and intelligence systems.

The heavy demand on available resources for these types of specialized construction has made it mandatory that we reduce expenditures for conventional facilities. This request contains only $142 million for the more common types of facilities essential both for support of the new systems and for modernization of other vital segments of the Air Force. This smaller balance of common-type support facilities does not accommodate all of our priority needs. It has been necessary to make difficult selections and to eliminate all but the highest priority projects of this nature.

Technical facilities for ballistic missiles, totaling $497 million, comprise the largest single portion of this program. For the MINUTE-

MAN ICBM, $272 million is requested. This amount includes funds for construction of four more operational MINUTEMAN squadrons. It also provides for additional work and costs related to the first 12 squadrons which were financed in prior years.

Additional funds of $225 million are requested to complete the construction for operational ATLAS and TITAN facilities. Appropriations currently available for this work are almost exhausted. The scheduled achievement of weapon system operational capability is dependent on unimpeded construction progress. The additional amounts requested for ATLAS and TITAN are necessary to insure that such essential progress is not impeded and that appropriate and timely contractual actions continue to be taken as necessary.

Other major amounts requested for technical facilities for new systems include $10 million for the GAM–77 HOUNDDOG and GAM–87 SKYBOLT air-to-surface missiles; $49 million for space programs; $18 million for major communications and nuclear detection systems; $13 million for classified activities; and $28 million for research and development programs. In addition, the major portion of the amounts requested for design, access roads, and minor construction would be applied to these same types of technical requirements for new systems.

CONSTRUCTION CATEGORIES

Each of the weapon system and program objective packages discussed by Secretary Zuckert includes various types of facilities. The following table provides a parallel analysis of the total program by major construction category.

Program by construction categories

[Dollar amounts in millions]

	Amount	Percent of total
Operational and training (including missile and space facilities)	$622.3	76.6
Maintenance	17.8	2.2
Research, development, and test	28.4	3.5
Supply	7.4	0.9
Hospital and medical	23.2	2.9
Administrative	11.7	1.4
Housing and community	23.4	2.9
Utilities and ground improvements	24.9	3.1
Real estate	1.1	0.1
Design	30.0	3.7
Minor construction	22.5	2.7
Total	812.7	100.0

The operational and training category represents over 75 percent of the total program. Almost nine-tenths of this category consists of operational facilities in the amount of $546 million for the missile and space programs. Other major increments of this category are $26 million for airfield pavements; $25 million for communications facilities; $13 million for special classified activity facilities; and $7 million for training buildings.

In the maintenance category, approximately $6 million relate to missiles and $6 million relate to aircraft. The balance is for other special equipment and vehicle maintenance.

Six new hospitals at a total cost of $19 million comprise the major portion of the medical category. These new hospitals are badly needed to replace present inadequate, substandard, and obsolete facilities. Smaller projects in this category include alteration or addition to three existing hospitals, one new combination dispensary and dental clinic, two dispensaries, and two dental facilities.

An amount of $8.8 million is included in the administrative category for major administrative facilities at four locations. This category also contains 12 smaller projects for various base unit activities.

The housing and community category includes the various types of facilities which form one of the major elements contributing to personnel effectiveness and retention. Troop housing and dining facilities amount to $15 million of the $23 million category total. These include projects for replacement and improvement of substandard dormitories and officer quarters, as well as for eliminating current deficiencies in housing accommodations. The requested appropriation will construct approximately 5,400 new airmen dormitory spaces and 900 officers quarters. Improvement of 600 existing dormitory spaces and 117 officers quarters also is requested. Recreational facilities within this category amount to $5 million. The $3 million balance consists of chapels and other community facilities.

ACCESS ROADS

The major item in the utilities category provides $16 million to finance the Air Force portion of requirements for construction of offbase access roads and improvement or relocation of existing public highways where the need is generated by Air Force operations. Right-of-way acquisition and construction work related to these roads is performed for the Air Force by the Bureau of Public Roads after certification by the Secretary of Defense. The funds requested will be used predominantly for provision of access to the MINUTEMAN ICBM sites. To a much lesser degree, they will be applied to improvement of access to existing bases.

LAND ACQUISITION ($25,000 AND UNDER)

The program includes $300,000 in the real estate category to provide for the acquisition of real estate interests where the cost of an individual or noncontiguous parcel does not exceed $25,000. These minor land acquisitions are made under permanent authorizations and include unforeseen real estate requirements as well as currently identified specific minor real estate interests.

DESIGN

The $30 million for design will provide those funds needed in fiscal year 1963 primarily for design of the fiscal year 1964 military construction program. It also will be used to accomplish site surveys and develop initial base master plans and, to some extent, to complete final design of projects included in this fiscal year 1963 construction program.

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MINOR CONSTRUCTION

The Air Force requests a total of $22.5 million for minor construction in fiscal year 1963. These funds can be applied to urgently required minor construction projects not otherwise authorized by law. The authority for accomplishment of this minor construction work is section 2674 of title 10 of the United States Code. Pursuant to this law, qualified minor construction projects are limited to a maximum cost of $200,000. Projects in excess of $25,000 must be approved by the Secretary of the Air Force and, if over $50,000, by the Secretary of Defense.

The present atmosphere of rapid change and technological advances, and the need to respond to worldwide military contingencies, makes the availability of this authority essential. Progressive revision in deployments, especially overseas, also generate minor construction demands which must be met. These and like adjustments require minor construction to implement. In all such cases, maximum use is made of existing facilities by adapting them to our new needs. Minor construction funds provide the most practical and economical and, in many cases, the only means by which advantage of improved and new systems capabilities can be realized. The availability of this type authority is invaluable to meet such unprogramed requirements as those generated by calling up Air Force Reserve and Air National Guard units last fall and the emergency deployments which had to be made in both the Atlantic and Pacific theaters.

In addition to providing for such emergency projects and the normal requirements for minor new construction, the implementation of section 637 of Public Law 87–144, the fiscal year 1962 Appropriation Act, requires accomplishment of additional types of work not done in prior years with minor construction appropriations. The effect of this legislation was to include alteration projects between $25,000 and $200,000 in the minor construction program. These projects were financed previously under the "Operation and maintenance" appropriation.

During this current fiscal year, we will have $30–35 million worth of urgent projects approved for accomplishment under the minor construction authority. Projects totaling about $22 million will be placed under contract during this fiscal year. An additional $3 million will be financed and is being readied for award. The balance will be financed and awarded promptly when fiscal year 1963 funds become available.

CONCLUSION

In preparing the "Military construction" appropriation program being presented today, the Air Force has been highly selective. We have incorporated only those facilities which we feel will significantly contribute to operational readiness and provide a sound balance between near-term and long-term objectives. In making this selection, we have attempted to apply sound management principles and exercise a full sense of fiscal responsibility.

Mr. Chairman, this concludes my formal presentation. I shall be happy to answer any questions which you or the committee may have.

TABLE I.—*Summary by command*

Design	$30, 000, 000
Inside the United States:	
Alaskan Air Command	$6, 338, 000
Air Defense Command	14, 008, 000
Air Force Logistics Command	36, 825, 000
Air Force Systems Command	26, 355, 000
Strategic Air Command	29, 181, 000
Air Training Command	11, 851, 000
Air University	315, 000
Headquarters Command	2, 522, 000
Military Air Transport Service	999, 000
Tactical Air Command	13, 717, 000
Aircraft Control and Warning	812, 000
Ballistic missiles/space	536, 000, 000
Various classified	20, 041, 000
Total inside the United States	$698, 964, 000
Outside the United States:	
Air Defense Command	$2, 642, 000
U.S. Air Forces in Europe	5, 540, 000
Caribbean Air Command	1, 747, 000
Military Air Transport Service	112, 000
Pacific Air Forces	11, 560, 000
Strategic Air Command	271, 000
U.S. Air Force Security Service	9, 400, 000
Various classified	13, 714, 000
Total outside the United States	$44, 986, 000
Minor construction	$22, 500, 000
Support activities:	
Access roads	$16, 000, 000
Land acquisition ($25,000 and under)	300, 000
Total support activities	$16, 300, 000
Total program	$812, 750, 000

SMALL BUSINESS SET-ASIDE PROGRAM

Mr. SHEPPARD. Thank you very much, General.

You have had another year of experience to note the effect of the small business set-aside program on expenditures for the Air Force construction item. The committee realizes that most of the work is done by other agencies, but we would like you to comment on your experience with the effect of this policy on your construction and administrative costs.

Mr. Secretary, you can refer these questions to whomever you wish.

General MINTON. We are in a bit of a difficult position to make actual dollar comparisons of the costs of this action on our program. We have had some individual actions that give us an indication of this and we had one case of a rather large hospital that was supposed to go to small business. A large business submitted a bid on it and it was quite low. We had other examples that would indicate that, as

a general rule, small business can bid fairly successfully on small projects at individual bases, where perhaps they have been doing work and the administrative setup is already there and their equipment is there, and the organization is there.

As a general rule, Mr. Chairman, I feel that, across the board, this costs us a bit of money but just what the percentage is I do not know. I would say perhaps 1 or 2 percent. I have here a list of representative items which were set aside for small business and which were subcontracted more than 80 percent.

(The information referred to follows:)

Air Force contracts which were set aside for small business and which were subcontracted more than 80 percent

Contractor	Location	Description of work	Value
Lawrence Construction Co	Mather AFB, Calif	Test stand, jet	$35,709
Bill Gattung, Inc	Travis AFB, Calif	Composite medical facility (addition).	45,880
Fullerton Construction Co	Mather AFB, Calif	Bomb navigation training building.	479,000
Bingham Construction Co	McClellan AFB, Calif	Shop, communication, and electronics depot (addition).	200,000
Elling Halvorson Co	do	Radar approach control facility.	308,518
Megal Construction Co	Mitchell Field, Wis	50-man dormitory	56,408
Triangle Builders	Whiteman AFB, Wis	Refueling vehicle shop	77,736
Do	Kirksville AFS, Mo	FPS 7 radar tower	173,930
A. W. Soderberg	McConnell AFB, Kans	Precision measurement laboratory.	87,433
M. W. Hills	Schilling AFB, Kans	Gunnery test range	254,900
National Construction Co	Otis AFB, Mass	Construction of intrusion alarm system.	49,596
Johnston & Meloy	Adair AFS, Oreg	Airmen's dormitory	183,255
Hefte Construction Co	Spokane International Airport, Spokane, Wash.	Base jet fuel storage	58,472
Chris Berg, Inc	Fort Greely, Alaska	Additional station modifications.	33,333
United Nations Construction, Inc., d.b.a. United Constructors.	Cannon AFB, N. Mex	Development of water well	1,790

Mr. SHEPPARD. When you come up for your next appropriation request you will have a yardstick of experience that I presume will be more indicative of the cost factors.

General MINTON. Yes, sir. We have gained some experience this year.

FISCAL YEAR 1962 ITEMS NOT UNDER CONTRACT BY JULY 1, 1962

Mr. SHEPPARD. Are there any items in the fiscal year 1962 program which will not be under contract by the end of the fiscal year? If so, what are the items and what is the reason?

General MINTON. I do not have at my fingertips the line item listing of those. We could get it very rapidly for you and furnish it for the record. I think perhaps we have it available here if you would like to take a moment and run over it.

Mr. SHEPPARD. Can you have it available by this afternoon?

General MINTON. Yes, sir.

Mr. SHEPPARD. If you will, please.

(The information is provided on p. 28.)

1962 CONTRACTS AWARDED ON NONADVERTISED BASIS

I wish you would also list the major contracts awarded in the fiscal year 1962 program on other than an advertised basis, and the reason for the specific action.

General MINTON. Yes, sir. We can do that.

(The information follows:)

Department of the Air Force

Report covering military construction contracts awarded without formal advertising during 6-month period from July 1, 1961, to Dec. 31, 1961

Name of company with which contract was placed	Location of work (name of base and State or country in which located)	Description of military construction provided by contract	Public law which authorized this military construction	Dollar amount of contract	Reasons why contract was awarded without formal advertisement
Dae Myung Construction Co., Ltd	Kunsan Airbase, Korea	Airfield lighting system, runway lighting, high intensity.	Public Law 86-149	[1] $64.02	Work performed outside United States, its territories and possessions. Competitive proposals solicited.
Sam Whan Enterprise Co., Ltd	Osan Airbase, Korea	Construction of 5 80-man dormitories; 1 40-man officers' quarters.	do	[1] 1,468.28	Do.
Do	Kunsan Airbase, Korea	Base cold storage, food	do	[1] 119.50	Do.
Hyun Dai Construction Co., Ltd	do	Combat center transition system	do	[1] 320.54	Do.
United Construction & Industrial Co., Ltd	Osan Air Base, Korea	Erection of aircraft shelters ready, and construction of aircraft shelters.	Public Law 86-500	[1] 17,804.44	Do.
Hyun Dai Construction Co., Ltd	Kunsan Air Base, Korea	Construct operational apron alert, security fence and lights and erection of aircraft shelters ready.	do	[1] 13,956.00	Do.
Chang Sul Sa Co., Ltd	Osan Air Base, Korea	Construct approach light system	do	[1] 1,039.00	Do.
Do	do	Construct storage igloos	do	[1] 4,759.35	Do.
Hokuriku Denki Kogyo Co., Ltd	Misawa Air Base, Japan	Construction of electrical distribution system.	do	154,000.00	Do.
Shimizu Kensetsu Co., Ltd	Wakkanai Air Station, Wakkanaishi Hokkaido, Japan.	Construction of service club	do	120,000.00	Do.
Do	do	do	do	[1] 4,585.00	Do.
Do	do	Construction of base chapel	do	66,000.00	Do.
Maruzen Hodo Co., Ltd., and Takano Construction Co., Ltd. (joint venture).	Misawa Airbase, Japan	Construction of taxiway, runway access.	do	[1] 39,516.83	Do.
Asahi Bussan Co., Ltd	do	Construction of addition to existing alert hangar.	Public Law 86-149	[1] 5,588.86	Do.
Loo Ken Kee, general contractor	Tainan Air Station, Taiwan	Construction of 2 ready aircraft shelters.	Public Law 86-500	[1] 69.58	Do.
Oriental Enterprises, Inc.[2]	do	Construction of 2 airmen's barracks	do	56,714.80	Do.
R.E. Corporation, d.b.a. Reliance Enterprises.	Hamilton Air Force Base, Calif.	Modify remote SAGE combat center	do	230,338.02	Small business set-asides under provisions of sec. 15 of Public Law 85-536, Small Business Act.
Sabraw Bros	do	Construct shop A/C, Government-furnished Butler building.	Public Law 85-861 and 10 U.S.C. 2674.	23,375.00	Do.
John W. Danforth	Niagara Falls Air Force missile site, New York.	Modify heating, BOMARC	Public Law 85-685	62,588.00	Do.

Town of Wheatfield, water division	Lockport AFS, NY	Connection charge (water service)	Public Law 86-500	190.00	Impracticable to secure competition by formal advertisement because or urgent need to meet the beneficial occupancy date. Competitive proposals solicited.
Old Settlers Water Co	Blaine AFS, Washington (Gatar site).	Connection charges for water services	do	538.00	Do.
Lluts Construction Co., Inc	Lowry AFB Bombing Range, Lowry AFB.; Colo.; Deer Trail, Colo.; and Elizabeth, Colo.	Modify control center kitchens within launch complexes 1A, 1B, 1C, 2A, 2B, and 2C.	Public Law 85-685	51,960.00	Small business set-asides under provisions of sec. 15, Public Law 85-536, Small Business Act.
Micah Jenkins Nurseries	Charleston AFB, S.C	Furnish and install screening plants adjacent to mortgage parcel B, off-site utilities contract.	12 U.S.C. 1748i	1,165.00	Aggregate amount involved is not more than $2,500.
First Electric Cooperative Corp	Little Rock AFB, Ark	Electric service to missile sites	Public Law 86-500	48,513.74	Impracticable to secure competition by formal advertisement because of urgent need to meet the beneficial occupancy date. Competitive proposals solicited.
Petit Jean Electric Cooperative Corp	do	do	do	15,088.59	Do.
RCA Great Britain, Ltd	RAF station, Edzell, Scotland.	Installation of antenna array system	do	35,141.62	Work performed outside United States, its territories and possessions. Competitive proposals solicited.
Southern Engineering & Construction Co	Glasgow AFB, Mont	Erection of 1 SHU 3/E aircraft maintenance dock.	do	7,614.00	Small Business set-asides under provisions of sec. 15 of Public Law 85-536, Small Business Act.
Do	Luke AFB, Ariz	Erection of 6 small maintenance docks	do	13,857.00	Do.
Aero-Dox Co	Tulsa MAP, Okla	Dismantle 1 type MB-2 Government-owned A/C maintenance dock at Homestead AFB, Fla., and erect the MB-2 A/C maintenance dock at Tulsa MAP, Okla.	do	1,212.30	Do.
Southern Engineering & Construction Co	Clinton Sherman AFB, Okla.	Erection of a fuel system maintenance dock.	do	6,285.00	Do.
Do	K. I. Sawyer AFB, Mich	do	do	2,704.00	Do.
Do	Wurtsmith AFB, Mich	do		519.00	Do.
Do	Minot AFB, N. Dak	do		2,508.00	Do.
Do	Grand Forks AFB, N. Dak	do		5,383.00	Do.
Do	Kincheloe AFB, Mich	do		2,342.00	Do.
Total				19,741.00	

[1] Amendment.
[2] This contract is a reprocurement of services terminated for default under contract AF 62 (435)-220, Lungan Development & Trading Corp. Terminated MCP contract was reported in previous AF-XPL-N4 in the amount of $57,750.

ADDITIONAL AIR FORCE INSTALLATIONS

Mr. SHEPPARD. Have any Air Force installations been added to the permanent establishment since you were last here before the committee? If so, I wish you would tell us which ones and why.

General MINTON. No, sir. I believe not. I would like to reserve final answer to that to be absolutely certain. There may have been some minor installations. There have been no major installations.

(Additional information follows:)

ADDITIONAL AIR FORCE INSTALLATIONS

Within the last year there have been no major Air Force installations added to the Air Force inventory of military real property. Only installations such as gap filler annexes, recruiting offices, Air Force stations, and missile sites have been added.

REDUCTION OR CLOSING OF INSTALLATIONS

Mr. SHEPPARD. What are your plans to reduce or close installations in fiscal year 1963, if any?

Colonel CALL. Mr. Chairman, during fiscal year 1963, Chennault, which is presently occupied by a medium bomb wing, will be inactivated. The announced inactivation of Donaldson has been deferred in view of the buildup of our tactical forces. Chennault is really the only base within the United States which will be released during 1963.

In the oversea areas, Sculthorpe will be reduced to a dispersed operating base as will Chelveston. Bruntingthorpe will be returned to the RAF.

All three of these bases are in the United Kingdom, sir.

Mr. SHEPPARD. Do any of these bases have Capehart or Wherry housing? If so, what do you plan to do about those?

Colonel CALL. Sir, none of the bases overseas have Capehart or Wherry housing. At Chennault I am sure that we do have some housing, possibly Capehart. I believe that the installations people are in a better position to answer that, sir.

General MINTON. We will have to dispose of this housing in accordance with the policies that we have had established in the past, working with OSD. We have not yet actually made a disposal of any Capehart project in the Air Force.

Mr. SHEPPARD. Please clarify that in the record.

General MINTON. Yes, sir.

(Additional information follows:)

FAMILY HOUSING ASSETS, CHENNAULT AIR FORCE BASE, LA.

There are 185 units of family housing at Chennault Air Force Base. Of these, five units were constructed with appropriated funds in the 1952–53 time period. The remaining 180 units were authorized under Public Law 765 of the 83d Congress for construction with appropriated funds. Construction was started in June 1956 and completed in May 1958. All of these units have been fully occupied through the total period of their existence. They will be declared excess to Air Force needs together with other facilities on the installation and offered to the other services. If not required, they will be turned over to GSA for appropriate disposal action.

UNOBLIGATED BALANCES

Mr. SHEPPARD. Please insert in the record at this point the unobligated balance for military construction, Air Force, as of June 30,

1961, December 31, 1961, and the estimated obligations as of June 30, 1962.

General MINTON. Yes, sir.

(The information requested follows:)

Unobligated balances

June 30, 1961, actual	$442, 334, 058
Dec. 31, 1961, actual	574, 657, 844
June 30, 1962, estimated	157, 080, 000

APPORTIONMENT OF FUNDS

Mr. SHEPPARD. Have all the funds approved by the Congress been apportioned to the Air Force? If not, why, and what items are involved?

General CURTIN. All the funds have not been apportioned. The unapportioned funds are something of the order of $5 million. This is in the process of being apportioned in the near future. I cannot associate specific items with this unapportioned balance, however, at this time, Mr. Chairman.

Mr. SHEPPARD. Please insert them in the record as a line item so we can have the advantage of seeing what they are.

General CURTIN. Yes, sir.

(The information follows:)

APPORTIONMENT OF FUNDS

In clarification of the $5 million referred to above, technically about $37 million is currently unapportioned. However, two requests for apportionment are pending in the Bureau of the Budget and if approved, as is anticipated, the current unapportioned balance is about $5 million as testified to. The remaining $5 million is associated with the construction of solid booster test facilities and is expected to be apportioned prior to June 30, 1962.

FISCAL YEAR 1961 OBLIGATIONS

Mr. SHEPPARD. Last year you anticipated unobligated balances of $367.4 million at the end of fiscal year 1961. You now anticipate $442.3 million. What is the basic reason for the increase, gentlemen?

General CURTIN. May I have those figures again, Mr. Chairman? The $442 million does not strike a note.

Mr. SHEPPARD. Last year you anticipated unobligated balances of $367.4 million at the end of fiscal year 1961. You now anticipate $442.3 million.

General CURTIN. At the end of fiscal year 1961?

Mr. SHEPPARD. Yes, sir.

General CURTIN. That was a recorded balance, yes, sir. Our program in fiscal year 1961 did not move forward as fast as we had anticipated at the time we made that proposal to the committee. However, since that time the program has got up to speed again and we feel that we are back on schedule.

As you will note this year we are showing an unobligated balance of $157 million as I recall the figure. We have overtaken that temporary lag in the program, sir.

Mr. SHEPPARD. Your estimates this year would indicate you expedited something in order to achieve that.

The budget program you have presented to the committee discloses the application of no funds from prior years to the proposed fiscal year

1963 construction program. I assume that after careful review of the status of funds, you do not anticipate any funds being available for the fiscal year 1963 program. Is that correct?

General CURTIN. To apply to the 1963 program?

Mr. SHEPPARD. Yes.

General CURTIN. That is correct, sir.

SAVINGS IN OR REPROGRAMING OF 1962 FUNDS

Mr. SHEPPARD. Do you anticipate any funds being available for additional reprogramings or savings in fiscal year 1962? If so, what amount and, generally speaking, on what reprogramings?

General CURTIN. So far as I am aware at the present time, Mr. Chairman, all of the reprogramings contemplated have been initiated and are on record with this committee. I know of no additional funds that will be generated and available for such reprograming. However, to make my point clear and not to be misunderstood, we do have a continuing problem in administering a program. This year we will have to find by savings and other techniques approximately $8 to $10 million to finance the remaining work that we have yet to go.

Mr. SHEPPARD. Am I to assume that is over and above your budgetary request that is presently before the committee?

General CURTIN. That is correct, sir. This is the normal adjustment of items within the program as we proceed during the fiscal year. It also is somewhat in response to your previous question as to our ability to apply fiscal year 1962 or prior years appropriations to the 1963 program. The picture I would draw is that we are down to the "bottom of the barrel" as far as applying prior years appropriations to the 1963 requirement. As you will recall, in fiscal year 1962, we had an across-the-board $20 million cut in the program. In addition, we are reprograming $10 million emergency and a further $9 million of reprograming. All has been presented to this committee for a total of $39 million that had been absorbed out of the prior year's program. This has made the continual financing of our program very difficult and it has increased the detailed management that we must apply to it.

Mr. SHEPPARD. To summarize the situation, this would obviously mean that any reprograming request in fiscal year 1963 will have to be based on savings generated on the fiscal year 1963 construction program?

General CURTIN. Yes, sir; or deferral of lower priority projects.

BASIS OF 1963 BUDGET ESTIMATE

Mr. SHEPPARD. To what extent is this budget based on (*a*) completed preliminary engineering reports, (*b*) completed plans and specifications?

Colonel LATSON. Mr. Chairman, in general this program is based on preliminary cost estimates prepared by the construction agent. The preliminary design is approximately 85 percent completed on most of the programs. However, there are no reports in from the field in the last 15 days or so giving us new cost estimates.

Mr. SHEPPARD. The committee appreciates the fact that you have a problem in this field of operation. I am wondering how difficult it would be for you to give us a reasonable estimate of your total that

would fall within that category. I mean by that, the preliminary engineering reports.

Off the record.

(Discussion off the record.)

General MINTON. This would not be too difficult a task. We can do this within a matter of a day or so.

Mr. SHEPPARD. I think it would help if the committee had that information.

General MINTON. We will get it for the record.

(The information follows:)

DESIGN STATUS

The program of $812 million is divided between missile construction, "package" programs (minor construction, access roads, etc.), and individual base line items. The latter element only is considered for purposes of this discussion. The amount of the program allotted to this area is approximately $173 million and comprises 436 individual projects.

Preliminary design on these projects is estimated to be approximately 85 percent complete. Final design has been assigned as follows:

	Million
Architect-engineer	$102. 6
Government forces	50. 3
Unassigned	20. 5
Total	173. 4

Final design status, as opposed to preliminary design, is as follows:

Percent complete:	*Percent of program* [1]
0	5
1 to 25	74
26 to 60	12
61 to 99	7
100	2

[1] By number of projects.

Adaptation of MINUTEMAN design for the four squadrons to conform to latest changes and the individual sites selected is well in process. Completion is scheduled for August so that the projects may be advertised and awarded some time in October 1962.

Mr. SHEPPARD. This particularly has its application on the floor. Many of our Members are not quite as conversant with the procedure and detail as the members of this committee. They like to find out about these things. If we had it available it would be quite helpful.

Are there any line items in this program upon which further review, other than the apportionment process, is required, or for which any qualified approvals have been obtained from either the Office of the Secretary of Defense or the Bureau of the Budget?

General MINTON. I do not believe there is any single item that there is a qualified approval on. I think all of these are fully approved by the Bureau of the Budget or the Secretary of Defense office. We will review that very carefully within the next day or so. If there is an exception to that, I will inform you.

BUDGET ESTIMATES COMPARED TO ACTUAL COSTS

Mr. SHEPPARD. Admittedly your budget estimates for the various line items have been slightly in excess of actual cost. What has been your general experience with reference to the cost of a given year's

construction program compared to the estimates? You may want to distinguish here between the ballistic missile construction and the more normal type of construction. In fact, I think you should draw a line of demarcation.

General MINTON. I think that it has been fairly close. Bearing in mind, of course, we start the initial cost estimate and some of the design on these programs well ahead of the time when we actually advertise them and with the changing economic conditions at these bases, sometimes the change in the concept of our design and the scope of our design, there are changes. Furthermore, we are constantly reviewing this program, both to reduce line items and to completely eliminate them.

We expect the construction agencies to continue that right up to the time they actually advertise the contract. With that in mind we do have variations up and down. I think they fairly well balanced out. I think perhaps a rule of the thumb would be this figure of $39 million out of a program of roughly $650 million that General Curtin just mentioned as being the types of savings that can be achieved by following this constant reviewing technique.

Mr. SHEPPARD. What is your opinion as to what your experience will be in this respect for the budget estimates now before us?

I ask that question because there appears to me to be a combination of elements here. The major portion of your problem is the unknown factor that you people cannot help. There is another potential to a degree. That is why your A & E people have not done quite the complete job they could have done if more attention had been given, and more people assigned with responsible background in the field of A & E work. Is there any line of experience whereby you care to comment upon that?

General MINTON. Yes; there is, to a certain extent. As we mentioned in the two presentations, we have been making quite an effort to get really responsive A & E's on this work, as for instance in hospital design. We think, for instance, in the past we have had A & E's work on hospitals that were not the very best qualified. We are making a real effort to be certain these are the best qualified possible. When we get that type of A & E we get a little better result out of it. I think actually in the past, to a certain extent, A & E's may have used some of our work as the training school for some of their new boys that they had in the organization. We are now insisting that they specify individuals and the times that these individuals, that is, key individuals, are going to spend on our work. I think all of these things are paying off.

Mr. SHEPPARD. If one takes into consideration the advertising for employees, that is rather an extensive operation throughout the country. I think it is pretty well indicated that after they get the work, that is when they do a major portion of advertising for the people. Apparently the corps or company would not be advertising for them if they had them. You state here that you are handling that slightly differently than you did in the past. You are becoming somewhat more assertive on this in-house ability?

General MINTON. Yes, sir. As I mentioned in my statement, among other things, we are requiring that the architect and engineer who does our work have the plans and specifications certified by a registered architect or engineer. This is strictly Air Force work. In the past that has not been a requirement.

EFFECT OF ACTION TAKEN BY THE HOUSE ARMED SERVICES COMMITTEE

Mr. SHEPPARD. That should be a helpful approach to the problem.

Has the action taken by the Armed Services Committee of the House, other than on family housing, resulted in the reduction or the deletion of any of the items you have before us?

General MINTON. Yes, sir.

General CURTIN. Approximately $3.6 million, as I recall the reduction, Mr. Chairman.

Mr. SHEPPARD. Place the list in the record.

(The information follows:)

AUTHORIZATION/APPROPRIATION LINE ITEM CHANGES

The military construction authorization bill passed by the House of Representatives on April 17, 1962 (H.R. 11131), affects items in the Air Force military construction appropriation program now under consideration as follows:

[Dollars in thousands]

Base	Item	Scope	Cost
Deletions:			
Minot	Photo lab addition	3,186 square feet	$123
Edwards	Prop engine toxic fuel	1 each	247
Holloman	Open mess, NCO, replacement	10,000 square feet	324
James Connally	Dormitory, Airmen, alteration	Lump sum	62
Sheppard	Storage of spares, inert	2,500 square feet	33
Gunter	Printing plant, ACDN	Lump sum	70
Blytheville	Maintenance dock, large A/C, alteration.	do	84
Carswell	Chapel, base, alteration	8,374 square feet	154
Castle	Photo lab, alteration	4,046 square feet	51
Davis Monthan	Apron, depot maintenance	40,000 square yards.	320
Do	Washrack, aircraft, replacement	4,540 square yards	96
Do	Vehicle fueling station	3 OL	40
Dow	Shop, ground powered equipment	5,000 square feet	130
Dyess	Auto maintenance shop addition	8,470 square feet	75
Ellsworth	Fire station, crash/structural addition	1,800 square feet	51
McConnell	Headquarters wing, alteration	Lump sum	90
Offutt	Dormitory, airmen, alteration	do	200
Schilling	Fire station, crash/structural addition	1,750 square feet	32
Sewart	Dormitory, airmen, replacement	200 men	365
Aviano	Shop, parachute and dinghy	4,000 square feet	105
Lakenheath	Dormitory, airmen, DFRP	348 men	514
Kirknewton	do	210 men	440
Subtotal			3,606
Additions: Wright-Patterson	Academic facility (AFIT)	129,895 square feet	4,465
Subtotal			+4,465
Net			+859

The dormitories and the photo lab at Minot are particularly critical requirements. Their deletion will adversely affect Air Force missions and functions.

APPROVED CONSTRUCTION PROJECTS TO BE AWARDED AFTER JULY 1, 1962

Mr. SHEPPARD. Do you have any line items, approved in prior years, which will not be under contract or advertised prior to the end of this fiscal year? If so, what are they, and why have they been delayed?

General CURTIN. Yes, sir. We have approximately $53 million, I believe for which funds are now available. Here is a listing of items. There are various items, Mr. Chairman. This is quite a comprehensive listing.

Mr. SHEPPARD. Place a copy in the record.

(The information follows:)

CONSTRUCTION PROJECTS TO BE AWARDED AFTER 1 JULY 1962

Part I—Whole projects for which funds have been apportioned, but which will be awarded between June 30 and September 30, 1962

These projects will not be awarded prior to July 1, 1962, for one or more of the following reasons: (1) Phasing of construction and procurement of equipment; (2) Readiness of facility designs; (3) pending congressional clearances; or (4) integration of construction with related facilities.

Base	Description	Scope number	Unit	Amount
AAC				
				Thousands
Eimendorf	Shop, Para Dinghy	1,968	Square foot	$120
ACIC				
St. Louis	Aero Chart Plant		Lump sum	3,200
ADC				
Otis	Corrosion Control		Each	373
NORAD	Combat Oper Center (Struct)	154,500	Square foot	10,400
	Radar Improvements		Lump sum	3,967
	Grnd Cont Intercept		do	4,027
	Gap fillers		do	819
	do		do	551
	Total			20,137
AFLC				
Wright Patterson	Hq Bldg		Lump sum	5,000
AFSC				
Holloman	Solar Facility		do	3,167
Do	Solar Facility, Lab	8,800	Square foot	235
Do	Solar Facility, Sup		Lump sum	999
L. G. Hanscom	Land Easement Clear	67	Acres	92
	Total			4,493
AFSS				
Iraklion	Operations, AFSS	5,312	Square foot	63
Misawa	do		Lump sum	4,265
Shu Lin Kou	do	16,397	Square foot	463
Do	Elec Distr, OH	31,800	Linear foot	210
	Total			5,001
ATC				
Keesler	Weapons Tng Fac		Lump sum	541
MISSILES				
PATRICK AFR				
Coolidge	Msl Instrument Sta	1	Each	51
Cherry Point	do	1	do	28
Pretoria	do	1	do	55
San Salvador	do	1	do	50
Indian Ocean	do	1	do	50
Bermuda	do	1	do	56
Patrick	B/M Launch Fac ITL (Titan III)	1	do	3,938
Edwards	Lge Solid Motor Complex		Lump sum	8,200
	Total			12,428

Base	Description	Scope number	Unit	Amount
PAF				*Thousands*
Yokota	R. W. Overrun	11,100	Square yard	$113
Do	Light Approach	3,000	Linear foot	218
Do	do	3,000	do	218
	Total			549
SAC				
Beale	Area Search Radar	1	Each	84
Lockbourne	Light Approach	1,500	Linear foot	67
	Total			151
USAFE				
Woodbridge	Water Mains Potable	8,000	Linear foot	77
Various Germany	412L Facilities		Lump sum	1,208
Do	Operational Facilities		do	88
	Total			1,373
	Grand total			52,993

Construction Projects To Be Awarded After July 1, 1962

Part II—Whole projects, previously cleared by Congress and still valid, for which funds are required to permit award after July 1, 1962

Base	Description	Scope	Amount	Total
			Thousands	
AAC				
Eielson	Water supply	425,000 gallons	$175	$175
ADC				
Minot	Lighting runway NGCL	Lump sum	350	
Suffolk County	Trailer courts	50 trailers	100	
Barter Island	Warehouse	4,000 square feet	92	
Grand Forks	Refueling vehicles, open storage	8,800 square yards	85	
Selfridge	Composite medical facility	75,200 square feet	3,542	
Burns AFS	Trailer court	10 trailers	14	
Condon AFS	do	do	15	
Guthrie AFS	do	do	15	
Houma AFS	do	do	15	
Kincheloe AFB	do	16 trailers	80	
K. I. Sawyer AFB	do	200 trailers	274	
Minot AFB	do	do	336	
				4,918
AFLC				
Brookley AFB	Open storage depot	11,000 square feet	88	
Brookley	Water supply treatment	Lump sum	112	
Hill AFB	Heating plant	2,405 horsepower	570	
Robins	Industrial waste treatment	200 tons per day	220	
Griffiss	Headquarters wing	10,050 square feet	250	
Do	Logistics facility modernization	91,000 square feet	495	
Olmsted	Air freight terminal	54,027 square feet	540	
Do	Shop installation repair	30,000 square feet	647	
Do	Standards calibration laboratory	10,000 square feet	256	
				3,178
AFSC				
L. G. Hanscom	Air-conditioning plant	770 tons	300	300
AFSS				
Chicksands	Chapel	2,120 square feet	45	
Peshawar	Theater	150 men	158	
				203
AFTAC				
Miscellaneous sites (16)	Operations, special	Lump sum	2,905	2,905

ATC				
Mather	Lighting runway, NGCL	Lump sum	400	
Lackland	Headquarters squadron	2,800 square feet	74	
				474
MATS				
McGuire	Storage base dem./water	595 barrels	38	
Scott	Lighting approach	3,000 lineal feet	255	
Do	Fire station comb	13,794 square feet	369	
Do	Club service	12,700 square feet	375	
				1,037
MATS OVERSEAS				
Lajes	Runway overrun	58,333 square yards	312	
Do	Cold storage base	5,000 square feet	179	
				491
PACAF				
Clark AFB	Electric primary power	2,500 kilowatts	720	
Do	do	do	890	
				1,610
ATLANTIC MISSILE RANGE				
	G/M assembly facility	Lump sum	95	
	G/M control building	8,000 square feet	214	
	Missile research laboratory	4,765 square feet	707	
	do	20,216 square feet	423	
	G/M data collection	Lump sum	266	
Edwards	G/M technical facility	do	4,230	
	Rocket air to ground test facility	do	140	
				6,075
SAC				
Blytheville	Storage base, jet fuel	30,000 barrels	104	
Larson	Warehouse	41,000 square feet	310	
March	Runway, primary	147,778 square yards	4,462	
Do	Runway, overrun	22,222 square yards	87	
Do	do	44,444 square yards	188	
Do	T/WR/W access	48,678 square yards	1,065	
Do	Shoulder stabilization	47,264 square yards	370	
Do	Light runway and NGCL	Lump sum	350	
Do	Storage Demin. Water	595 barrels	44	
Pease	Deflector, jet blast	2,068 feet	83	
Plattsburgh	Lighing approach	1,500 feet	80	
Do	Lighting runway, NGCL	Lump sum	415	
Turner	Maintenance dock, med	1 each	123	
Westover	Lighting, runway, NGCL	Lump sum	477	
Wurtsmith	Lighting runway, NGCL	do	415	
Glasgow	Lighting runway, NGCL	do	475	
Vandenburg AFB	Trailer court	150 trailers	221	
				9,269
SAC O/S				
Ernest Harmon	Water supply	Lump sum	84	
Do	Lighting runway, NGCL	do	735	
Goose Bay	do	do	874	
				1,693

Part II—Whole projects, previously cleared by Congress and still valid, for which funds are required to permit award after July 1, 1962—Con.

Base	Description	Scope	Amount	Total
			Thousands	
TAC				
George	Shelter A/C weapons calibration	1,920 square feet	$50	
Cannon	Maintenance dock sm. A/C	4 each	753	
Do	Shop A/E	12,650 square feet	275	
Nellis	Chapel, with annex	11,580 square feet	350	
				$1,428
USAFE				
Ruisli, West	Warehouse, supply and equipment merchandise	50,400 square feet	69	
Do	Headquarters squadron	3,385 square feet	30	
Woodbridge	Shop weapons	2,176 square feet	102	
	E/W Tropo	Lump sum	3,600	
	do	do	4,446	
				8,247
Grand total				42,003

General CURTIN. There are several small items. That adds to the length, Mr. Chairman.

Mr. SHEPPARD. Questions?

The gentleman on my right?

COMPETITIVE BIDDING FOR CONSTRUCTION OF MISSILE SITES

Mr. SIKES. Yes, Mr. Chairman.

Mr. Chairman, throughout its history, the Air Force has been confronted with extremely difficult situations and new problems evolving from changing times and changing technologies, all of them difficult. I think the Air Force has met these problems with courage and has solved these problems very well. One of the principal problems has been that of the construction of missile sites. There is a new field in which the Air Force has literally had to feel its way. We have achieved a very considerable amount of knowledge the hard way. I want to ask if it is now possible to go into competitive bids in the remaining missile sites. Are you able to go into competitive bidding, and if so, to what extent?

General MINTON. Mr. Sikes, each one of our construction contracts for a missile site has been a competitively bid contract, with one exception. That was at Malmstrom, where we had a negotiated incentive-penalty type fixed-cost contract. We do have certain facilities, R & D facilities at Vandenberg and Patrick where we have asked and received permission and cleared it before the committee for a cost-plus-fixed-fee contract. These are very few. I see none on the horizon now. In every case those were the ones where we had to design as we went along.

Mr. SIKES. You are not talking about free, open competitive bids, are you?

General MINTON. Yes, sir; for construction contracts.

Mr. SIKES. You have had to do a great deal of revision as you went along, and none of these bids have been realistic in that they reflected the ultimate cost, have they?

General MINTON. We have had to do considerable revision in the specifications on the ATLAS and TITAN. We think we have been very fortunate with the MINUTEMAN in these revisions.

Mr. SIKES. That is the thing I am trying to get to. Are you now at the stage where you think the bids are going to be realistic, which will reflect the ultimate cost?

General MINTON. Yes, sir. We have begun to approach that with the TITAN II, a very complicated facility, but the number of change orders was small compared to the others, less than the TITAN I or ATLAS. With the MINUTEMAN they are less.

Mr. SIKES. Do the contractors feel the Air Force expects to hold them more tightly to the original estimates?

General MINTON. Yes, sir; I believe so.

Mr. SIKES. Are the revisions which are being made in the earlier contracts which still are in process being held down? Do you feel they are being held to a minimum at this time?

General MINTON. Yes, sir. There has been a very, very strong effort made to hold them down to that which is actually necessary in all echelons.

OFF-SHELF METAL STRUCTURES

Mr. SIKES. I note what you said about off-shelf metal structures. This I think opens an interesting field and one of considerable promise. What are some of those structures?

General MINTON. We have been quite gratified to find that we can fit these into a great number of types of facilities that we require, particularly where there is a repetitive requirement for them, where we are going to buy 5, 10, 15, or 20 of them and even though they may not be the exact duplicate of an item now being put out by the fabricators, they will fit their design into our requirement. We find that we are getting some very attractive prices on some of those.

Mr. SIKES. What are some of the buildings?

General MINTON. Our dock program is almost completely a pre-engineered type of facility, and our shops, maintenance shops.

General CURTIN. Those are the biggest applications, Mr. Sikes, in the shops areas, parachute, et cetera, and even in terms of additions as well as initial construction this has had considerable application.

Mr. SIKES. To what extent are you bringing in other materials for prefabrication other than metal?

General MINTON. Most of it has been metal construction. I cannot recall any other basic building material, siding and that sort of thing, other than metal. We do get innumerable requests from manufacturers of other materials to test it and do so through the Corps of Engineers and the Bureau of Yards and Docks if they are doing the work. We check them out very carefully.

Mr. SIKES. This may be farfetched, but would plastics offer any possibilities for some of the smaller structures?

General MINTON. Yes, sir, and particularly, as an example, we have authorized the use of plastic pipe in quite a number of conditions for the plumbing, except for hot water, in both our housing and other projects.

USE OF PLASTICS IN CONSTRUCTION

Mr. SIKES. Are you researching the possibilities of using plastics for other building requirements?

General MINTON. None specifically that I know of. We work very closely with the Bureau of Standards, almost on a daily basis, and as they run into these ideas that look like they are applicable to our type work, they will call us. We do not have to ask them. They will call us and point it out to us. I cannot think of any specific item at this time.

Mr. SIKES. I am not trying to sell you on plastics, but they are lightweight, durable, and are being used more and more. It occurs to me this may be afield.

General MINTON. Yes, sir.

HOSPITAL REPLACEMENT PROGRAM

Mr. SIKES. As a matter of fact, I am from a lumber-producing area. I had better switch my line of questioning.

I feel your hospital program is not as large as it should be. The Air Force has a lot of old hospitals. They are World War II type hospitals. I question that they fully meet present-day requirements.

Do you feel that your replacement program is moving as rapidly as it should in hospitals?

General MINTON. Mr. Sikes, across the board on our replacement program, we would like to move a bit faster than we have been able to move in the last 2 or 3 years.

Mr. SIKES. How did you decide what amount of money would be available for hospital modernization or replacement?

General MINTON. It has to go through the same review that all the other facilities of this program do, before military construction panels, then the military construction board, Air Force Council, and the Secretary's office. It is a matter of priorities. We try to balance out the requirement for hospitals against the requirements for other facilities.

Mr. SIKES. That is all, Mr. Chairman.

USE OF PLASTIC PIPE

Mr. SHEPPARD. I have one more question.

Where you can use plastic pipe, does it not reduce complications in submerged electrolysis?

General MINTON. Yes, sir; it does very definitely.

Mr. SHEPPARD. That within itself would be a factor in some of your installations, would it not?

General MINTON. Yes, sir.

BUTLER BUILDINGS

Mr. SHEPPARD. With reference to the Butler buildings, you carry at the present time, do you not, a rather sizable inventory of them?

General MINTON. We have an inventory. Just what its size is, I am not quite certain. We are planning inventories of these types of buildings in our oversea stations to be used for some of these rapid buildups for which we have had to provide facilities in the past. In fact, we are getting together packages, including the power generating equipment, air-conditioning equipment where necessary, of facilities that can be put on airplanes and flown into isolated locations and set up rapidly. Here we use almost entirely prefabricated and pre-engineered facilities.

Mr. SHEPPARD. All right, gentlemen.

MISSILE SITES COSTS

Mr. SIKES. In connection with our earlier discussion on the cost of missile sites, Mr. McCone, I believe you have some additional information which would be useful to the committee.

Mr. MCCONE. Yes. If you will refer to Secretary Zuckert's statement with respect to the MINUTEMAN, he identifies $94 million for work related to the program. This is for such items as increased survivability, $24 million, $60 million for environmental control, and $10 million for other improvements that have been identified.

We are going to be able to go out and get this work done on a lump-sum basis.

This is the type of item that developed during the ATLAS and TITAN program and was placed as an extra and accounts for the

type of item that resulted in $225 million extra requirement. In the case, of course, of the ATLAS and TITAN, they endeavored to get a lump-sum price for it but the negotiation was after the authority to proceed and consequently it resulted in some serious disagreements about the value of the work.

Mr. SIKES. The experience factor gives us a much more realistic approach to this problem.

Mr. MCCONE. This is right. I think we are going to have a much better finger on cost in the MINUTEMAN program because of items of this type.

Mr. SIKES. Thank you.

PLANNING AND DESIGN

Mr. SHEPPARD. Insert page 16 in the record at this point having to do with Planning and Design.

(The page follows:)

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION PLANNING
DIR FROM TOWN
COUNTY, STATE
COUNTRY
COMMAND
PRINCIPAL MISSION

GOVT LEASED
GOVT OWNED
OTHER ACRES
TOTAL ACRES
DATE OCC

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
				30,000	

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
PLANNING	I		155					LS	30,000
									30,000

PLANNING AND DESIGN

Funds in the amount of $30 million are requested for planning and design to provide financing for site selection, initial base master plans, and for planning and design of the Air Force construction projects.

The funds required for planning and design will provide for final design for facilities in the fiscal year 1963 military construction program and to achieve full evaluation of each project in terms of technical adequacy and estimated cost. The funds will also provide for site surveys and development of initial base master plans. In addition, the funds are required to prepare working drawings, specifications, program cost estimates, and design of construction projects to be included in the fiscal year 1964 military construction program.

Status of funds: Planning

	Thousands
Cumulative appropriations through fiscal year 1962	$429, 120
Cumulative obligations Mar. 31, 1962 (actual)	407, 123
Cumulative obligations June 30, 1962 (estimated)	417, 740

Mr. SHEPPARD. You are requesting $30 million for Planning and Design in fiscal year 1963. How does this compare to the last 2 fiscal years?

Mr. MEYER. In fiscal year 1962 sir, we had appropriated $22.8 million; the fiscal year 1961 appropriation was $40 million. Against that, including transfers from the emergency fund and reapportioned carryover, we came to a total apportionment in 1961 of $73.9 million and in 1962 of $47.2 million. We obligated $49.3 million in fiscal year 1961 and $25.8 million through March 31, of this year. This request is for $30 million for 1963 and we estimate that we will obligate all but $11.4 million of that, sir.

Mr. SHEPPARD. What is the status of funds appropriated in prior years for this work?

Colonel LATSON. Mr. Chairman, as of March 31 we had obligated $25.8 million in the planning funds.

We expect to obligate this year $36 million by the end of June.

Mr. SHEPPARD. That is obligation and not commitment, is that correct?

Colonel LATSON. That is correct.

Mr. SHEPPARD. You know quite well the attitude of this committee toward the proper use of planning funds to derive realistic estimates both before construction, and where practical, before the request of funds is presented to the committee. Last year in testifying before the committee on this item you estimated an unobligated balance as of the end of fiscal year 1961 of $18 million. This actually turned out to be $24.6 million. What is the reason for this discrepancy?

General CURTIN. I can partially answer that. We had really underestimated both the magnitude and the speed on which additional planning money would be required in the missile program. I do not think at that point in time that we fully appreciated the fact that the planning cycle in the missile program is not complete until the installations are turned over to the Strategic Air Command, with a complete up-to-date as-built set of drawings. We recognized this is a principle, but the impact in terms of dollars was not fully appreciated. We have since caught up with this.

Mr. SHEPPARD. Of course, I think it is understandable, from my point of view at least, that at the end of fiscal year 1961 it was $18 million. That is an estimated unobligated balance.

General CURTIN. That is right.

Mr. SHEPPARD. It turned out to be $24.6 million.

General CURTIN. Yes, sir.

Mr. SHEPPARD. Which results in an increase from $18 to $24.6 million. Something happened there, but it appears to me there is a possibility——

General CURTIN. I think it is a question of timing, Mr. Chairman.

Mr. SHEPPARD. That is true. Under the unknown factor with which you are dealing, obviously your planning was carried on almost continuously.

General CURTIN. Yes, sir, a continuous cycle for all intents and purposes.

Mr. SHEPPARD. I am trying to get at the cause of the difference between the $18 and the $24 million.

General CURTIN. What I tried to respond to, Mr. Chairman, was to describe a situation wherein we had estimated that we were going to have an unobligated balance, say of $18 million. Instead we had an amount greater than that. The obligations, instead of being actually incurred in a time period to be recorded in the fiscal obligation were, as I recall, slipped over into the next year. In other words, we misjudged the timing as to when it would be actually incurred as an obligation. As I tried to reply earlier the major bulk of this was actually in the missile program where we had misjudged the timing and the impact of it.

Mr. SHEPPARD. On this basis how realistic do you consider your estimate of $11.4 million unobligated as of the end of the current fiscal year.

General CURTIN. We feel this is a very good figure. We feel it will be plus or minus a million dollars. As Colonel Latson commented earlier, I believe, we have $26 million already obligated to the 1st of April and we still have 3 months more to go in this fiscal year. Also at that point in time our records would indicate that we would probably have an additional $4 million of commitments.

This is distinguished from obligations, this is our schedule as we see it, sir.

Mr. SHEPPARD. Of course, there is another contribution to the firmness of your estimate as compared with that previously. You have already experienced a learning curve, and if you take advantage of the experience you have had emanating from the learning curve, I think it is rather obvious you could and should be closer to your estimate than you have been previously.

General CURTIN. Yes, sir. There are two major factors here that I could comment on. One is the fact that with the limited or relatively limited amount of planning money available last year as opposed to the prior years, we were faced with a need for improved management in the planning program. Working with the Corps of Engineers and Bureau of Yards and Docks, we have instituted a new report on the status of our planning funds. We can now distinguish the funds required for planning the 1962 and prior program and the 1963 program. For example: we not only get a report that shows what has been obligated in these various categories, but also forecasts for each quarter. Instead of putting out the money to the various design agencies for the full fiscal year, we have put it out on an "as needed" basis and as they demonstrated the need. We have been controlling the planning money more closely during the past year and consequently we feel we have a much better estimate of our requirements in this regard for this fiscal year.

Mr. SHEPPARD. Do you find there is any lag from the time the funds are provided for the Army Engineers and the Bureau of Yards and

Docks to their getting the funds so they can proceed? Is there a lag at all?

General CURTIN. There is no appreciable lag except in the normal administration, provided we have a sufficient amount of carryover at the end of the fiscal year to carry us until new appropriations are available. This is the major concern and as you know, our planning tends to peak toward the last quarter in a fiscal year and the first quarter of the new year as we get the new program off the ground. That is why it is very important that we have an adequate carryover to take us until we can get the new appropriations and get those apportioned and to the field. In the past there has been no lagging.

Mr. SHEPPARD. Is the lag to which you referred accumulative to the latter part of the fiscal year due to the lack of ability to get the contracts out or because of the lack of requests for funds, or both?

General CURTIN. I think it is both. I think there is an indirect relationship between the amount of money in the field and the speed with which it is committed. I think this is natural. If you have a lot of money, you tend to press along with it. Over the past year, we have tried to restrict the amount of money in the field purposely to try to get better decisions made on planning in terms of "is this planning necessary," and "are these the best architects and engineers to put on the job." We have been managing the program in the past year a lot closer than we have in previous years. There is a lag in the administrative part of it. There has also been a lag in the selection of the architect-engineers for the job because we have been looking more closely at them.

Mr. SHEPPARD. How closely related is the reporting from the Bureau of Yards and Docks, and the Army Engineers to your division?

General CURTIN. In the planning aspects these reports which previously were annual reports now are quarterly. We feel that this is the most frequent schedule that we can intelligently analyze. We get these reports not only from the Bureau and the Corps but also from the Air Force design agencies.

Mr. SHEPPARD. I think that obviously would be an advantage to all concerned.

General CURTIN. Yes, sir.

Mr. SHEPPARD. The problem of letting contracts accumulate to the last quarter of the year is a little rough. Too much is jammed into a short time.

General CURTIN. Are you speaking from the construction contracting or the A & E?

Mr. SHEPPARD. I am speaking from the planning and design work. Obviously the construction work has to follow that, or should follow it.

General CURTIN. Yes, sir. This is a matter of concern between ourselves and the Corps of Engineers, particularly where they are handling the Army program as well as the Air Force program. It has to funnel through the same organization.

Mr. SHEPPARD. Off the record.

(Discussion off the record.)

ALASKAN AIR COMMAND

Mr. SHEPPARD. Taking up the Alaskan Air Command, please insert the installation data on the projects under this category.

(The matter referred to follows:)

Installation	Command	Appropriation request
		Thousands
Barter Island DEW	AAC	291
Bear Creek Air Force Station	AAC	116
Campion Air Force Station	AAC	80
Cape Lisburne Air Force Station	AAC	366
Cape Romanzof Air Force Station	AAC	311
Eielson Air Force Base	AAC	1,163
Elmendorf Air Force Base	AAC	2,939
Galena Airport	AAC	135
King Salmon Airport	AAC	494
Tatalina Air Force Station	AAC	77
Tin City Air Force Station	AAC	366
Total		6,338

ALASKAN AIR COMMAND

The Alaskan Air Command is responsible for providing early warning in the Alaskan area in case of attack against the United States. It is also responsible for the air defense of Alaska, and furnishes operational and certain logistical support for the Strategic Air Command, the Military Air Transport Service, the command of the Alaskan sea frontier, and the U.S. Army. To provide for the accomplishment of these missions, the command supports two major operational airbases, Eielson and Elmendorf; two supporting operational bases, King Salmon and Galena; plus aircraft control and warning, DEW line, and communication stations.

The program request for Alaskan Air Command totals $6,338,000. This amount is composed of $4,102,000 for the two major bases, $629,000 for two support bases, and $1,607,000 for the balance of aircraft control and warning and DEW line stations.

Mr. SHEPPARD. Do you have a statement to make, Colonel Parkhill?

Colonel PARKHILL. Yes, sir. This program includes 16 line items for 11 locations at a total cost of $6,338,000. The projects are for two major bases, two forward interceptor bases, and seven remote communications and DEW stations.

The major portion of the program provides $4 million for operational facilities, the principal item being a service building addition at Elmendorf. The only repetitive item in this command is the multipurpose recreation facility proposed for three remote sites. The balance of the program is for maintenance, administration, personnel, and support facilities.

Mr. Chairman, Colonel Call has a briefing on the command if you care to have that.

Colonel CALL. Mr. Chairman, this is the Alaskan Air Command area here, with the headquarters located down at Elmendorf. At Elmendorf we have a fighter interceptor squadron with elements located at King Salmon, Galena, and Eielson.

Mr. SHEPPARD. How long have you been going without the auto maintenance facilities you are requesting in this budget in these various installations, and how have you been operating without them?

Colonel PARKHILL. The first one is Bear Creek auto maintenance shop. We have been using a contractor's shack that was abandoned at the time the base was built in 1956. This certainly has not been satisfactory.

DATA ON VARIOUS PROJECTS IN ALASKAN AIR COMMAND

Mr. SHEPPARD. Please, insert in the record appropriate data with respect to the projects appearing on pages 23, 25, 27, 29, 31, 42, 44, 46, and 48, inclusive.

(The data follow:)

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

				OFFICERS		AIRMEN			CIVILIANS	
STATION	BARTER ISLAND DEW STN	GOVT LEASED								
DIR FROM TOWN	378 MI N FAIRBANKS	GOVT OWNED	4,500							
		OTHER ACRES		BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
COUNTY, STATE	ALASKA									
COUNTRY		TOTAL ACRES	4,500	13	6	4		23	188	
COMMAND	AAC									
		DATE OCC	1948/1956							

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED	FY 1963 REQUEST (000)	FUTURE YEARS (000)
22,942	19,487	2,864	591	291	300

PRINCIPAL MISSION

DEWLINE SITE (MAIN STATION)

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
OQ MEN	331		NEW	131	87	44	44	MN	

291

Barter Island DEW Station, $291,000

The mission of this station is in direct support of DEW line operations, and the 44 officer quarters spaces requested in this program will complete the living quarters for personnel stationed at this site.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$932
Cumulative obligations, Mar. 31, 1962 (actual)	0
Cumulative obligations, June 30, 1962 (estimated)	645

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Officers' quarters, men	Fay, Spofford & Thorndike	$17.4	5

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	BEAR CREEK RADIO RELAY	GOVT LEASED	
DIR FROM TOWN	128 MI W FAIRBANKS	GOVT OWNED	16
		OTHER ACRES	99
COUNTY, STATE	ALASKA	TOTAL ACRES	115
COUNTRY			
COMMAND	AAC	DATE OCC	1956

PRINCIPAL MISSION

WHITE ALICE COMMUNICATIONS

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
						12

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
5,806	5,690		116	116	

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
AUTO MAINT SHOP DFRP	318	MTC	NEW	1,920		1,920	1,920	SF	116

BEAR CREEK RADIO RELAY SITE (WHITE ALICE), $116,000

The requested 1,920 square foot auto maintenance shop is needed to replace an abandoned and unusable contractor's shack constructed in 1958. It will provide warm storage for key vehicles required to be immediately operational under severe climatic conditions at this isolated location.

Status of funds

Cumulative appropriations through fiscal year 1962	0
Cumulative obligations, Mar. 31, 1962 (actual)	0
Cumulative obligations, June 30, 1962 (estimated)	0

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Auto maintenance shop	District engineer	$6.2	15

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	CAMPION AFS F-8	GOVT LEASED	
DIR FROM TOWN	280 MI W FAIRBANKS	GOVT OWNED	2,858
		OTHER ACRES	
COUNTY, STATE	ALASKA	TOTAL ACRES	2,858
COUNTRY			
COMMAND	AAC	DATE OCC	1952
PRINCIPAL MISSION			
AC&W SQ			

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
14		151		165		6

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
5,248	4,529	139	580	80	500

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
COMM TRANS/REC RPMT	38		NEW	800		800	800	SF	80

CAMPION AIR FORCE STATION (ALASKAN AIRCRAFT CONTROL AND WARNING), $80,000

A remotely located communication transmitter and receiver building is requested at this station to replace an unusable structure. It will provide space for dependable communications between the site and interceptor aircraft in the area.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$357
Cumulative obligations, Mar. 31, 1962 (actual)	217
Cumulative obligations, June 30, 1962 (estimated)	314

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Communication transmitter and receiver.	District engineer	$4	15

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	CAPE LISBURNE AFS	GOVT LEASED	
DIR FROM TOWN	296 MI N NOME	GOVT OWNED	1,091
		OTHER ACRES	95
COUNTY, STATE	ALASKA	TOTAL ACRES	1,186
COUNTRY			
COMMAND	AAC	DATE OCC	1952

PRINCIPAL MISSION

AC&W SQ

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
5		84		89		6

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
11,258	10,792		466	366	100

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
RECTN MULTI-PURP	259		NEW	10,620	4,120	6,500	6,500	SF	366

CAPE LISBURNE AIR FORCE STATION (ALASKAN AIRCRAFT CONTROL AND WARNING), $366,000

A multipurpose recreation building of 6,500 square feet is requested at this isolated station to provide essential indoor physical conditioning programs for assigned personnel.

Status of funds

Cumulative appropriations through fiscal year 1962	0
Cumulative obligations, Mar. 31, 1962 (actual)	0
Cumulative obligations, June 30, 1962 (estimated)	0

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Recreation, multipurpose	District engineer	$18.3	15

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: CAPE ROMANZOF AFS
DIR FROM TOWN: 198 MI S NOME
COUNTY, STATE: ALASKA
COUNTRY:
COMMAND: AAC

PRINCIPAL MISSION

AC&W SQ
WHITE ALICE COMMUNICATIONS

GOVT LEASED	
GOVT OWNED	4,900
OTHER ACRES	
TOTAL ACRES	4,900
DATE OCC	1950

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
5		87		92		4

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
13,997	13,421	165	411	311	100

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
RECTN MULTI-PURP	260		NEW	8,180	1,680	6,500	6,500	SF	

311

CAPE ROMANZOF AIR FORCE STATION (ALASKAN AIRCRAFT CONTROL AND WARNING AND WHITE ALICE), $311,000

A multipurpose recreation building of 6,500 square feet is requested at this isolated station to provide essential indoor physical conditioning programs for assigned personnel.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$165
Cumulative obligations, Mar. 31, 1962 (actual)	0
Cumulative obligations, June 30, 1962 (estimated)	114

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Recreation, multipurpose	District engineer	$15.6	15

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	GALENA AFS	GOVT LEASED		OFFICERS		AIRMEN			CIVILIANS				
DIR FROM TOWN	2 MI NW GALENA	GOVT OWNED											
		OTHER ACRES	4	BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF			
COUNTY, STATE	ALASKA												
COUNTRY		TOTAL ACRES	4	8		209		217		7			
COMMAND	AAC												
		DATE OCC	1943/1954	EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)				
PRINCIPAL MISSION													
FTR INTERCEPTOR ALERT SQ (ROT)				13,067	9,462	970	2,635	135	2,500				

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
SHOP REFUEL VEHICLE	328		NEW	1,250		1,250	1,250	SF	135

Galena Airport

The next base is Galena Airport, located 2 miles southeast of Galena, Alaska. The mission of this installation is to support a rotational fighter interceptor squadron. The program requested is for a vehicle refueling shop and amounts to $135,000.

This project is required to provide covered space needed to effectively perform vehicle maintenance in the severe climatic conditions encountered at this base. Outside maintenance on the seven refueling vehicles which service interceptor aircraft has proven wholly unsatisfactory. There are no facilities existing that can be utilized for this purpose and the requested facility, when completed, will satisfy the total base requirement.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$10, 446
Cumulative obligations, Mar. 31, 1962 (actual)	10, 346
Cumulative obligations, June 30, 1962 (estimated)	10, 387

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Shop, refueling vehicle	District engineer	$6. 8	25

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	KING SALMON AIRPORT	GOVT LEASED	
DIR FROM TOWN	296 MI SW ANCHORAGE	GOVT OWNED	9
		OTHER ACRES	163
COUNTY, STATE	ALASKA	TOTAL ACRES	172
COUNTRY			
COMMAND	AAC	DATE OCC	1950

PRINCIPAL MISSION

FIR INTERCEPTOR SQ (ROT) (ALERT)
AC&W SQ

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
21		355		376		6

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
19,553	16,252	1,807	1,494	494	1,000

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
R/W OVERRUN	EXTD	237		NEW	14,200		14,200	14,200	SY	
										494

King Salmon Airport

The mission for this base is an AC & W squadron, fighter interceptor squadron, and a White Alice station. The program requested is for extension of the runway overrun system and amounts to $494,000.

The 850-foot-long overrun by 150-foot width is required to provide 8,562 feet of runway with appropriate overrun to meet a minimum margin of safety for century series aircraft flight operations at this forward operational base. The strategic location of the base, which is subject to frequent periods of high humidity and precipitation, temperature changes, low ceilings and visibility, require that this project be expeditiously completed.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$9, 940
Cumulative obligations, Mar. 31, 1962 (actual)	9, 151
Cumulative obligations, June 30, 1962 (estimate)	9, 692

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Runway overrun extended	District engineer	$24.7	35

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	TATALINA AFS	GOVT LEASED	
DIR FROM TOWN	238 MI NW ANCHORAGE	GOVT OWNED	4,967
		OTHER ACRES	24
COUNTY, STATE	ALASKA	TOTAL ACRES	4,991
COUNTRY			
COMMAND	AAC	DATE OCC	1951

PRINCIPAL MISSION

AC&W SQ
WHITE ALICE COMMUNICATIONS

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
9		109		118		4

EST TOTAL COST ($'000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
9,098	9,021		77	77	

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT ($'000)
COMM TRANS/REC RPMT	39		NEW	800..		800	800	SF	
									77

TATALINA AIR FORCE STATION (ALASKAN AIRCRAFT CONTROL AND WARNING AND WHITE ALICE), $77,000

A communication transmitter receiver of 800 square feet is required and is to be so located as to preclude magnetic interference from White Alice radar operation. It will replace a temporary, interim structure which is scheduled for demolition.

Status of funds

Cumulative appropriations through fiscal year 1962	0
Cumulative obligations, Mar. 31, 1962 (actual)	0
Cumulative obligations, June 30, 1962 (estimated)	0

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Communication transmitter-receiver	District engineer	$4.8	20

DEPARTMENT OF THE AIR FORCE
FY—1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	TIN CITY AFS	GOVT LEASED	1
DIR FROM TOWN	109 MI NW NOME	GOVT OWNED	630
		OTHER ACRES	13
COUNTY, STATE	ALASKA	TOTAL ACRES	644
COUNTRY			
COMMAND	AAC	DATE OCC	1951

PRINCIPAL MISSION

AC&W SQ
WHITE ALICE STATION
WEATHER SQ

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
5		84		89		6

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
10,884	10,329	189	366	366	

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
RECTN MULTI-PURP	261		NEW	10,620	4,120	6,500	6,500	SF	

366

TIN CITY AIR FORCE STATION (ALASKAN AIRCRAFT CONTROL AND WARNING AND WHITE ALICE), $366,000

A multipurpose recreation building of 6,500 square feet is requested at this isolated northern aircraft control and warning site to provide essential indoor physical conditioning programs for assigned personnel.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$189
Cumulative obligations, Mar. 31, 1962 (actual)	0
Cumulative obligations, June 30, 1962 (estimated)	131

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Recreation, multipurpose	District engineer	$18.3	20

Mr. SHEPPARD. What will be done with the present quonset officers quarters at the Barter Island Station if the new project is funded?

Colonel PARKHILL. These huts we are using will be retained for use by the summer maintenance crews. We have gradually evolved into a situation where we send teams of construction maintenance and other equipment maintenance people in during the 1- or 2-month summer season. We will move the permanent party out of these huts but will retain them for summer transits.

Mr. SHEPPARD. You are requesting multipurpose recreational facilities at Cape Lisburne, Tin City, and Cape Romanzof Air Force Stations. Will you tell the committee just what these facilities are, and the tour of duties at these air stations?

Colonel PARKHILL. A tour of duty for each station is 12 months. We are proposing to build a small structure that has a court that can be used for basketball and volleyball and two bowling alleys. We have found from experience that the men who live up there throughout the winter need some physical exercise, they need to participate in team sports. The only other things they can do up there are concerned with hobbies, the movie theater—that is recreational activities which do not keep them in physical trim.

General MINTON. Mr. Chairman, if I may add a bit to that, I have been to each one of these installations in this particular request. For instance, Cape Lisburne up about 300 miles north of Nome is in one of the most isolated areas throughout the world that we have now. Back a few years ago we were able to get the men in there and keep them on a basis that they just had to do it, but now with the quality people we are getting into the Air Force we feel that it is really essential to give them a minimum of recreational facilities on this 1-year hardship tour so that they will stay in the Air Force. This is a case, again, where they are using one of these prefabricated structures. We

have a standard design and we feel we are getting it for a very attractive price considering the locations where we are putting these things and this is a very bare essential.

Mr. SHEPPARD. I think we would be safe in assuming that the communities are such that they do not supply many of the prerequisites in recreational facilities, is that correct?

General MINTON. That is correct. There are no facilities.

Mr. SHEPPARD. Are there questions, gentlemen?

EIELSON AIR FORCE BASE, ALASKA

Mr. SHEPPARD. We shall proceed to Eielson Air Force Base, Alaska.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	EIELSON AFB
DIR FROM TOWN	19 MI S FAIRBANKS
COUNTY, STATE	ALASKA
COUNTRY	
COMMAND	AAC

GOVT LEASED	
GOVT OWNED	111,091
OTHER ACRES	297
TOTAL ACRES	111,388
DATE OCC	1946

PRINCIPAL MISSION

AIR REFUEL HEAVY SQ
STRAT RECON MED SQ (ROT)
AIR REFUEL HEAVY SQ (ROT)
FTR INTERCEPTOR (ALERT) SQ (ROT)

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
236	41	2,587	165	3,029		381

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
187,481	170,420	7,258	9,803	7,803*	2,000

*Includes 160 units of Family Housing requested in the Military Family Housing Act of 1962, $6,640,000.

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
AREA SEARCH RADAR RPMT	83		NEW	1	1		1	EA	140
LIGHTING T/W REFUEL	148	SAC	NEW	15,000		15,000	15,000	FT	669
OPEN MESS OFFICER RPMT	116		057	14,000	8,642	5,358	5,358	SF	354
									1,163

Eielson Air Force Base

The first base to be considered is Eielson Air Force Base, located 19 miles southeast of Fairbanks, Alaska. The mission of this base is for the fighter interceptor and Strategic Air Command missions. The program requested for Eielson is $1,163,000 and comprises three items, as follows:

The first item is required to provide a more effective means of guiding and controlling aircraft approaching the base. It will replace an obsolete and ineffective radar and provide increased range of 120 miles for positive identification of unknown aircraft in flight.

The next item for lighting taxiway refueling loop for the Strategic Air Command is required for 24-hour-per-day operational activity at this recovery and relaunching base for combat and combat support type aircraft. The use of open flare-pots for illumination of the refueling area in close proximity to explosives and flammable fuel is hazardous and extremely dangerous.

The last item for an officers' open mess is required at this remote location to provide open-mess facilities for assigned personnel and their dependents. The existing structure is structurally unsound and consists of temporary type buildings that have exceeded their life expectancy and will be demolished.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$91, 278
Cumulative obligations Mar. 31, 1962 (actual)	90, 751
Cumulative obligations June 30, 1962 (estimated)	91, 118

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Area search radar	District-engineer	7.0	5
Lighting T/W refuel	do	33.5	15
Open mess, officer	do	2.5	90

Mr. Sheppard. Do we have a statement on this?

Colonel Parkhill. We are requesting three projects. Do you wish me to cover each one?

Mr. Sheppard. What are you using for an officers' mess facility at the present time?

Colonel Parkhill. Sir, we have an officers mess that is a hodgepodge of old buildings that were pulled together years ago, and Mr. Chairman I would just like to show you some pictures. If you would care to go over a few pictures I think you will see what we are talking about. This building is failing completely. It has been shorn up numerous times. The flooring, the beams are failing. It is a firetrap. General Curtin and I visited this club specifically to verify the condition and we can assure you this is one of the worst buildings in the Air Force.

Mr. SHEPPARD. What is the usual snow load to which you subject these buildings?

General MINTON. In the Fairbanks area it is not too difficult. This is a fairly dry area and the snow load is not too difficult. I would estimate just offhand a conventional northern U.S. situation.

Mr. SHEPPARD. In other words, there is no excess load on the roofs of the building creating some of the demolishment of the ceilings as reflected in the photographs? That is just general deterioration?

General MINTON. Yes, sir. They do have high winter winds there.

Mr. SHEPPARD. How far is that base located from other Army or Air Force installations?

Colonel PARKHILL. It is 19 miles from the city of Fairbanks.

General CURTAIN. About 20 miles from Ladd and Fairbanks, Mr. Chairman, and in the wintertime that is really difficult driving, as you can well appreciate.

Mr. SHEPPARD. What facilities of the type just reviewed exist on the base for noncommissioned officers?

Colonel PARKHILL. They have an adequate noncommissioned officers' club and they have an adequate airmen's club.

ELMENDORF AIR FORCE BASE, ALASKA

Mr. SHEPPARD. The next base is Elmendorf Air Force Base, Alaska.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	ELMENDORF AFB	GOVT LEASED	
DIR FROM TOWN	1 MI NW ANCHORAGE	GOVT OWNED	13,370
		OTHER ACRES	655
COUNTY, STATE	ALASKA	TOTAL ACRES	14,025
COUNTRY			
COMMAND	AAC	DATE OCC	1940

PRINCIPAL MISSION

HEADQUARTERS ALASKAN AIR COMMAND
HEADQUARTERS ALASKA COMMAND
FTR INTERCEPTOR SQ
AIR TRANSPORT SQ
AIR TRANSPORT LIGHT SQ
TROOP CARRIER MED SQ

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
920		7,155		8,075		2,247

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
250,755	229,763	1,018	19,974	14,974*	5,000

*Includes 290 units of Family Housing requested in the Military Family Housing Act of 1962, $12,035,000.

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
COMMUNICATIONS BASE	ADDN	75		NEW	17,811	12,291	5,520	5,520	SF	274
OPERATIONS AFSS	ADDN	27	USS	NEW	90,483	74,783	15,700	15,700	SF	2,205
ADMIN FLT LINE MAINT	DFRP	135		NEW	6,700		6,700	6,700	SF	182
ROAD	ALT	362		NEW	460,734	444,734	16,000	16,000	SY	278
										2,939

Elmendorf Air Force Base

The next base to be considered is Elmendorf Air Force Base, located 1 mile northeast of Anchorage, Alaska. The mission of this base is for the Alaskan Air Command headquarters, Air Defense Division headquarters, air transport squadrons and fighter interceptor squadron. The program requested for Elmendorf totals $2,939,000 and includes the following items:

The first item for an addition of 5,520 square feet to an existing base communications building is needed to house command post alerting network communications equipment to meet minimum essential telephone plant expansion at this base. When completed, the total base requirement will be satisfied.

The second item is required to provide a 15,700-square foot addition to an existing operations building.

This item, together with existing 74,783-square foot structure, will satisfy the total base requirements for Air Force security service operation.

The third item for flight line maintenance administrative facility will replace an unusable building constructed in 1941, and is needed to support the functional operations of the current aircraft assigned for organization maintenance, briefing rooms, shelter and ready rooms. It will be the operating location for material specialists in support of flight line operations and when completed will satisfy the total base requirement.

The last item for alteration work on existing roads is needed to provide permanent streets and sidewalks in the NCO family housing area. The existing roads during inclement weather are impassible and are not properly graded. This project will complete the road system in the Sunflower family housing area.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$143, 182
Cumulative obligations, Mar. 31, 1962 (actual)	142, 908
Cumulative obligations, June 30, 1962 (estimated)	143, 096

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Communications base	District engineer	16.4	15
Operations, JFSS	do	132.3	10
Administration flight line maintenance.	do	9.1	15
Road	do	13.9	30

Mr. Sheppard. Tell the committee something of the requirements for this two-part $2.5 million operations item here.

Colonel Parkhill. The Security Service operations addition is to support the installation of new electronics equipment.

Mr. Sheppard. What is the status of the equipment to be used in these buildings?

Colonel Parkhill. Sir, it is under procurement and it is scheduled for delivery in phase with the construction.

Mr. Sheppard. Is this off-the-shelf equipment or special order?

Colonel Parkhill. This is special order.

Mr. Sheppard. Are you following up closely enough so that you know that you will have an equal time spread?

Colonel Parkhill. Yes, sir; there is close coordination throughout the process between the equipment people and the construction people.

Mr. Sheppard. If we have no further questions on that we will insert in the record the timetable for the installation of the equipment, if you will please.

Colonel PARKHILL. Yes, sir; we will furnish that.

(The information is classified and was furnished in a separate letter to the committee.)

AIR DEFENSE COMMAND

Mr. SHEPPARD. Next, we shall consider the Air Defense Command. Please insert in the record the installation data on the projects under this command.

(The matter referred to follows:)

Installation	Command	Appropriation request
		Thousands
Duluth Municipal Airport	Air Defense Command	$2,812
Grand Forks Air Force Base	do	1,457
Hamilton Air Force Base	do	352
K. I. Sawyer Air Force Base	do	1,477
Kincheloe Air Force Base	do	1,355
Kingsley Field	do	464
Minot Air Force Base	do	1,868
Paine Field	do	2,698
Richards Gebaur Air Force Base	do	158
Selfridge Air Force Base	do	179
Spokane International Airport	do	80
Suffolk County Air Force Base	do	867
Tyndall Air Force Base	do	241
Total		14,008

AIR DEFENSE COMMAND

The mission of this command is to provide for the air defense of the continental United States. The program contains a request for $14,008,000 for Air Defense Command and provides operating facilities at 13 locations to support the basic missions.

Included in the program are support facilities at seven bases totaling $7,044,000 to provide factual fighter capability; communications, Navaids and weapon control facilities at five bases totaling $587,000, and support facilities for MINUTEMAN totaling $630,000 at one base. The remainder of the program totaling $5,747,000 at seven installations is composed of general support items to satisfy the basic ADC mission.

Facilities in support of the Air Defense Command are also included in the Strategic Air Command program amounting to $600,000.

VARIOUS PROJECTS IN AIR DEFENSE COMMAND

Mr. SHEPPARD. Please place in the record data relating to the projects appearing on pages 69, 108, 113, and 119.

(The matter referred to follows:)

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: HAMILTON AFB
DIR FROM TOWN: 1 MI SE OF IGNACIO
16 MI N OF SAN FRANCISCO
COUNTY, STATE: MARIN, CALIFORNIA
COUNTRY:
COMMAND: ADC

PRINCIPAL MISSION

2 FIGHTER INTERCEPTOR SQDNS
COMBAT SUPPORT SQ
AIR TRANSPORT (LIGHT) SQ
TROOP CARRIER (MEDIUM) HQ & SQ
AIR RESCUE HELICOPTER DET

GOVT LEASED	4
GOVT OWNED	2,130
OTHER ACRES	297
TOTAL ACRES	2,431
DATE OCC	1933/1945

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/RQT	BASE	TRANS/RQT	TOTAL MILITARY	NATIONALS	DAF
658		3,487		4,145		888

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
45,957	42,358	747	2,852	352	2,500

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
AREA SEARCH RADAR (RPMT)	84		NEW	1	1		1	EA	30
SHOP PARA & DINGHY	134		NEW	7,135		7,135	7,135	SF	225
STOR BASE MCUBIC MAG	14		NEW	34,810	29,155	5,655	5,655	SF	97
									352

Hamilton Air Force Base

Hamilton Air Force Base is located 6 miles northeast of San Rafael, Calif. The planned use of this base is for an Air Defense Command fighter interceptor mission (2 squadrons), 4th Air Force headquarters, a medium troop carrier squadron (Reserve), an air rescue squadron (Reserve) and a light air transport squadron. The total program being requested amounts to $352,000 and consists of three items, as follows:

The first item is for an area search radar which is required to extend the range and area control of aircraft, and will replace obsolete equipment currently being used. It is needed to implement, and is in accordance with, the joint USAF/FAA plan.

The second item for 7,135 square foot parachute and dinghy shop is needed for the proper protection, maintenance and repair of personnel and aircraft chutes. Currently, a small World War II building which is to be razed and space in a portion of a maintenance hangar are being used to perform this function. Existing facilities do not have proper safeguards to protect the parachutes against damage by rodents, insects, dust, chemicals, and dirt. The requested project will satisfy total base requirements, and will correct this deficiency thereby providing the base with a capability to adequately support the fighter interceptor mission.

The last item is for a multi-cubical storage magazine of 5,655 square feet required to adequately store the primary weapons of the assigned fighter interceptor squadrons. Existing acute shortage of storage facilities requires dual storage on a waiver basis of which 15 magazines are not only hazardous but which increases the accident probability due to increased handling in a limited working area; delivery time to the aircraft is doubled. The total requirement is for six magazines of which five are existing leaving a deficit of a single magazine. The requested project will fulfill the total base ordnance storage requirement for this function.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$9,761
Cumulative obligations Mar. 31, 1962 (act)	9,742
Cumulative obligations June 30, 1962 (estimate)	9,755

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Area search radar	District engineer	9.8	0
Shop, parachute, and dinghy	Falk & Booth	20.7	5
Storage base multicubical magazine (addition).	Earl & Wright, Inc.	21.9	5

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	RICHARDS GEBAUR AFB	GOVT LEASED	
DIR FROM TOWN	1 MI N NW OF BELTON 12 MI W OF KANSAS CITY	GOVT OWNED	2,494
		OTHER ACRES	631
COUNTY, STATE	JACKSON, MISSOURI	TOTAL ACRES	3,125
COUNTRY			
COMMAND	ADC	DATE OCC	1944/1954

PRINCIPAL MISSION

KANSAS CITY AIR DEF SECTOR
AIR DIVISION HQ
FIGHTER INTERCEPTOR SQ
COMBAT SUPPORT SQ
TROOP CARRIER MED WING & 2 SQDNS AIR FORCE RESERVE

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
645		2,743		3,388		817

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
49,404	45,966	780	2,658	158	2,500

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
COMP MED FAC (ADDN)	324		NEW	40,196	37,036	3,160	3,160	SF	158

Richards-Gebaur Air Force Base

Richards-Gebaur Air Force Base is located approximately 1 mile north northwest of Belton, Mo. The planned use of this base is for an Air Defense Command fighter interceptor mission, an Air Defense sector and division headquarters; a Reserve troop carrier and navigational training mission of the Continental Air Command. The program being requested amounts to $158,000 and provides for an addition to the existing 33-bed composite medical facility.

This item will provide an additional 15 beds to adequately meet the needs for medical care to bed patients. Present requirements are in excess of the capacity of the existing hospital. There are no available civilian hospitals in the Kansas City area which could accommodate these patients. An areawide survey of the Kansas City area in 1960 by the Kansas City Area Hospital Association reported a shortage of 430 beds. The original design of the existing facility made provisions for future expansion, therefore, the requested project is the most economical means of satisfying this requirement.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$23, 959
Cumulative obligations Mar. 31, 1962 (act)	23, 944
Cumulative obligations June 30, 1962 (estimate)	23, 954

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Composite medical facility, addition	Burns & McDonnell Engineer Co.	12.0	5

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	SPOKANE IAP
DIR FROM TOWN	5 MI S SW OF SPOKANE 250 MI E OF SEATTLE
COUNTY, STATE	SPOKANE, WASHINGTON
COUNTRY	
COMMAND	ADC
PRINCIPAL MISSION	

FIGHTER INTERCEPTOR SQ
FIGHTER INTERCEPTOR SQ ANG

GOVT LEASED	652
GOVT OWNED	408
OTHER ACRES	8
TOTAL ACRES	1,068
DATE OCC	1940/1951

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
110		I,240		1,350		212

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
17,553	14,147	326	3,080	80	3,000

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
COMMUNICATIONS BASE (DFRP)	162		NEW	1,964		1,964	1,964	SF	80

Spokane International Airport

Spokane International Airport is located 5 miles south-southwest of Spokane, Wash. The planned use of this field is for an Air Defense Command fighter interceptor mission and Air National Guard fighter interceptor squadron. The program being requested amounts to $80,000 and provides for the replacement of the existing communications building which was constructed in 1941, and is not fireproof nor capable of supporting imposed floor loads of installed equipment. Facility now in use is considered totally inadequate for its intended purpose and the programed project will correct this deficiency and fulfill the total requirement for this vital communications function.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$8, 769
Cumulative obligations, Mar. 31, 1962 (actual)	8, 745
Cumulative obligations, June 30, 1962 (estimated)	8, 761

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Communications base	District engineer	$6.4	10

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: TYNDALL AFB
DIR FROM TOWN: 5 MI SE SPRINGFIELD
60 MI SW TALLAHASSIE
COUNTY, STATE: BAY COUNTY, FLORIDA
COUNTRY
COMMAND: ADC

PRINCIPAL MISSION

WEAPONS EMPLOYMENT CENTER
USAF INTERCEPTOR WEAPONS SCHOOL
AIR DEFENSE WEAPONS SQ
DRONE SQ
TEST SQ (WEAPONS)

GOVT LEASED	47
GOVT OWNED	31,300
OTHER ACRES	457
TOTAL ACRES	31,804

DATE OCC 1941

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
929		4,691		5,260		569

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
62,684	58,258	1,185	3,241	241	3,000

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
SHOP MISSILE ASSY	321		NEW	3,940		3,940	3,940	SF	116
SUB-STATION	327		NEW	2	1	1	1	EA	125
									241

TYNDALL AIR FORCE BASE

Tyndall Air Force Base is located 5 miles southeast of Springfield, Fla. The planned use of this base is for an Air Defense Command weapons employment center, U.S. Air Force Weapons School, Air Defense weapons squadron and weapons test squadron. The program requested amounts to $241,000 consisting of the following two items:

The first item is for a 3,940-square-foot assembly and checkout facility required to perform the necessary assembly and delicate adjustment of the electronic scoring devices contained in rockets, which are fired in the training and evaluation of ADC fighter interceptor pilots. As an interim measure, an attempt is being made to perform this function in a small existing ammunition maintenance shop. However, this facility is of such a limited area (1,200 square feet) much of the work must, of necessity, be done out of doors to meet mission requirement. Inclement weather frequently eliminates out-of-door work requiring overtime and extra-shift work. Humidity caused $22,000 worth of rocket parts to be declared unserviceable in a 3-month period. The total requirement for this function is 3,940 square feet which is being requested and will complete base requirements.

The last item provides an electric substation to support the increased electrical demand resulting from the construction of new facilities on this base. Existing power feeder lines are 100 percent overloaded, causing periodic breakdowns in the power equipment. The requested project will eliminate these breakdowns, avoid equipment failure, and provide sufficient power for the proper and continuous operation of this base.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$17,771
Cumulative obligations, Mar. 31, 1962 (actual)	17,274
Cumulative obligations, June 30, 1962 (estimated)	17,615

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Shop, missile assembly	District engineer	$6.0	5
Substation	do	4.8	15

Colonel PARKHILL. For the Air Defense Command we have a program which includes 57 line items for 31 locations for a total cost of $14.8 million. The major portion of the program provides $5 million for operational training and training facilities, $2.3 million for maintenance facilities, $1,210,000 for medical facilities, and $2,614,000 for personnel and community facilities.

The significant operational items provide for the extension of two runways at Duluth and Paine. The repetitive items are area research radars, field training units, and three photo labs.

Colonel CALL. This shows the deployment of our Air Defense Command in the end-1965 time period. The Air Defense Command Headquarters is located with NORAD at Colorado Springs.

You see here on this chart the deployment of our various fighter interceptor squadrons.

Mr. SHEPPARD. Are there any questions?

DULUTH MUNICIPAL AIRPORT, MINN.

We shall proceed with the next item having to do with Duluth Municipal Airport.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION DULUTH MAP
DIR FROM TOWN 4 MI NW OF DULUTH
COUNTY, STATE ST. LOUIS, MINNESOTA
COUNTRY
COMMAND ADC

PRINCIPAL MISSION

FIGHTER INTERCEPTOR SQ
AIR DEFENSE MISSILE SQ
DULUTH AIR DEFENSE SECTOR HQ
FIGHTER INTERCEPTOR SQ
CENTRAL AIR RESCUE CENTER

GOVT LEASED	1,115
GOVT OWNED	934
OTHER ACRES	167
TOTAL ACRES	2,216
DATE OCC	1951

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
254		2,020		2,274		203

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR. NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
46,884	40,859	713	5,312	2,812	2,500

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
RUNWAY PRIM INSTRUME (EXTD)	236		NEW	169,233	133,333	35,900	35,900	SY	1,566
FIELD TRAINING FAC	239		NEW	11,340		11,340	11,340	SF	291
SHOP REFUEL VEHICLE	241		NEW	1,920		1,920	1,920	SF	65
STOR BASE M/CUB MAG	21		NEW	32,536	22,536	10,000	10,000	SF	214
WHSE SUP & EQUIP BSE	242		NEW	66,815	45,910	20,905	20,905	SF	150
DISP & DENTAL (ADDN)	186		NEW	19,377	7,130	12,247	12,247	SF	465
LAND, FEE PURCH	22		NEW			66,000	66,000	AC	27
LAND, FEE PURCH	245		NEW			170,000	170,000	AC	34
									2,812

Duluth Municipal Airport

Duluth Municipal Airport is located approximately 4 miles northwest of Duluth, Minn. The planned use of Duluth Municipal Airport is for an Air Defense Command and National Guard fighter interceptor mission, an air defense missile mission and an air defense sector headquarters. The program being requested amounts to $2,812,000 and includes the following eight items:

The first item provides for an extension to the existing 8,000-foot instrument runway to provide a runway of 10,000 feet, which will make for safer operation of the Century series fighter-interceptor aircraft from this base. High winds and slippery surfaces caused by ice and snow through 7 months of the year at this installation increases the danger of accidents. The requested extension will reduce the accident potential, and will complete the total base requirement.

The next item for an 11,340 square foot field training facility is to provide classroom space for specialized training courses in support of the operational mission. As an interim measure, classes are temporarily being conducted in a missile storage and auto storage building. However, these facilities are required for their originally constructed purpose and there is no other available space where this training can be conducted. Requested facility will satisfy the base requirement for this item.

The next item is required to provide a 1,920 square foot refueling vehicle shop, where refueling vehicles can be repaired and maintained. There are no existing facilities which can satisfactorily be used for this requirement; therefore, all maintenance has to be performed outside. Performance of maintenance during winter months is impossible because subzero temperatures make refueling hoses brittle, automatic valves fail to operate, metal parts break due to vibration, and the fuel lines freeze. The requested facility will correct this deficiency and will satisfy the requirement for this function.

The next item for 10,000 square feet multicubical magazine storage is required for additional ordnance storage facilities to meet the total requirement of the fighter-interceptor squadrons. Requirement is for six magazines and there are only four existing, leaving a deficit of two magazines which the requested project will satisfy.

The next item for a 20,905 square foot warehouse is required to provide covered storage and protection of stock having an inventory value of over $8 million needed to support the assigned mission. The total warehouse requirement is for 66,815 square feet, of which, 45,910 square feet exists, leaving a deficit of 20,950 square feet, which is being requested.

The next item for an addition of 12,247 square feet to the dispensary will also provide space for a six dental operating room clinic (DOR). Existing facility of approximately 7,000 square feet is totally inadequate in size to provide adequate space. An an interim measure, three DOR's were housed in an airman's dormitory. However, this space must be vacated to permit airmen who are temporarily living in town to live on base. Lack of this addition will result in single airmen having to live off base, clinic space being overcrowded and dental appointments having to await a 3-month period for essential treatment. The total requirement for dispensary and dental clinic is 19,377 square feet, of which 7,130 square feet is existing, leaving a deficit of 12,247 square feet which is requested in this program.

The last two items are for the purchase of additional land which is required to provide adequate security around the ordnance storage facilities and for the extension to the runway, both of which items are included in the current program.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$21, 125
Cumulative obligations Mar. 31, 1962 (actual)	21, 070
Cumulative obligations June 30, 1962 (estimate)	21, 108

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Runway, primary instrument (addition).	District engineer	65	15
Field training facility	do	18	15
Shop, refueling vehicle	do	6	15
Storage, base multicubical magazine	do	12	15
Warehouse, supplies and equipment, base.	do	10	15
Dispensary and dental clinic (addition).	Toltz, King, Durall, Anderson & Associates.	26	20

Mr. SHEPPARD. How firm is the use of this base for Air Defense missions?

Colonel PARKHILL. Sir, this is a permanent long-range air defense location.

Mr. SHEPPARD. Will the construction of this runway be of sufficient length to meet existing criteria, or will a waiver have to be required?

Colonel PARKHILL. No waiver will be required. The extension of this runway to 10,150 feet as indicated, will be sufficient for the fighter interceptors.

Mr. SHEPPARD. What will be done with the existing field training facilities if the new one is constructed?

Colonel PARKHILL. They do not have an existing building, Mr. Chairman. They are presently borrowing space from the missile storage area and auto storage buildings and these spaces are critically needed for their intended purpose.

Mr. SHEPPARD. The state of the buildings is such that they are susceptible to the use?

Colonel PARKHILL. That is correct, sir.

Mr. SHEPPARD. Does the same answer apply to how you are meeting your ammunition storage requirements at the present time?

Colonel PARKHILL. No, sir. Here it is a question of having only two-thirds of our required magazine storage.

Mr. SHEPPARD. I notice that your warehouse construction is contingent upon a change in the lease with the city of Duluth providing exclusive use in the construction area. What do you mean by this, and what is the status of this proposed change?

Mr. GIBBENS. That is the warehouse area, sir.

We do have a lease with the city of Duluth which involves a total area which is under exclusive jurisdiction and the larger area, around 750 acres, that is joint usage. That is the airfield portion. The exclusive use we have now has a small corner, an inside corner you might say, and our warehouse will run over this into the joint-use area a trifle. We will probably have to pick up an acre, or 2 acres from them. We have done this in the past. It will probably cost us at the most $1.

Mr. SHEPPARD. It appears from the justification that what you want to do is contingent upon that lease. Don't you think it might be well to expedite a lease of this character when your pending request is based on it?

Mr. GIBBENS. Yes, sir, but we feel there will be no difficulty. We are using the land jointly now and it is immediately adjacent to the tract that we do have exclusive use on.

Mr. SHEPPARD. Then I assume you have no objection to the committee indicating in its report the fact that this money is expendable subject to the terms of the lease.

Mr. GIBBENS. I think we would accept that, sir. I am certain, though, if we did have any difficulty in picking up this desirable 1 or 2 acres, that we would be able to slide the warehouse enough to get it on the exclusive area we already have. It is not desirable to do that. We would desire to take the path we have chosen here.

Mr. SHEPPARD. What type of land are you buying which, although it has, as you state, "no appreciable commercial value," will still cost $409 an acre?

Mr. CAIN. The land in this area has been used part time for agricultural pursuits. At the present time there is a trend toward the development of residences and some commercial activities. I believe, sir, I am without complete understanding of your question and if I may have some further light I may be more specific.

Mr. SHEPPARD. It does have some value notwithstanding the language you have placed before us which says that it has no appreciable commercial value. Yet it will cost $409 per acre. Whether it be for agriculture, monkey wrenches, or whatnot, it has value to the extent of $409. Has it been appraised, and do you fully understand why the price is set at this figure? If you will explain "no commercial value," that may answer the question.

Mr. CAIN. We are dealing with preliminary estimates. We do not yet have our planning report which will set forth all of the cost elements which may attend this particular acquisition.

Mr. SHEPPARD. Then the $409 per acre is an estimated cost as of the moment?

Mr. CAIN. That is correct.

Mr. SHEPPARD. It is not firm. It could be more, it could be less?

Mr. CAIN. That is right, sir.

Mr. SHEPPARD. It is interesting to note that you are also purchasing 170 acres of land here with "no appreciable value except for rural residence use." This is apparently better land at a cost of $200 per acre, again indicated in your justifications.

Is your answer the same as for the other item, or is it something different?

Mr. CAIN. I think, sir, in this case the location may have considerable bearing on the preliminary cost estimates. That land adjacent to the runway would be naturally less desirable for residence than commercial development. The smaller acreage, somewhat more remote from the base operations, may be specifically influenced by residential or commercial activity. This, too, is a preliminary figure.

GRAND FORKS AIR FORCE BASE, N. DAK.

Mr. SHEPPARD. We shall take up Grand Forks Air Force Base, N. Dak.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	GRAND FORKS AFB	GOVT LEASED	
DIR FROM TOWN	1 MI S OF MEKINOCK 16 MI W OF GRAND FORKS	GOVT OWNED	5,387
		OTHER ACRES	150
COUNTY, STATE COUNTRY	GRAND FORKS, N. D.	TOTAL ACRES	5,537
COMMAND	ADC	DATE OCC	1960

PRINCIPAL MISSION

FIGHTER INTERCEPTOR SQ
GRAND FORKS AIR DEFENSE SECTOR
HEAVY AIR REFUEL SQ
CENTRAL AIR RESCUE CENTER
HEAVY BOMB SQ

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
601		3,811		4,412		267

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
101,967	67,367	23,893	10,707	*6,707	4,000

*Includes 300 units of Family Housing requested in the Military Family Housing Act of 1962, $5,250.

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
AIRCRAFT SHELTER	220		NEW	45,990	37,990	8,000	8,000	SF	80
PHOTO LAB (ADD)	224		NEW	5,600	2,417	3,183	3,183	SF	120
FIELD TRAINING FAC	226		NEW	11,340		11,340	11,340	SF	330
C E MAINT SHOP (ADD)	184		057	11,800	6,194	5,606	5,606	SF	147
WHSE SUP & EQUIP BSE (ADD)	229		NEW	118,900	86,235	32,665	21,000	SF	200
HEADQUARTERS WING (ADD)	230		NEW	51,585	33,264	18,321	10,000	SF	245
ELEC EMERG PWR PL	325		NEW			LS		LS	35
HOT WATER MAINS (ADD)	233		NEW	57,660	36,336	21,324	4,700	FT	300
									1,457

Grand Forks Air Force Base

Grand Forks Air Force Base is located approximately 16 miles west of Grand Forks, N. Dak. The planned use of this base is for an Air Defense Command fighter interceptor mission and a Strategic Air Command bomber and tanker mission. It is also to be used as an air defense sector headquarters. The total program being requested amounts to $1,457,000 and includes the following items:

The first item requested will provide 8,000-square-foot shelters and is required for combat ready fighter interceptor aircraft. Shelters make it possible for an ADC Fighter Interceptor Squadron to maintain a high incommission rate during periods of adverse weather. In addition, a need for these shelters is emphasized in ADC by the urgency of scrambles and the necessity for rapid turnaround of aircraft. The requested project will fulfill the total requirement for this facility.

The next item for an additional of 3,183-square-foot to the base photographic laboratory is needed to accommodate the increased workload resulting from the arrival of the SAC dispersal mission at this base. The requirement for a base photographic laboratory is 5,600 square feet, of which 2,417 square feet is existing, leaving a deficit of 2,183 square feet, which is requested in this program.

The next item is for a classroom facility which is required to accommodate the training detachment assigned to Grand Forks which trains assigned personnel of the B–52, KC–125, and F–101B missions. There is no space where this training requirement can be accomplished, and the requested project will satisfy the total base requirement.

The next item is for an addition of 5,606 square feet to the civil engineer maintenance shop. The total requirement is for 11,800 square feet leaving a deficit of 5,606 square feet. Base expansion, since the original shop was constructed, makes the existing facility totally inadequate.

The next item is for an addition to the base warehouse building to provide for the required storage and protection of stock in the estimated amount of $12 million, which is needed to support the strategic and defense missions assigned to the base. Existing facilities are being used to the maximum extent, and there is no excess space which could be used for this function. The total requirement for warehouse space is 118,900 square feet, 86,235 square feet is existing leaving a deficit of 32,665 square feet. The requested project will satisfy 90 percent of the total base warehousing requirement.

The next item is for an addition to the wing headquarters building to house the administrative functions which operate and maintain the base. There are no existing facilities that can be utilized or converted for this function. The existing facility is totally inadequate, resulting from vastly increased administrative activities, which are necessitated by the mission buildup at this base.

The next item for alteration work on the electric emergency powerplant located in the base central heating plant is required to operate the electrical equipment on the base, when there is a period of extended primary electrical outage. Without this capability, it would not be possible to circulate high temperature hot water through the 11 miles of transmission mains and prevent damage to facilities as a result of freezing.

The last item requested is for additional hot water distribution mains to serve the new facilities requested in the current program.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$61, 838
Cumulative obligations Mar. 31, 1962 (actual)	60, 668
Cumulative obligations June 30, 1962 (estimate)	61, 473

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete Apr. 15, 1962
Aircraft shelter	District engineer	$6.5	5
Photo laboratory	do	7.7	30
Field training facility	do	16.0	40
Civil engineer maintenance shop (addition).	do	9.3	100
Warehouse supplies, and equipment base (addition).	do	15.1	45
Headquarters wing (addition)	do	15.0	30
Additional emergency power capacity	do	1.0	30
Hot water mains (addition)	do	37.7	30

Mr. SHEPPARD. How long have you had the additional SAC mission at this installation without the addition of these various facilities, gentlemen?

Colonel PARKHILL. The B–52's started arriving a year ago.

Colonel CALL. About a year ago they started in there, Mr. Chairman. This base initially was an air defense base built for one fighter interceptor squadron. We have since added the strategic mission there and more than doubled the size or rather the population of the base.

Mr. SHEPPARD. What kind of a makeshift have you been using to provide the operational requirement to date? Do you have access to other buildings in the area or what?

Colonel PARKHILL. No, sir; prior programs have provided the basic large cost items. Runway, field, widening, extensions and so forth. We had deferred for later programs short leadtime items and here we are picking up some of these essential requirements in this particular program.

Mr. SHEPPARD. Will the existing facilities, or the additional utility facilities requested, be sufficient for all foreseeable requirements?

Colonel PARKHILL. The last item, hot water mains, is an extension principally tied to the construction in this particular program. It is conceivable if later requirements develop we will have further utilities requirements.

Mr. SHEPPARD. Are there any questions on that?

K. I. SAWYER AIR FORCE BASE, MICH.

We shall go to K. I. Sawyer Air Force Base in Michigan.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	K. I. SAWYER AFB
DIR FROM TOWN	7 MI N NE OF GWINN 33 MI SW OF MARQUETTE
COUNTY, STATE	MARQUETTE, MICHIGAN
COUNTRY	
COMMAND	ADC

GOVT LEASED	2,002
GOVT OWNED	2,543
OTHER ACRES	344
TOTAL ACRES	4,889
DATE OCC	1956

PRINCIPAL MISSION

FIGHTER INTERCEPTOR SQ
SAULT STE MARIE AIR DEFENSE SECTOR
HEAVY BOMB SQ
HEAVY AIR REFUEL SQ
CENTRAL AIR RESCUE CENTER

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
663		4,152		4,815		273

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
91,682	64,772	14,433	12,477	*8,477	4,000

*Includes 400 units of Family Housing requested in the Military Family Housing Act of 1962, $7,000.

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
AIRCRAFT SHELTER	221		NEW	46,217	38,217	8,000	8,000	SF	81
PHOTO LAB (ADDN)	225		NEW	4,958	2,357	2,601	2,601	SF	109
FIELD TRAINING FAC	227		NEW	11,340		11,340	11,340	SF	258
SHOP NAV AIDS	319		NEW	3,600		3,600	3,600	SF	78
DORMITORY, AIRMEN	231		NEW	2,376	1,944	432	432	MN	800
STORE, COMMISSARY (ADD)	232		NEW	18,589	7,589	11,000	7,000	SF	151
									1,477

K. I. Sawyer Air Force Base

K. I. Sawyer Air Force Base is located approximately 7 miles north northeast of Gwinn, Mich. The planned use of this base is for an Air Defense Command fighter interceptor mission, a Strategic Air Command bomber and tanker mission and an Air Defense Command sector headquarters. The total program being requested amounts to $1,477,000 and is composed of six items as follows:

The first item requested will provide aircraft shelters and is needed for assigned ready fighter interceptor aircraft. Shelters make it possible for an ADC fighter squadron to maintain a high in-commission rate during periods of adverse weather. A need for these shelters is emphasized in ADC by the urgency of scrambles and the necessity for rapid turn around of aircraft. K. I. Sawyer is subject to extremely severe winter conditions, which have an adverse effect on the operational capability of the ADC mission. Requested project will fulfill the total base requirement for this facility.

The second item will provide addition of 2,601 square feet to the base photo lab to support the increased workload, resulting from the arrival and buildup of the SAC dispersal mission. The total requirement for the base photo lab is 4,958 square feet, of which 2,357 square feet is existing, leaving a deficit of 2,601 square feet. The requested project will satisfy the total requirement.

The third item is a classroom training facility for the specialized technical training of aircraft maintenance and aircrews operations on specific and specialized weapon systems in support of the operational mission. Currently, training is being conducted in five rooms of an airmen dormitory, and a portion of a base warehouse. This space must be vacated as there is a critical shortage of dormitory housing spaces as well as storage space at this base. No other facilities exist which could be utilized or converted for this requirement. The requested facility will satisfy the total base requirement for this item.

The fourth item is a shop for the maintenance and repair of navigational equipment. The requirement for this navaid shop is 3,600 square feet which the requested project will provide.

The fifth item is for two airmen dormitories which are required to house the airmen assigned to this base. The total requirement for dormitory space is for 2,376 men, of which 1,944 spaces exist, leaving a deficit of 432 spaces which the requested project will satisfy.

The last item requested is for an addition of 7,000 square feet to the commissary store to provide an accessible location for the purchase of foodstuffs by base personnel and their dependents. Over 4,500 military personnel and some 1,695 families are currently living on base. The nearest adequate commercial shopping facilities are some 25 miles distant from the base. K. I. Sawyer is located in an area that is subject to extremely hazardous driving conditions during the winter months, which makes on base shopping necessary. The total requirement is for 18,589 square feet, of which 7,985 square feet exists. There is a deficiency of 11,000 square feet. The requested project will provide approximately 80 percent of the total base commissary requirement.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$50, 349
Cumulative obligations, March 31, 1962 (act)	48, 708
Cumulative obligations, June 30, 1962 (estimated)	49, 843

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Aircraft shelter	District engineer	$3.0	10
Photo lab (addition)	Not selected	6.5	5
Field training facility	do	11.0	0
Shop navaids	do	4.5	5
Dormitory, airmen	do	30.0	5
Store commissary (addition)	do	8.0	5

Mr. SHEPPARD. What commissary facilities do you have here at the present time?

Colonel PARKHILL. Sir, we have a small commissary that was built originally for the fighter interceptor squadron. It is 7,589 square feet in size and we are proposing here a 7,000-square-foot addition. This is necessary in order to effectively support the complete base mission. The base was originally built for a small fighter squadron. Since that time we have expanded it for the SAC bomber and tanker units, and a SAGE direction center.

Mr. SHEPPARD. You have a dormitory in your line item requirements. Will this request complete your dormitory requirements at this installation?

Colonel PARKHILL. Yes, sir; this will bring us up to the necessary dormitory spaces for the strength that we forecast through the program.

Mr. SHEPPARD. What consideration have you given to the family housing plan for this installation in computing your dormitory requirement? I notice you are planning dormitory space for married personnel as well.

Colonel PARKHILL. The housing, dormitory and family, are worked out concurrently so there is no overlap in requirements.

Mr. SHEPPARD. How many dormitories are you building to take care of the family requirements here? How many dormitory spaces are being built for married airmen?

Major STURGEON. We are not building any, sir. We are using a planning factor of 50 percent at this base.

General CURTIN. I believe you are referring to the statement in the justification which reads:

> These two additional dormitories are required for single and married airmen attached to the base for which quarters are not available.

Mr. SHEPPARD. That is correct.

General CURTIN. I would like to check this, but I believe the married airmen referred to are perhaps the ones not bringing their families to the area. I think this is a matter of semantics which we are getting caught up in here, but I would like to check that.

Mr. SHEPPARD. If you will, please.

(The information follows:)

AIRMEN DORMITORY

DOD criteria permit construction of airmen dormitories inside the United States to a maximum of 60 percent of total airmen base strength. This is based on a factor of 40 percent of the airmen being married and eligible by law to be provided family housing.

The Air Force has found that in metropolitan or built-up areas many married airmen of the lower grades, and therefore not eligible for Government family housing, nevertheless elect to live off base in private quarters. In order to preclude overbuilding, the Air Force has adopted the policy of constructing dormitory spaces for only 40 percent of airmen strength unless local conditions require otherwise.

At certain isolated locations, such as the northern tier bases, the Air Force has found it necessary to construct dormitories for 50 percent of the airmen personnel. Due to the lack of off base housing and the high cost of the limited numbers that are available in the local community, some married airmen are living in formitories. These are lower grade airmen who are not entitled to family housing. Dormitory space is not programed for airmen who are entitled to family housing.

Mr. SHEPPARD. Are there any questions?

Mr. LAIRD. Mr. Chairman, I have had some correspondence regarding the specifications used at the Sawyer Air Force Base which differ from the specifications at some of the other bases with regard to pine and hemlock in the construction. I believe the people who wrote me said the specifications precluded the use of hemlock in the construction. Do you have any knowledge of this?

General MINTON. I have no knowledge at all. We want to use local materials where we can. I would like to check this out. We can do that very quickly.

(The information follows:)

USE OF HEMLOCK

The Air Force uses Corps of Engineers guide specification CE 235.01, "Carpentry in the Military Construction Program" and the Army, Navy, and Air Force guide specification CE–F–H–9, "Carpentry (Family Housing)" for family housing projects. Both of these guide specifications permit the use of No. 2 eastern hemlock for studs, plates, caps, collar beams, cants, bucks, sleepers, nailing strips, and nailers. They also permit No. 3 eastern hemlock for subflooring, wall and roof sheathing, ribbon and ridge boards, bracing, furring, and grounds. For frame construction these uses constitute a considerable portion of lumber required for framing and rough carpentry. Due to the characteristics of eastern hemlock it is not suitable for stress-graded structural lumber, mill work, finish lumber, and finish trim. These unsuitable characteristics are: coarse and uneven texture, tendency to splinter, poor durability under conditions favorable to decay, moderately light in weight (28 pounds per cubic foot with 12-percent moisture content), moderately hard, moderately weak in strength, moderately limber, and moderately low in shock resistance. The Air Force is now constructing MCP buildings principally of masonry, concrete and steel at K. I. Sawyer Air Force Base. This gives fire-safe noncombustible construction. However, any future MCP projects of wood frame construction will permit the use of eastern hemlock on the basis as provided in guide specification CE 235.01, "Carpentry." The Air Force is constructing 468 family housing units at K. I. Sawyer Air Force Base under the Capehart-Rains program. The project specifications permit the use of eastern hemlock on the basis as provided in guide specification CE–F–H–9, "Carpentry (Family Housing)."

Mr. SHEPPARD. Are there any questions?

KINCHELOE AIR FORCE BASE, MICH.

The next item is the Kincheloe Air Force Base, Mich.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION KINCHELOE AFB
DIR FROM TOWN 3 MI N NE OF KINROSS
23 MI SW OF SAULT STE MARIE
COUNTY, STATE
COUNTRY
COMMAND ADC

GOVT LEASED 3,256
GOVT OWNED 831
OTHER ACRES 3,244
TOTAL ACRES 7,331

DATE OCC 1942/1952

PRINCIPAL MISSION

FIGHTER INTERCEPTOR SQ
AIR DEFENSE MISSILE SQ
HEAVY BOMB SQ
1/2 HEAVY AIR REFUELING SQ
CENTRAL AIR RESCUE CENTER

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
499		3,648		4,147		264

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
84,053	54,278	17,420	12,355	*8,355	4,000

*Includes 400 units of Family Housing requested in the Military Family Housing Act of 1962, $7,000.

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
FIELD TRAINING FAC	240		NEW	11,340		11,340	11,340	SF	260
C E MAINT SHOP	322		500	10,044		10,044	10,044	SF	220
DORMITORY, AIRMEN	244		NEW	1,878	1,662	216	216	MN	388
EXCHANGE SALES STORE	109		057	11,198	4,098	7,100	7,100	SF	187
OPEN MESS OFFICER (DFRP)	110		057	14,000		14,000	7,500	SF	300
									1,355

Kincheloe Air Force Base

Kincheloe Air Force Base is located 3 miles north-northeast of Kinross, Mich. The planned use of this base is for an Air Defense Command fighter interceptor mission, air defense missile mission, and a Strategic Air Command bomber and tanker mission. The total program being requested amounts to $1,355,000 and involves five items as follows:

The first item, for 11,340 square feet, provides a classroom training facility which is essential for the technical training of all specialists in direct support of the base mission. Training is presently being conducted on a haphazard basis in various spaces, such as hangars, maintenance shops, and briefing rooms. Continued use of this inadequate space will result in a critical shortage of properly trained personnel. The requested 11,340 square feet will satisfy the total base requirement.

The second item, for 10,044-square-foot civil engineer maintenance shop, is required for the maintenance of real property in excess of $80 million and is needed to handle the increased workload caused by base expansion in support of the SAC mission.

The third item, for 216-airmen dormitory, is needed to provide on-base living quarters for assigned airmen. The total housing requirement is for 1,878 men and, while 1,662 spaces exist, there is a deficiency of 216 spaces which, when completed, will satisfy the total base requirement.

The fourth item, for 7,100-square-foot exchange sales store, is needed to support the increased base personnel resulting from the addition of a SAC heavy bomber and tanker mission to this base. An adequate exchange sales store is needed as the existing facility is totally inadequate. Further, the nearest commercial shopping center is 22 miles from the base and hazardous road conditions during 6 months of the year make travel dangerous. The total requirement is for 11,198 square feet, of which 4,098 square feet exist, leaving a deficit of 7,100 square feet. The requested facility will satisfy the total requirement for this function.

The last item for an addition to the noncommissioned officers open mess provides additional ballroom, bar, storage, lounge, and toilet space. The present club is inadequate, and is the only on base facility available for the exclusive use of noncommissioned officers for their off-duty recreation. Adequate offbase recreational and social facilities are not only distant, but very limited and travel during the long winter months is extremely difficult and hazardous.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$41, 458
Cumulative obligations Mar. 31, 1962 (actual)	38, 378
Cumulative obligations June 30, 1962 (estimated)	41, 085

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Field training facility	Not selected	$11.0	0
Civil engineer maintenance shop	Sanborn, Steketoe, Otis & Evans	9.5	95
Dormitory, airmen	Not selected	28.0	5
Exchange sales store	Ray F. Ward	12.0	100
Open mess, officers (DFRP)	Linn Smith, Inc	20.0	70

Mr. Sheppard. What will be done with the existing space if the new civil engineer maintenance shop is constructed?

Colonel Parkhill. We are going to replace two buildings. One will be used for civil engineering administration and the other will be used for covered storage. This is an expansion of the facilities for the maintenance of this base. Again, a fighter base that has been converted or expanded for a SAC mission.

Mr. Sheppard. What important repair or maintenance will be deferred as a result of not having this particular facility, if any?

Colonel PARKHILL. It is going to be very difficult for the general maintenance to be performed to keep up these new buildings that we have gotten in the past 2 years plus the ones in this program.

Mr. SHEPPARD. What is causing the problem? What creates this difficulty?

Colonel PARKHILL. The added SAC mission has imposed a heavier maintenance requirement on the base maintenance operations.

General MINTON. Mr. Chairman, I think there is one other factor, too. This is one of those bases where we have had a substantial buildup in the last 5 or 6 years with new facilities. In the last 2 or 3 years, maintenance problems are not quite as great as when we begin to work things out and require more maintenance. I think this is the type of base where we have to make some provision for other than just additional manpower and additional money to maintain the facilities. We can do that by a little better management of the personnel and money we have available.

Mr. SHEPPARD. What effect has been given to proposed family housing construction at this installation in computing your dormitory requirements?

Colonel PARKHILL. Well, here again, sir, we do not include upper-grade airmen or officers who are authorized family quarters. We do provide for the lower grade airmen who may be married but not authorized quarters.

Mr. SHEPPARD. I am to assume from your response that as far as family housing is concerned this is not considered as a solution? In other words, you have a given requirement for family housing, and you are building dormitories?

Colonel PARKHILL. Yes, sir.

Mr. SHEPPARD. This will relieve or take care of a portion of it?

General CURTIN. This is not relieving family housing. If we program dormitory requirements and family requirements, they stand on their own feet and do not overlap. In isolated areas like this where family housing is not available up to the 100-percent requirement it makes the dormitory requirement more critical because more people want to live on base, or not bring their families to the area.

Mr. SHEPPARD. Will this complete your dormitory requirement at this particular base?

Colonel PARKHILL. Yes, sir. This will bring us up to the programed strength.

Mr. SHEPPARD. What are you using for a post exchange here at the present time?

Colonel PARKHILL. We are using a small building and we do not feel it wise to expand, due to its location. We would use the old building for the base library and the educational center and move to a new site and construct an adequate or proper exchange store.

Mr. SHEPPARD. Could this addition be made from nonappropriated funds?

Colonel PARKHILL. OSD policy and our policy is to provide for the construction of base exchanges from appropriated funds.

Mr. SHEPPARD. You say with appropriated funds?

Colonel PARKHILL. Yes, sir.

Mr. SHEPPARD. What are you using for an officers club here at the present time?

Colonel PARKHILL. At the present time we are borrowing space in the officers dining hall for the club activity. This original dining hall was built for the small fighter squadron that was put in there back in 1952. Since that time a BOMARC squadron has been added, SAC bombers and tankers are currently being added, so the facility we have will continue to be used for a dining hall but we will provide a club. This will be for 500 officers who will be assigned there.

Mr. SHEPPARD. Will this project meet the total requirement for this type of facility at this installation?

Colonel PARKHILL. Yes, sir.

Mr. SHEPPARD. Are there questions?

This hearing is adjourned until 2 o'clock, gentlemen.

AFTERNOON SESSION

Mr. SHEPPARD. Gentlemen, the committee will come to order.

KINGSLEY FIELD, OREG.

Mr. SHEPPARD. We shall proceed to the next item relating to Kingsley Field, Oreg.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: KINGSLEY FIELD
DIR FROM TOWN: 5 MI SE OF KLAMATH FALLS
225 MI SE OF PORTLAND
COUNTY, STATE: KLAMATH CO., OREGON
COUNTRY
COMMAND: ADC
PRINCIPAL MISSION

FIGHTER INTERCEPTOR SQ
AIR RESCUE HELICOPTER DET

GOVT LEASED: 266
GOVT OWNED: 184
OTHER ACRES: 195
TOTAL ACRES: 645

DATE OCC: 1956

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
139		1,284		1,423		165

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
23,269	16,805		6,464	*3,964	2,500

*Includes 200 units of Family Housing requested in the Military Family Housing Act of 1962, $3,500.

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
OPERATIONS BASE (ADDN)	224		NEW	5,055	2,899	2,156	2,156	SF	54
AUTO MAINT SHOP (DFRP)	228		NEW	13,816		13,816	13,816	SF	410
									464

KINGSLEY FIELD

Kingsley Field is located approximately 5 miles southeast of Klamath Falls, Oreg. The mission of this base is for an Air Defense Command Fighter Interceptor Squadron, and the total program being requested amounts to $464,000, consisting of two items:

The first item requested is for an addition of 2,156 square feet to the base operations facility to provide space for base operation offices, weather offices, dispatcher, plotting, and briefing space. The total requirement for base operations is 5,055 square feet, of which 2,899 square feet is existing. The remaining deficiency of 2,156 square feet will be satisfied by the requested project.

The last item for 13,816 square feet being requested is an auto maintenance shop. Currently, this function is being conducted in a small wooden building that has become a serious fire hazard when used as an auto-maintenance shop. Further, this facility provides only 30 percent of the required auto maintenance space. The requirement for auto maintenance shop is 13,816 square feet, which will be provided by the requested project. When the new facility is available, the existing 6,336-square-foot building which was constructed in 1943 will be utilized to satisfy a part of the 10,631-square-foot deficiency in the civil engineer shop facilities.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$11,059
Cumulative obligations Mar. 31, 1962 (actual)	10,848
Cumulative obligations June 30, 1962 (estimated)	10,993

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Operations base	BuDocks	$3.9	0
Auto maintenance shop	do	27.3	15

Mr. SHEPPARD. What will be done with the present facility if the new one is constructed?

Colonel PARKHILL. Referring to the second project, the maintenance shop, the present building is a wood frame, very primitive type structure. We would use it for storage of engineer supplies.

Mr. SHEPPARD. What consideration have you given to doing the automotive maintenance work at this installation on the civilian market by contract?

Colonel PARKHILL. Did you get that question, Colonel?

Colonel KELLY. Very little availability of local facilities, particularly for the special purpose vehicles. Those are M-series and special-purpose aircraft support equipments.

Mr. SHEPPARD. For example, what type?

Colonel KELLY. Twenty-ton cranes, wheel loaders for aircraft and refueling vehicles.

Mr. SHEPPARD. What is the nearest town of any size and what is the population?

Colonel KELLY. It is 5 miles from Klamath Falls.

Mr. GIBBENS. That is about 17,000.

Mr. SHEPPARD. You would not have any large availability there in that field of overhaul, maintenance, and repair, as I see it.

Any questions?

(No response.)

MINOT AIR FORCE BASE, N. DAK.

Mr. SHEPPARD. Let us go to the next item having to do with Minot Air Force Base, N. Dak.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: MINOT AFB
DIR FROM TOWN: 13 MI N OF MINOT
100 MI NW OF BISMARK
COUNTY, STATE: WARD, N. DAKOTA
COUNTRY:
COMMAND: ADC

PRINCIPAL MISSION

MINOT AIR DEFENSE SECTOR
FIGHTER INTERCEPTOR SQ
HEAVY BOMB SQ
1/2 HEAVY AIR REFUEL SQ
CENTRAL AIR RESCUE CENTER
MINUTEMAN MISSILE WING

GOVT LEASED	292
GOVT OWNED	4,485
OTHER ACRES	435
TOTAL ACRES	5,212

DATE OCC 1959

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
895		5,017		5,912		348

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
191,724	69,045	110,786	11,893	*9,393	2,500

*Includes 430 units of Family Housing requested in the Military Family Housing Act of 1962, $7,525.

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
PHOTO LAB (ADD)	347		NEW	5,600	2,414	3,186	3,186	SF	123
AUTO MAINT SHOP (ADDN)	107		NEW	33,000	15,933	17,067	17,067	SF	354
COLD STORAGE BASE (ADDN)	323		NEW	7,445	5,394	2,051	2,051	SF	83
DORMITORY, AIRMEN	108		NEW	2,342	2,064	278	278	MN	618
OQ MEN	A		NEW	126	102	24	24	MN	170
ELEC EMERGENCY PWR PLT	326		NEW	350	150 KW	200 KW	200 KW	LS	35
ELEC PRIMARY POWER (ADDN)	111		NEW	10,000	7,500	2,500	2,500	KW	100
ELEC DIST LINES OH (ADDN)	112		NEW			LS		LS	40
WATER STORAGE TANK	113		NEW	2,000	1,400	600	600	TG	235
WATER PUMP STATION	114		NEW	1		1	1	EA	110
									1,868

Minot Air Force Base

Minot Air Force Base is located approximately 13 miles north of Minot, N. Dak. The planned use of this base is for an Air Defense Command fighter interceptor mission, an Air Defense Command sector headquarters, a Strategic Air Command bomber and tanker mission, and a strategic missile support base. The total program being requested amounts to $1,868,000 and consists of the following items:

The first item requested is for an addition to the base photo lab to accommodate the increased workload resulting from the assignment and buildup of a strategic dispersal mission. The requirement for the photo lab is 5,600 square feet, of which 2,414 square feet is existing, leaving a deficit of 3,186 square feet. The requested project will satisfy the total base requirement for this function.

The next item is an addition of 17,067 square feet to the auto maintenance shop so that maintenance work can be performed on base-assigned construction equipment, snow removal equipment, and materiel handling equipment. The deficiency in this function requirement is most serious in the winter season. Space deficiencies have not been as urgent in the past as they are now due to the increased operational capability of the base. The requirement for the auto maintenance shop is 33,000 square feet, of which 15,933 square feet exists. The resultant 17,067 square feet deficiency will be satisfied by the requested project.

The next item for an addition to the base cold storage building is required to permit the storage of adequate foodstuffs to support assigned personnel. Presently, this base is purchasing foodstuffs locally at a much higher cost than they can be obtained through depot purchasing. The total requirement for cold-storage is 7,445 square feet with 5,394 square feet existing or under construction leaving a deficiency of 2,051 square feet which will be satisfied by the requested project.

The next item is for 278 airmen dormitories, required to provide adequate housing for the single airmen living on base and at the hospital. The increase of military personnel at this base in support of the strategic missile mission (MINUTEMAN) results in the existing facilities being totally inadequate to accommodate the required housing. With 2,342 spaces required and only 2,064 spaces existing, a deficit of 278 spaces will be satisfied by the required project.

The next item being requested is for bachelor officer housing. The requirement is for 126 spaces and only 102 spaces exist. There is a deficit of 24 spaces and the requested item in this program will satisfy the total requirement for this housing.

The next item provides for alteration work on electrical emergency generator in the base heating plant, to provide for circulation of high-temperature hot water from the central heating plant to the individual facilities during a period of extended primary electrical outage.

The next four items which are addition to electric primary power, electric distribution line, and increased water storage and pump capacity are support items necessitated by the personnel and facility buildup of Minot as a support base to the strategic missile mission (MINUTEMAN). The requested projects will satisfy the deficiencies in these functions.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$70, 327
Cumulative obligations Mar. 31, 1962 (actual)	67, 843
Cumulative obligations June 30, 1962 (estimated)	70, 059

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Photo laboratory (addition)	District engineer	$7.9	25
Auto maintenance shop (addition)	do	21.2	0
Cold storage, base (addition)	do	4.3	35
Dormitory, airmen	do	43.3	30
Officer quarters, men	Not selected	4.8	0
Electric emergency powerplant	District engineer	2.2	30
Electric primary power (addition)	Verendrye Electric Corp	2.5	10
Electric distribution line, officer housing (addition).	District engineer	2.1	40
Water storage tank	do	25.9	35
Water pump station	do	25.9	35

Mr. SHEPPARD. How long has SAC been assigned to this base, and how have you managed to function here without these additional requirements?

Colonel PARKHILL. Sir, the SAC bomber group has just very recently moved in with its bombers and tankers. We are also constructing the MINUTEMAN facilities. This is the same problem we discussed this morning, a typical northern tier base and it has taken several years to satisfy the requirements.

Mr. SHEPPARD. I am rather intrigued by the base planning in the automotive maintenance shop area. According to your justification, you constructed a facility in 1958 at a cost of $219,000. You made an addition in 1960 at a cost of $104,000 and now you want another addition at a cost of $354,000.

What is happening at this installation to cause this kind of a situation?

Do you project far enough into the future? What is the increment approach to this?

Colonel PARKHILL. First, the initial construction for the fighter squadron and the decision and action to go forward with the tanker and bomber mission and then there is the selection of this base for a MINUTEMAN squadron.

Mr. SHEPPARD. In other words, the assignment of missions on that particular base precluded a firm decision in the first instance?

Colonel PARKHILL. That is right, sir.

Mr. SHEPPARD. What consideration have you given to construction of family housing in your computation of dormitory requirements here, if any?

Colonel PARKHILL. Our basic objective, as I mentioned this morning, is not to overlap dormitory construction with family housiny construction. Forty percent of our airmen are authorized familg quarters and this would appear to indicate that the other 60 percent would go into dormitories. However, we recognize that normally 20 percent of these airmen who are not authorized quarters do get married and do live in the communities.

Recognizing that situation we normally only program up to 40 percent of our airmen strength for dormitories.

In isolated conditions, such as these northern tier bases, we go as high as 50 percent for dormitories. We are still planning and still allowing for 10 percent of the airmen to live eventually in town.

Mr. SHEPPARD. For the benefit of the record, are you providing dormitories for any airmen who are authorized public quarters?

General CURTIN. We are not programing dormitories for any airmen authorized public quarters.

Mr. SHEPPARD. Have you received permission from the Department of Defense and the Bureau of the Budget to expand the existing hospital from 140 to 175 beds? If so, how is it to be funded?

Colonel CARMICHAEL. Mr. Chairman, it would not be a construction project if we were to expand the operating beds. The additional bed space is available in the existing hospital. This hospital was built by the Veterans' Administration and has a larger capacity than what we are now operating.

Mr. SHEPPARD. Will this requested funding complete the officers' quarters and dormitory requirements at this installation, so far as you know?

Colonel PARKHILL. So far as we know, this will complete the requirements based on the projected strength.

Mr. SHEPPARD. It is our understanding that you have a working agreement in this area with a local cooperative to supply electric power; is that correct?

Colonel PARKHILL. Yes, sir. We have made plans with the local power company to construct additional powerlines to the base, to the substation, and then distribute the power to the new MINUTEMAN facilities.

Mr. SHEPPARD. Your proposal calls for construction of an additional substation facility. Would this be owned by the Government, or is it a cooperative property for which you are requesting funding?

Colonel PARKHILL. We propose to obtain this substation and the lines to the base through a connection charge type of contract with the power company.

Mr. SHEPPARD. The cooperative will deliver it up to a certain point.

Colonel PARKHILL. Yes, sir.

Mr. SHEPPARD. You pick it up and distribute it then?

Colonel PARKHILL. That is correct.

Mr. SHEPPARD. Do they carry the distribution all the way to the base?

Colonel PARKHILL. No, sir; we have a project in here to pick it up from the substation to the various technical buildings.

Mr. SHEPPARD. Why shouldn't this work be funded by the local cooperative? What is the reasoning?

Colonel PARKHILL. I think in this case, sir, the most economical solution to the problem here, considering all aspects, is to use the connection charge type contract. Then we can get the power at wholesale over the long period of time

Mr. SHEPPARD. You mention connections up to a certain point of the base?

Colonel PARKHILL. Yes, sir.

Mr. SHEPPARD. Do they wheel it up to that point?

Colonel PARKHILL. Yes, sir.

Mr. SHEPPARD. Then you pick it up and carry it out for distribution purposes within the confines of your own property?

Colonel PARKHILL. Yes, sir.

Mr. SHEPPARD. That then becomes your property exclusively?

Colonel PARKHILL. Yes, sir.

Mr. SHEPPARD. At the outlet of the transformer and intake?

Colonel PARKHILL. Yes, sir.

Mr. SHEPPARD. What rate reductions or other compensating factors has the cooperative agreed to as a result of this construction of Government facilities, if any?

Colonel PARKHILL. I would like to furnish that for the record. I do not believe we have that detailed list here.

Mr. SHEPPARD. If you will, please.

(The information follows:)

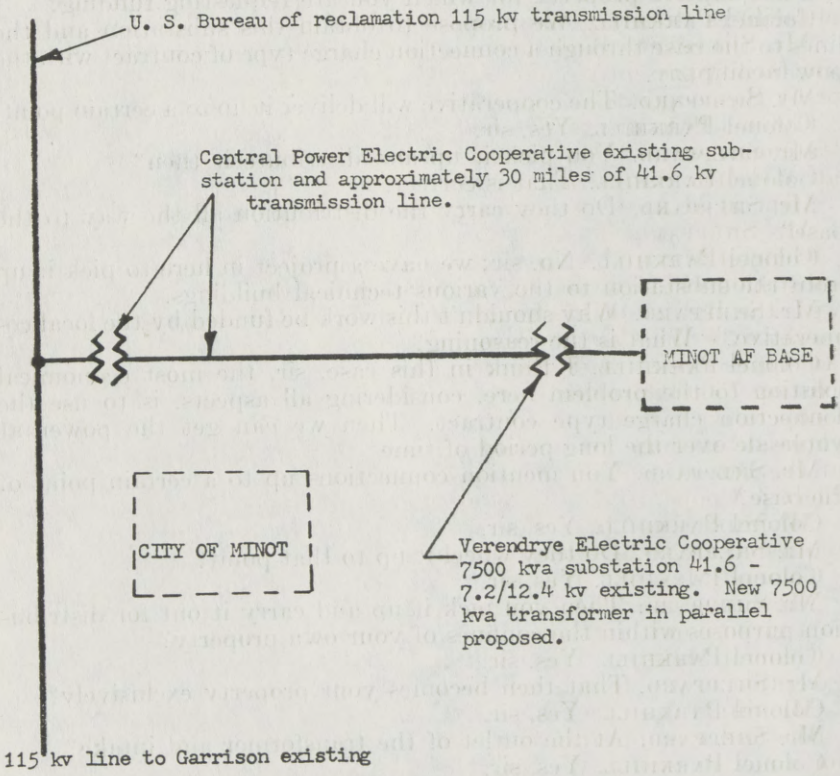
Minot Air Force Base Electric Substation

See attached sketch for arrangement of power system.

The present contract rate of delivery, 6,000 kilowatts, was slightly exceeded in January–February 1962. Approximately 1,000-kilowatt farm load adjacent to base is also served by Verendrye Electric Cooperative (REA).

We proposed to install new 7,500-kilovolt-ampere substation in parallel with existing 7,500-kilovolt-ampere transformer in order to increase contract rate of delivery approximately 2,500 kilowatts. The $100,000 programed is for possible connection charge payable to Verendrye Electric Cooperative, refundable over a period of years (up to 15 years) per standard service contract; terms yet to be negotiated.

The connection charge is determined by deducting the salvage value from the cost of the construction and dismantling. The net cost may be borne by the REA cooperative or paid by the using agency. The cost to the Air Force for power used will depend on the investment by the cooperative to provide the power.



1. Sketch - Minot AFB Power Supply

Mr. SHEPPARD. The substation facility will be owned by the Government and is that part of your contract?

Colonel PARKHILL. Normally, if it is on base, it will be owned by the——

Mr. SHEPPARD. You see what motivated my first question.

What is the story on this so that we may have that clear?

Before you answer that, refer to page 97 of the justifications.

Colonel PARKHILL. The present electrical service contract is insufficient to supply the requirements generated by the new mission. The present cooperative owned substation, located on Minot Air Force Base, has a capacity of 7500 kilovolt-amperes; with the additional mission a 10,000-kilovolt-amperes substation will be required. It will also be required to increase the capacity of the transmission line facilities supplying the base. The accomplishment of this project is of most importance to the operation of the base, now, and in expansion of facilities already programed.

Mr. SHEPPARD. Will this additional substation and transmission line facility presently requested, be owned by the Federal Government, or by the cooperative?

Colonel PARKHILL. The off base will be owned, and according to the statement we just read, the on base substation is owned by the cooperative electric company.

General MINTON. You are referring to this new facility?

Mr. SHEPPARD. That is correct.

General MINTON. It has not been determined yet whether the new substation will be owned by the Air Force or not. We are negotiating with the Bureau of Reclamation and the REA for wheeling Bureau power over the Central Power Electric Cooperative's line to Minot Air Force Base. We may wish to acquire by purchase or lease the existing 7500-kilovolt-ampere substation owned by Verendrye Electric Cooperative. Under this arrangement, we would own or control the entire substation. We would purchase Bureau of Reclamation power at the Bureau's published rate schedule and pay the Central Power Electric Cooperative a wheeling charge for use of its facilities.

Mr. SHEPPARD. In other words, these improvements presently requested are to be solely owned by the Government?

General MINTON. Yes, sir; under such a wheeling agreement.

Mr. SHEPPARD. The production and the wheeling of the power, up to a given point, is the duty of the contracting corporation?

General MINTON. That is the usual procedure. I know of no exception to it. If there is an exception, I will notify you tomorrow.

Mr. SHEPPARD. Thank you.

We find a reappearance in your justifications of new requirements for a new mission of the MINUTEMAN support.

Just what facilities will you require here as a result of supporting the MINUTEMAN installation or installations?

Colonel PARKHILL. The maintenance shop requirement will be tied to the expanded mission, including MINUTEMAN. The cold storage plant will also support the expanded troop strength and the dormitories and the officers quarters; the addition of the generator to the central heating plant is related to MINUTEMAN. The power item and the water supply item both are related to the expansion of the MINUTEMAN.

Paine Field

Paine Field is located 6 miles south southeast of Mukilteo, Wash. The planned use of this base is for an Air Defense Command fighter interceptor mission, and a Reserve troop carrier mission. The total program being requested amounts to $2,698,000 and consists of the following six items:

The first item requested is a 1,000-foot extension to the primary instrument runway to provide a full 9,000-foot runway which is needed to overcome the effects of weather on flying operations. An annual average of 32.7 inches of rain falls in this area during a period of 192 days of the year. This rain and high humidity cause extensive instrument flying weather to be prevalent. Provision of this extension which will provide the minimum runway length suitable to the aircraft assigned to this base and will help avoid serious aircraft accidents which could cost the lives of aircrews and costly damage to flying equipment.

The second item requested is a runway access taxiway of 15,000 square yards to permit fighter aircraft expeditious access to and from the north end of the primary runway. Currently aircraft must follow a long and circuitous route, which exposes civilian light planes and fighter aircraft to possible accidents. The requested project will save time, eliminate danger of accidents, and increase the combat effectiveness of the squadron.

The third item is for two small aircraft maintenance docks with shop space. Currently, maintenance requirements are being partially met by use of an existing hangar and, when weather permits, out of doors. The outdoor operation is extremely unsafe. The annual average of 33 inches of rainfall during 192 days of 70 percent precipitation, occurring during the winter months, brings maintenance functions practically to a standstill and makes aircraft maintenance work impossible to perform.

The fourth item involves alteration work to an auto maintenance shop by completing a building whose construction was stopped upon deletion of the planned BOMARC mission at this base. By completion of this project, utilization will be made of a facility that was 66 percent complete at that time. As an interim measure, the auto maintenance function is currently being performed in a small auto hobby and recreation workshop which only provides one-fourth of the space necessary to perform auto maintenance operation. Upon completion of the requested project, this small building will be returned to its original use as an auto hobby shop. The requested project will complete the total requirement for auto maintenance shop at this installation.

The last two items are real estate projects which are required to support the runway extension project which was the first item requested in this program for Paine Field.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$8, 151
Cumulative obligations Mar. 31, 1962 (act)	8, 054
Cumulative obligations June 30, 1962 (estimate)	8, 120

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Runway primary instrument	District engineer	$55. 5	10
Taxiway access	do	8. 4	55
Maintenance dock small aircraft	do	18. 8	0
Auto maintenance shop	do	24. 4	40

Mr. Sheppard. I note that the runway extension here is very low on your priority list. How firm is the fighter interceptor at this location?

Colonel Call. This fighter interceptor squadron is a firm deployment for as far as we can see into the future. This squadron is equipped with 102's, one of our modern fighter interceptors, and should be there as far as we can now see into the future.

Mr. SHEPPARD. Will the construction of this runway fully meet the criteria for operation at this installation, or will you have to come back later for additional funds?

Colonel PARKHILL. No, sir; this will fully meet the requirements.

Mr. SHEPPARD. This is basically a leased field.

What use is made of this installation other than those you have already referred to?

Colonel PARKHILL. I do not know.

Do you have any other? Is it a sole-use field?

Mr. CAIN. This is jointly used with the community that operates the civil operations.

Mr. SHEPPARD. What are the considerations influencing the military taking up slack on a runway of this character that is used commercially?

What is the income from the leasing of the facility? Is that absorbed, or does the military take up the total cost? Please advise the committee on this issue?

Colonel PARKHILL. This is our peculiar requirement. The civil users have no requirement for any extension but this extension is purely to support our fighter interceptors.

Mr. SHEPPARD. In case of emergency, I presume?

Colonel PARKHILL. Yes, sir.

Mr. SHEPPARD. You do not close your field to people in trouble?

Colonel PARKHILL. No, sir.

Mr. SHEPPARD. With the exception of that possibility, you are the only user of this field?

Colonel PARKHILL. No, sir; the civilian operators are using the field with us, but have no requirement for more than 8,000 feet, which is there now. The only requirement for extending from 8,000 to 9,000 is related to our fighter interceptor requirement.

Mr. SHEPPARD. As long as this is a leased field, what was the consideration at the time the lease was created, and which is still operational, for joint use of the base?

Do you know anything about the existing contract? Does anyone here have any idea about the existing lease?

Mr. CAIN. As to the time element on the existing lease, there are two of them; one pertains to a storage area, an area we will acquire in fee at the expiration of the present lease in 1965, and the other portion is subject to renewal in 1965. That includes the operations area I referred to and includes the central core of the runways and the taxiways.

Mr. SHEPPARD. These leases are, generally speaking, checked out legally from the standpoint of compensation, and all other factors pertaining to the legal potential?

Mr. CAIN. You are correct. In this one instance, the joint-use lease is for $1 an acre. The matter of contribution to the community is worked out in a separate contract with the Air Force, not equally but jointly sharing the cost of maintenance.

Mr. SHEPPARD. Is there any trouble contemplated in extension of the lease?

Mr. CAIN. None at all, sir.

Mr. SHEPPARD. Am I right in assuming that leases of this character are subject to both parties, or does the prerogative lie with the Government under leases?

What are the general principles involved, as far as you know?

Mr. CAIN. The general principle is one of mutual agreement. We have had no difficulties in extension of these.

Mr. SHEPPARD. What are you using for an automotive maintenance shop now, and what will be done with this facility if the new one is constructed?

Colonel PARKHILL. We are presently using a small building that provides only one quarter of the required space. We propose to move this into the BOMARC building which is uncompleted and the building we give up will be used as an automotive hobby shop and for Reserve training.

Mr. SHEPPARD. What is the nature of the commercial transportation function at this installation which requires such exceptionally large space?

Colonel PARKHILL. Commercial transportation?

Mr. SHEPPARD. Yes. What is the nature of the commercial transportation?

Colonel PARKHILL. Relating to the automotive shop?

Mr. SHEPPARD. Yes, insofar as commercial transportation requirements are concerned with the increased space requirement.

Colonel PARKHILL. I see.

The BOMARC building is actually larger than we need for the automotive maintenance shop and the excess space which we will acquire will be used for what we call commercial transportation; that is, the receiving of supplies and equipment delivered by commercial transporters and pickup and delivery, temporary storage.

Mr. SHEPPARD. What type of land are you buying here at a cost of $1,800 an acre? This is reflected on page 106 of the justifications.

Mr. CAIN. The cost in this instance is attributable to the efforts of a private land speculator who has acquired the tract we are interested in, plus an adjacent tract. A very considerable portion of the expense of this land is represented in the severance of this new amalgamation of tracts.

Mr. SHEPPARD. When was the land purchased by the private owner?

Mr. CAIN. To the best of my knowledge, in the area of November or December 1961.

Mr. SHEPPARD. The question has been brought to my attention, and it is a good one, what was the reason for our being rather late on this? If we knew we had to have that property, and I think it is somewhat indicated the speculator must have known about it and he moved in, it is rather difficult for this committee to understand upon what premise the speculator could have had advance notice that we did not have. If we had it, why did we not buy an option, or at least indicate an option of some kind?

Mr. CAIN. We have had no knowledge in advance of the speculator's action that he was entertaining this acquisition.

Mr. SHEPPARD. You may not have had any idea about the speculator's action, but I think it is within the bounds of reasonable thinking that he had some idea about it, because otherwise he would not have been buying that land in that area.

Mr. CAIN. That may well be, sir. However, I understand that the location was chosen by this person with specific reference to its accessibility to the World Fair site, to the zoning in the area, and to his immediate need for land which he could quickly develop for World Fair use.

Mr. SHEPPARD. That may be as good an excuse as any other.

Questions?

Mr. SHELLEY. No questions.

Mr. LAIRD. No questions.

SELFRIDGE AIR FORCE BASE, MICH.

Mr. SHEPPARD. We shall pick up the next item reflected as Selfridge Air Force Base, Mich.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	SELFRIDGE AFB	GOVT LEASED	7
DIR FROM TOWN	3 MI NE OF MT CLEMENS 25 MI NE OF DETRIOT	GOVT OWNED	3,294
		OTHER ACRES	567
COUNTY, STATE	MACOMB, MICHIGAN	TOTAL ACRES	3,868
COUNTRY			
COMMAND	ADC	DATE OCC	1917/1922

PRINCIPAL MISSION

2 FIGHTER INTERCEPTOR SQ
1 MED AIR REFUEL SQ
TROOP CARRIER (MED) WING HQ & SQ
AIR RESCUE SQ
CENTRAL AIR RESCUE CENTER

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
395		3,292		3,687		730

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
68,381	49,810	15,892	2,679	179	2,500

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
AREA SEARCH RADAR (RPMT)	85		NEW	1	1		1	EA	119
LAND EASEMENT CLEAR	115		NEW	664,240	521,600	142,640	142,640	AC	60
									179

SELFRIDGE AIR FORCE BASE

Selfridge Air Force Base is located approximately 3 miles northeast of Mount Clemens, Mich. The planned use of this base is for an Air Defense Command Fighter Interceptor Mission (2 squadrons), a Strategic Air Command Tanker Mission, Continental Air Command, a Reserve Air Rescue and Reserve Troop Carrier Squadron. The total program being requested amounts to $179,000 and consists of the following two items:

The first item requested provides radar coverage for area control of aircraft within 60 miles at an altitude of 40,000 feet. This facility is required to replace an existing obsolete facility.

The last item requested is a project to provide for the acquisition of clearance easements in the south approach zone of the primary instrument runway, required for the establishment and protection of a clear landing approach. To provide this unobstructed approach, it is necessary that height of structures be limited, and existing obstructions be removed from the approach zone. Establishment of these limitations requires the purchase of a real estate interest in the property affected. Without the requested easements, it will be impossible to insure a clear approach to the south end of the runway.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$31, 828
Cumulative obligations, Mar. 31, 1962 (actual)	27, 895
Cumulative obligations, June 30, 1962 (estimated)	31, 110

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Area search radar	Not selected	$7.5	0

Mr. SHEPPARD. How long have you been operating at this location without this flight-clearance easement which you are requesting in this program?

Mr. CAIN. If I may address myself to the flight-clearance easement, this comes about merely through the development of natural growth in this area.

Heretofore, there was really no foreseeable requirement for this, but over the area for which we are requesting funds to acquire, there are a great number of trees that have projected dangerously above the approach angle.

Mr. SHEPPARD. This is no exception to the rule as far as that is concerned, because if you do not get your easements, you have other people moving in on takeoff or letdown, and they start to scream their heads off to avoid the noise factor, particularly in view of the industrial development.

Any questions upon this item?

(No response.)

SUFFOLK COUNTY AIR FORCE BASE, N.Y.

Mr. SHEPPARD. We shall pick up the next item having to do with Suffolk County Air Force Base, N.Y.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	SUFFOLK COUNTY AFB	GOVT LEASED	1,636
DIR FROM TOWN	3 MI NE WESTHAMPTON BEACH	GOVT OWNED	351
	60 MI E NEW YORK CITY	OTHER ACRES	698
COUNTY, STATE COUNTRY		TOTAL ACRES	2,685
COMMAND	ADC	DATE SCC	1941/1951

PRINCIPAL MISSION

FIGHTER INTERCEPTOR SQ
AIR DEF MISSILE SQ
EASTERN AIR RESCUE CENTER

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
163		1,579		1,742		188

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
30,753	25,192	444	5,117	*2,617	2,500

*Includes 100 units of Family Housing requested in the Military Family Housing Act of 1962, $1,750.

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.,	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
LIGHTING APPROACH (DFRP)	144		NEW	3,000		3,000	3,000	FT	254
DISPENSARY (DFRP)	131		NEW	14,841		14,841	14,841	SF	587
LAND FEE PURCHASE	150		NEW	10.000		10,000	10,000	AC	26
									867

Suffolk County Air Force Base

Suffolk County Air Force Base is located 3 miles northeast of Westhampton Beach, N.Y. The planned use of this base is for an Air Defense Command Fighter Interceptor Mission and an Air Defense Missile Mission. The program request contains $867,000 and consists of three items as follows:

The first item is for approach lighting required on the northeast end of the primary instrument runway and is needed to provide a means of accurate runway orientation for pilots during the critical period in which they transition from instrument approach to visual landing under minimum ceiling and visibility. The proposed facility will provide the pilot with a means for identification of the runway centerline and threshold location under adverse weather and low visibility conditions. The advent of higher speed aircraft at this base makes it imperative that a complete approach lighting system meeting U.S. Air Force criteria be installed as early as possible.

The next item is needed to replace the existing inadequate and obsolete dispensary. Existing building of 6,045 square feet is too small, does not have heat in all rooms, nor does it provide space for holding beds for female patients. Further, the existing building is within 500 feet of the apron and taxiway and within 1,200 feet of the jet aircraft run-up area. It is beyond economical repair, having been constructed during World War II and will be razed upon completion of the new dispensary. The total dispensary requirement is 14,841 square feet (12 beds) and the requested project will fulfill the total base requirement for this function.

The last item requested is a land parcel needed to construct the approach lighting project requested in this military construction program.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$15, 761
Cumulative obligations Mar. 31, 1962 (actual)	15, 649
Cumulative obligations June 30, 1962 (estimate)	15, 726

Design information—Suffolk County Air Force Base

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Lighting approach	Gabriel Galperin	$12	95
Dispenary	Bauer and Corbett	29	12

Mr. Sheppard. What type of land do you propose to buy here at a cost of $2,600 an acre?

Mr. Cain. This is rural land. However, in this instance, the center line extended would run through a dwelling and it would affect two farm buildings that are common property to these dwellings. The major cost of this is the cost of improvements rather than the cost of the basic land.

Mr. Laird. What is the cost of the land?

Mr. Cain. The basic cost of the land is $4,500 and the improvements cost about $16,700. Then we have some resettlement costs and a small contingency factor in this total cost item.

Mr. Laird. Does that land sell for $450 an acre?

Mr. Cain. I beg your pardon. For the 10 acres.

Mr. Laird. That is about $450 an acre?

Mr. Cain. Per acre; right. I misunderstood your question.

Mr. Laird. Does land sell for that figure per acre in that area?

Mr. Cain. Sir, in this location, I would say this is a very favorable price for this land.

Colonel Parkhill. This is on Long Island.

General MINTON. I think that may be low. This is right at the end of the settled area.

Mr. LAIRD. Is that a sandy area?

General MINTON. Yes, sir. The whole island is sand. This is real expensive property.

I am surprised at the $490 an acre price.

Mr. LAIRD. That land is not worth anything, is it?

General MINTON. I do not know.

Colonel PARKHILL. It is pretty highly developed as a resort area all through that end of Long Island.

Mr. LAIRD. I thought that was wasteland you were buying for $490 an acre.

Mr. SHEPPARD. Have you investigated the possibility of using easements rather than outright purchase for this land?

Mr. CAIN. Yes, Mr. Chairman; again because of the nature of our construction work, the improvements must be relocated.

AIR FORCE LOGISTICS COMMAND

Mr. SHEPPARD. Next we take up the Air Force Logistics Command.

Please place in the record the data relating to the installations set out on page 122.

(The matter referred to follows:)

Installation	Command	Appropriation request
		Thousands
Griffiss Air Force Base	Air Force Logistics Command	$206
Heath Maintenance Annex	do	1,676
Hill Air Force Base	do	5,116
Hill Air Force Range	do	7,581
McClellan Air Force Base	do	2,976
Robins Air Force Base	do	389
Tinker Air Force Base	do	6,700
Wright-Patterson Air Force Base	do	12,181
Total		36,825

AIR FORCE LOGISTICS COMMAND

The mission of the Air Force Logistics Command is to: (1) Provide an adequate and efficient system of procurement, production, air-munitions surveillance, maintenance, and supply for U.S. Air Force; (2) provide general overall logistical support for all activities and agencies of U.S. Air Force; (3) train specialized units for accomplishment of specified logistics functions in oversea areas and theaters. This program contains a request for $36,825,000 for Air Force Logistics Command and provides facilities at eight locations.

Included within the Air Force Logistics Command total program are facilities for the Air Force Logistics Command depot supply and maintenance requirements totaling $11,967,000. The Strategic Air Command mission at one Air Force Logistics Command location requires a total of $145,000. The research and development requirements at two Air Force Logistics Command installations total $11,402,000. MTC facilities at two locations total $4,400,000 and facilities for Air Force Logistics Command air-munitions surveillance mission are included at $7,581,000. The remainder of the program is composed of items to support the basic Air Force Logistics Command mission requirements.

Mr. SHEPPARD. Do you have a general statement you want to present at this time, Colonel?

Colonel PARKHILL. Yes, Mr. Chairman.

The program provides 44 line items at 8 locations at a total cost of $36,825,000. There are five research and test items costing $11,776,000 which I understand are to be discussed later in the hearing along with the other research and development items.

The remaining items total $25 million and the principal facilities include four pavement items at Tinker Air Force Base and a hospital at Hill Air Force Base, as well as an inertial guidance maintenance facility at Teal. Then there is an operational apron at McClellan and 17 items for Hill Air Force Range and surveillance facility. The remaining programs are a variety of operation facilities, maintenance, and other support. There are no repetitive-type items in this particular portion of the program.

Colonel Call has the presentation.

Colonel CALL. Mr. Chairman, on this chart we depict the support commands, of which Air Force Logistics Command is one of the major commands. The headquarters is located at Wright-Patterson Air Force Base in Ohio and we have air materiel areas scattered throughout the United States; for example, Olmstead, Brookley, Robins, Tinker, Kelley, McClellan, and Hill. Each of these air materiel areas supports a weapon system or, in some cases, more than one weapons system.

GRIFFISS AIR FORCE BASE, N.Y.

Mr. SHEPPARD. Let us discuss next Griffiss Air Force Base.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	GRIFFIS AFB
DIR FROM TOWN	1 MI SE ROME
COUNTY, STATE	ONEIDA, NEW YORK
COUNTRY	
COMMAND	AFLC
PRINCIPAL MISSION	DEPOT WEST OF AIR FIELD

GOVT LEASED	296
GOVT OWNED	5,501
OTHER ACRES	899
TOTAL ACRES	6,696
DATE OCC	1942

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
878		2,983		3,861		7,635

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
123,338	117,639	2,201	3,498	2,569 *	929

* Includes 135 units of Family Housing requested in the Military Family Housing Act of 1962, $ 2,363

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
A/C MAINTENANCE APRON LIGHTING	173	SAC	NEW	8		8	8	SP	145
AUTO STORAGE SHED	307	SYS	NEW	3,200		3,200	3,200	SF	61
									206

GRIFFISS AIR FORCE BASE

Griffiss Air Force Base is located approximately 1 mile southeast of Rome, N.Y. The planned use of Griffiss Air Force Base is for the Headquarters, Rome air materiel area, Rome Air Force Depot, the Rome Air Development Center Headquarters, an Air Defense Command fighter mission and a Strategic Air Command bomb mission. The total program requested amounts to $206,000.

The first item is for aircraft maintenance apron lighting at $145,000. This lighting is required to provide a 24-hour maintenance capability for SAC alert aircraft.

The second item for $61,000 provides an auto storage shed for the SAC mission. Both items are required to insure the continuous operation of the SAC mission at this base.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$71, 302
Cumulative obligations Mar. 31, 1962 (actual)	71, 118
Cumulative obligations June 30, 1962 (estimated)	71, 228

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
A/C maintenance apron lighting	District Engineer	$8.0	60
Auto storage shed	do	3.0	15

Mr. SHEPPARD. There are several of these aircraft maintenance apron lighting facilities in this program. Would you describe them briefly to the committee at this point, please.

Colonel PARKHILL. Sir, you mean all of the repetitive items?

Mr. SHEPPARD. Just the items we are referring to here, aircraft maintenance.

Colonel PARKHILL. This project would provide for floodlights on the SAC maintenance apron where the bombers and tankers are parked. This is to provide for round-the-clock handling of the aircraft, loading, fueling, and inspections.

Mr. SHEPPARD. You do not have floodlighting available at the present time?

Colonel PARKHILL. No, sir.

Mr. SHEPPARD. Questions on Griffiss Air Force Base?

Mr. LAIRD. No questions.

HEATH MAINTENANCE ANNEX, OHIO

Mr. SHEPPARD. We will proceed with the next item, Heath Maintenance Annex, Ohio.

Insert page 126 in the record.

(The page follows:)

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

				OFFICERS		AIRMEN			CIVILIANS	
STATION	HEATH MAINT. ANNEX	GOVT LEASED		BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
DIR FROM TOWN	1 MI E OF HEATH	GOVT OWNED	38							
		OTHER ACRES								
COUNTY, STATE	LICKING, OHIO	TOTAL ACRES	38	19		34		53		
COUNTRY										
COMMAND	AFLC	DATE OCC	1954							

PRINCIPAL MISSION	EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
DEPOT MAINTENANCE	12,874	6,791	3,907	2,176	1,676	500

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
INERTIAL GUID MAINT ALT	34		NEW	129,730	88,480	41,250	41,250	SF	
									1,676

HEATH MAINTENANCE ANNEX

Heath Maintenance Annex is located 1 mile east of Heath, Ohio. The planned use for this station is the maintenance and overhaul of missile guidance systems.

This program includes one item for the inertial guidance maintenance facility in the amount of $1,676,000. This is the second increment of a phased program to provide these facilities in a timely manner to meet the Air Force scheduled inventory on these systems.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$3, 530
Cumulative obligations Mar. 31, 1962 (actual)	3, 225
Cumulative obligations June 30, 1962 (estimated)	3, 396

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Inertial guidance maintenance facility (modernization).	American Machine & Foundry	$63.4	

Mr. SHEPPARD. What is the status of construction of items funded in the past several years at this installation?

General CURTIN. We had two items reprogramed. Is that what you had reference to?

Mr. SHEPPARD. Yes, sir.

General CURTIN. The maintenance facility is under contract and essentially complete, or scheduled to be completed in June, I believe, of this year.

The laboratory is just about $1 million, as I recall, and it is under schedule to be completed in June; but the construction is slipping a a little bit and it will probably be July before it is completed.

Those two projects are well along, Mr. Chairman and should be completed in June or July.

Mr. SHEPPARD. What is causing the slippage there, weather conditions?

General MINTON. No, sir. These are just our views as to what is causing it, but one is that the contractor has had an initial difficulty, particularly on the laboratory, on organizing his job and controlling it; secondly, he apparently has had some difficulty in acquiring the right types of labor. The job was not manned at the proper level to get it completed in time. The Bureau of Yards and Docks is administering the program for us and we have been in contact with them several times on problems of construction.

Mr. SHEPPARD. By how much do you think they will miss their target as presently set?

General MINTON. About 30 days.

Mr. SHEPPARD. That is not too bad, taking it across the board.

General MINTON. Considering that this was more or less a modernization and rebuilding of an existing facility, as you recall, it is not too bad, as we see it, although we would have liked to have had it on the day set.

Mr. SHEPPARD. I think we agree that in construction work involving remodeling, particularly with reference to a building of this longevity, it is somewhat of a problem as compared with reconstruction.

General MINTON. That is correct.

Mr. SHEPPARD. Some of which you have to play by ear before you can determine your cost factors.

What are you doing for this inertial guidance work at the present time?

Colonel KELLY. At the present time, our primary requirement is for production breakage, installation and checkout for the ICBM program. We have in the inertial guidance portion of Heath a small capability at this time in the guidance system maintenance shop. This workload is building up and the increment authorized to us in fiscal 1961 will run out of capacity about the fourth quarter of 1963. The increment now being requested will bring us up in the ICBM inertial guidance platform requirement to the third quarter of 1964.

This is the second increment of a requirement we anticipate will continue to grow through the 1964 or 1965 program. We will still have a net deficiency even with this project. We are holding off pending further data concerning the life of these systems and the failure rates. You will recall this will handle the inertial guidance platforms for the MINUTEMAN, GAM 87, ATLAS E and F, and TITAN II.

Mr. SHEPPARD. Will any additional facilities be constructed at other locations for this requirement?

Colonel KELLY. No, sir.

Mr. SHEPPARD. Within this viewpoint?

Colonel KELLY. No, sir. This is going to be a unique facility for the Air Force. It is a highly specialized and very expensive facility and maintenance will be single pointed at Heath for the five major inertial guidance systems.

Mr. SHEPPARD. Will this complete the construction of facilities of like character to support these various weapons?

Colonel KELLY. The amount requested in 1963 will only carry us, as I said, through the third quarter of fiscal 1964 for the forecast reparable generation. About 30,000 to 40,000 square feet more is presently contemplated as being needed to accommodate our requirements through fiscal year 1964 with our present missile program.

Mr. SHEPPARD. Does the inclusion of facilities for the GAM–87 mean that this will be the single depot point for the maintenance and control of this missile system?

Colonel KELLY. This will be the single depot maintenance point for the inertial guidance platform for GAM–87. The basic motor propellant will be maintained at Hill Air Force Base in Ogden, Utah.

Mr. SHEPPARD. Questions on the item?

Mr. SHELLEY. No questions.

Mr. LAIRD. No questions.

HILL AIR FORCE BASE, UTAH

Mr. SHEPPARD. We will go to the next item, Hill Air Force Base, Utah.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: HILL AFB
DIR FROM TOWN: 4 MI N CLEARFIELD
COUNTY, STATE: DAVIS COUNTY, UTAH
COUNTRY:
COMMAND: AFLC

PRINCIPAL MISSION

DEPOT WEST OF AIRFIELD

GOVT LEASED: 20,170
GOVT OWNED: 676,577
OTHER ACRES: 116
TOTAL ACRES: 696,863

DATE OCC 1940

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
876		4,306		4,912		11,726

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
122,066	90,902	16,136	15,028	8,616	6,412

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
C/M LAB RADIOGRAPHIC (ADDN)	I		NEW	10,345	4,345	6,000	6,000	SF	356
SHOP MIS DIS ASSY	I		NEW	104,280	34,760	69,520	27,808	SF	1,248
SHOP MIS COMP TEST (ALT)	I		NEW	64,800	43,200	21,600	18,000	SF	420
STOR IGLOO (ALT)	I		NEW	34,827	21,996	12,831	12,831	SF	233
COMP MED FAC (RPMT)	64		NEW	58,860		58,860	58,860	SF	2,136
LOGISTICAL FAC DEPOT (ALT)	165		NEW	716,163	509,619	206,544	37,783	SF	392
CHAPEL BASE W/ANNEX	161		NEW	27,678	10,378	17,300	11,580	SF	331
									5,116

Hill Air Force Base

Hill Air Force Base is located 4 miles east of Ogden, Utah. The planned use of Hill Air Force Base is for the Headquarters, Ogden Air Materiel Area, and depot support for MINUTEMAN and a Reserve unit. Appropriation in the amount of $5,116,000 is included in this request.

The first four items: Radiographic laboratory, addition, $356,000; shop missile disassembly/assembly facilities, $1,248,000; shop missile component test, $420,000; and storage igloo, $233,000; provide the third increment of a phased program to provide timely maintenance facilities to meet Air Force missile inventory schedules.

The fifth item is for the replacement of the present old World War II medical facility at a cost of $2,136,000.

The sixth item in the amount of $392,000 provides the necessary logistical facilities to augment the increased workload at the base. It also releases certain space required in the maintenance complex for maintenance functions.

The seventh item provides a base chapel and annex at a cost of $331,000. This item replaces an old World War II substandard chapel and provides sufficient seating for this mission.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$31, 942
Cumulative obligations, Mar. 31, 1962 (actual)	30, 465
Cumulative obligations, June 30, 1962 (estimated)	31, 000

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
G/M radiographic laboratory addition	F. C. Torkelson	$25.7	0
Shop missile disassembly and assembly	Leo A. Daly	71.2	60
Shop missile component test			
Storage Igloo			
Composite medical facility	Jones & Emmons & Rosenfield & Rosenfield.	134.9	10
Logistical facility depot	Deseret Architects & Engineers	33.2	5
Chapel base and annex	Snedaker, Budd & Monroe	37.1	5

Mr. Sheppard. I notice an increase in the estimated total cost of this base of $27 million since last year.

What is the reason for this increase?

Colonel Parkhill. First, we picked up $15 million worth of off base sites; second, we picked up $5 million worth of family housing in the 1962 program and in analyzing last year's reporting we found we had failed to pick up $6 million worth of construction funded but not in the inventory column. In other words, there was a little lag in our reporting which allowed for that $6 million discrepancy.

Mr. Sheppard. It is very interesting to the committee to note that the principal mission you have assigned to this base depot west of the airfield is such as it is.

Just what are you doing here? Tell us something about this for the clarification of the record, and for justification,

Colonel Parkhill. The basic mission of this depot is principally that it will be the major maintenance and supply depot for the missiles and munitions.

This construction is generally related to the expansion of the MINUTEMAN,

Mr. Sheppard. I wish you would explain the increase in total acres here from 6,300 last year to 696,000 shown as this year's requirement.

Colonel Parkhill. Mr. Cain, do you have that acreage?

Mr. GIBBENS. This is the same as Colonel Parkhill mentioned in the inventory. The acreage shown last year was for the main base only. We have picked up all outlying areas that are supported by the base and the acreage has increased considerably. The main base itself still retains about 6,300 acres that we had.

Mr. SHEPPARD. Last year the Congress approved a radiographic laboratory, and now you are requesting an addition. What decision has been made in the past year to speed up MINUTEMAN, or to produce more missiles than was contemplated when you presented this program to the committee a year ago?

Colonel KELLY. The first radiographic laboratory authorized in last year's program will accommodate the approved MINUTEMAN operational inventory only through fiscal year 1963.

This is on a two-shift basis, 5 days a week. The radiographic laboratory additional request is needed to continue X-ray analysis on the presently approved program for solid propellants.

Mr. SHEPPARD. How many missiles are involved?

Mr. GIBBENS. In the total program?

Mr. SHEPPARD. Yes.

Colonel KELLY. ——— is the total number of missiles we are contemplating through end fiscal year 1967.

Mr. SHEPPARD. How many of the total is presently authorized by the Department of Defense

Colonel KELLY. 800, to my knowledge, sir.

Mr. SHEPPARD. It is my understanding DOD has authorized 800. You are asking for ———. You have some reason for having that in your budget requirement. What is it?

Colonel KELLY. From a maintenance point of view we are programing facilities against the approved program. We are looking at the total program contemplated but looking at the firm program as authorized. We need the second radiographic facility past the 493d inservice Minuteman to accomplish the mandatory X-ray during the recycling based on the latest and the best failure we can forecast we can determine from Boeing, the Space Technology Laboratory, and the Ballistic System Division.

Mr. SHEPPARD. Wasn't that requirement presented in the budget last year, and to DOD?

Colonel KELLY. In keeping with our normal practice we request incrementally wherever possible instead of trying to go for the full range. At this time last year we did not have 800 approved.

Mr. SHEPPARD. Is this expedited schedule, and total number of missiles, based on an Air Force or an OSD program? What is the consideration that is involved there? There is a difference between your request in the justification and the request of last year.

Colonel KELLY. If I understand——

(Discussion off the record.)

Mr. SHEPPARD. Would you explain to the committee the requirement for the missile disassembly shop, and the new factors which you are using to justify this workload which you state is in excess of the capability of five facilities constructed earlier?

Colonel KELLY. The workload factors, once again, for the initial increment of five assembly and disassembly buildings authorized and then reprogramed in fiscal year 1961 will not accommodate the 800 missile program. Not only will it not accommodate them, but plant

77 cannot accommodate them either. The requirement was worked out based on the failure rates forecast by Boeing Aircraft Corp. as agreed upon and coordinated with all of the submanufacturers and with the DOD. These four buildings will provide the necessary recycle capability, based on a further assumption that we will take over any excess plant 77 capability starting in fiscal year 1964. It is the bare minimum based on the factors we have been given.

Mr. SHEPPARD. This question is somewhat repetitious but I think it should be made a part of the record. How much of this facility and other MINUTEMAN items in this program are based on meeting the actual production rate of MINUTEMAN.

Colonel KELLY. Would you repeat your question, sir?

(The question was read.)

Colonel KELLY. None of the facilities requested are for production. They do relate to inventory size as the production is turned out by Boeing, we then incur failure rates necessitating maintenance on in-service missiles.

Mr. SHEPPARD. If you can, I wish you would produce for the record the cost factors between the 800 and the ———.

Colonel KELLY. The additional facilities requested?

Mr. SHEPPARD. Yes.

Colonel KELLY. If we go to ———, yes, sir.

(The information follows:)

The assumption is made that only the inventory quantity changes and there is no change in failure rates. On this basis, the larger inventory generates a maintenance workload necessitating construction of five additional missile disassembly/assembly buildings and five storage igloos. These facilities are estimated to cost $1,770,000.

Mr. SHEPPARD. What is the reasoning behind these buildings that are of special design, if you have already constructed five similar facilities that were not as, I understand it, of special design?

Colonel PARKHILL. You are talking about the missile assembly-disassembly building, page 130.

Colonel Stephens, do you have anything on that? I am sure we intend to use the same design we had before.

Colonel STEPHENS. Yes, sir. The design that was accomplished before will be reused for these facilities and the previous design, although being a preengineered-type building, has a special floor-type construction to provide platforms for maintenance.

(Discussion off the record.)

Mr. SHEPPARD. What are the hospital facilities here at the present time, and what will be done with these facilities if the new one is constructed?

Colonel CARMICHAEL. At the present time we are operating the World War II-type facilities. These will be destroyed upon completion of the new hospital.

Mr. SHEPPARD. What provision are you making in this facility for the care of dependents?

Colonel CARMICHAEL. We are basing our dependent workload on past experience and projected workloads in accordance with the DOD policy. This also has been cleared with the Bureau of the Budget.

Mr. SHEPPARD. Thanks for that comment. We are not particularly interested in what they think about hospitals at the moment, based on their previous actions. When you build hospitals you build them for the military personnel, and not for the benefit of the private practitioner downtown. That is our sentiment, sir.

What is the warehouse situation at Hill from which you plan to convert approximately 37,000 square feet for administrative space?

Colonel PARKHILL. We are expanding our logistical management activity and the most economical way to solve that problem is to take excess warehousing and convert them for administrative space.

Mr. SHEPPARD. What is the estimated footage in this particular case, versus experience?

General MINTON. That is pretty much a standard now.

Mr. SHEPPARD. That is a good operation. I am glad to see that. It is a change of concept.

Are there any questions on this item?

Mr. SHELLEY. No questions.

HILL AIR FORCE RANGE, UTAH

Mr. SHEPPARD. Hill Air Force Range, Utah. Insert page 135–A. (The page follows:)

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: HILL AF RANGE
DIR FROM TOWN: 7 MI SW LAKESIDE
COUNTY, STATE: TOOLE & ELDER CO, UTAH
COUNTRY:
COMMAND: AFLC
PRINCIPAL MISSION: AMMUNITIONS SURVEILLANCE

GOVT LEASED: 2,560
GOVT OWNED: 348,766
OTHER ACRES:
TOTAL ACRES: 351,766
DATE OCC: 1941

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
2		15	135	52		5

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
9,642	61		9,581	7,581	2,000

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
G/M RADIO GRAPHIC BL	I		NEW	6,536		6,536	6,536	SF	480
ROCKET THRUST STAND	I		NEW	1		1	1	EA	516
ROCKET MOTOR PREP	I		NEW	6,100		6,100	6,100	SF	398
ROCKET DATA RECOR	I		NEW	1,664		1,664	1,664	SF	85
ROCKET MOTOR PAD	I		NEW	852		852	852	SF	50
ROCKET THRUST STAND	I		NEW	1		1	1	EA	605
ROCKET SURV SPT BLDG	I		NEW	5,500		5,500	5,500	SF	184
G/M STOR COMP VT A	I		NEW	12,912		12,912	6,456	SF	358
G/M STOR COMP VT B	I		NEW	10,499		10,499	6,966	SF	398
G/M STOR COMP HT A	I		NEW	31,505		31,505	19,524	SF	1,009
G/M STOR COMP HT B	I		NEW	31,505		31,505	18,891	SF	987
COMPOSITE PERS FAC	I		NEW	10,020		10,020	10,020	SF	262
ELEC PRIM POWER TRAN	I		NEW	3,750		3,750	3,750	KV	105
ELEC DISTR LINE OH	I		NEW	100,320		100,320	100,320	FT	489
WATER SYSTEM	I		NEW	LS		LS		LS	899
ROADS	I		NEW	254,446		254,446	254,446	SY	685
FENCE, SECURITY	I		NEW	19,970		19,970	19,970	FT	71
									7,581

Hill Air Force Range

Hill Air Force Range, an annex to Hill Air Force Base, is located 40 miles due west of Ogden, Utah, and 10 miles southwest of Lakeside, Utah. It is situated near the western shore of the Great Salt Lake directly opposite Hill Air Force Base. The annex is the main complex for the air munitions surveillance and evaluation mission involving all types of solid, liquid, and gaseous propellants and includes missile motors or containers.

The complex ($7,581,000) consists of—

Guided missile radiographic laboratory	$480,000
Rocket thrust stand	516,000
Rocket motor preparation	398,000
Rocket data recorder	85,000
Rocket motor pad	50,000
Rocket thrust stand	605,000
Rocket survey support building	184,000
Guided missile storage components vertical	358,000
Do	398,000
Guided missile storage components horizontal	1,009,000
Do	987,000
Composite personnel facilities	262,000
Electric prime power and transmission	105,000
Electric distribution line, OH	489,000
Water system	899,000
Roads	685,000
Security fence	71,000

This complex will provide most of the environmental storage for the air munitions surveillance mission. It will also provide the static evaluation site for the destruct evaluation of the most powerful and dangerous missile motors. Personnel to operate this complex will be permanently based on the Hill Air Force Base and assigned for short periods, on a rotational basis, at this site. Choice of this site was dictated by the necessity to provide an isolated area for this dangerous evaluation, which was geographically as near as possible to the industrial complex and Air Force base having prime responsibility for this mission. Careful and detailed surveys of all armed services and industrial facilities, which might provide either the facilities or part of the facilities, has been made without success. When completed, this will be the only facility of its kind with this capability in the United States.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	0
Cumulative obligations Mar. 31, 1962 (actual)	0
Cumulative obligations June 30, 1962 (estimated)	0

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Guided missile radiographic building	F. C. Torkelson	$172	10
Rocket thrust stand			
Rocket motor prep			
Rocket data recorder			
Rocket motor pad			
Rocket thrust stand			
Guided missile storage components Vt A.			
Guided missile storage components Vt B.			
Guided missile storage components Ht A.			
Guided missile storage components Ht B.			
Rocket surv support building	Snedaker, Budd & Monroe	15.3	5
Composite personnel facilities	do	28.2	5
Electric Prim power transmission	F.C. Torkelson Co	13.5	15
Electric distribution line, OH	do	41.6	15
Water system	do	107.6	15
Roads	do	107.3	15
Fence, security	do	2.6	15

Mr. SHEPPARD. This is a comparatively new installation construction-wise. I wish you would tell the committee just what you propose here, and what you are using to meet this requirement in the Air Force at the present time.

Colonel KELLY. The air munitions surveillance function at the present time is being conducted on Hill Air Force Base proper. It is now confined to propellant motors of about 50 pounds, no more than 100, due to the safety distance criteria and the encroachment of the population about the base. We are now forced to get off the Hill Base and out into an isolated area to handle the larger propellant motors; MINUTEMAN, of course, being the largest, GAM 87, BOMARC–B, items of this category must be removed to a safe location.

The program itself is a maintenance, long-term surveillance function and not an R. & D. function. It is to be compared with perpetuation of a jet engine by the depot maintenance shops in that we require technical competence, and technical data to give to the field as problems arise. We also need to ascertain whether or not these motors are safe to continue in service.

It is significant that through this program on the smaller motors we have been able to save the Air Force over $150 to $180 million in the past 5 years by extending the shelf life of the motors, thus eliminating the need to buy new replacement hardware. In the case of the MINUTEMAN, the GAM–87, and other new motors there is no capability anywhere within DOD or within industry to accommodate this mission today.

Mr. SHEPPARD. Saving those funds is very commendable. You are to be complimented for it.

I am glad you mentioned the saving because otherwise when we look through your budget presentation we do not find it. Off the record.

(Discussion off the record.)

Colonel KELLY. If we can extend the MINUTEMAN motors by only 2 months, from 36 to 38 months, we will have paid for this facility and made $2 million.

Mr. SHEPPARD. What is the status of the plans for this construction at present?

Colonel LATSON. Sir, on the radiographic building it is 10 percent along; on the rocket motor static thrust stand it is 10 percent. On the rocket motor preparatory it is also 10 percent. The next one is 10 percent. In fact, all of these are just about 10 percent along.

Mr. SHEPPARD. How does the radiographic building requested here compare with the requirement for the one at Hill Air Force Base proper?

Colonel KELLY. It is the same type of X-ray that is requested at Hill Air Force Base. It is necessary that we site it on location because in this program we will be cold-soaking or heat-soaking rocket motors to test static thrust. We need to run an immediate X-ray and then validate the thrust on the pad. We cannot truck them across country.

The X-ray in connection with solid propellants is going to become as common a tool as the sheet metal brake or compressed air is in aircraft shops.

Mr. SHEPPARD. How many solid propellant motors of a million-pound thrust does the Air Force presently have?

Colonel KELLY. None in the operating inventory. The million pounds here can be tied to an investment in safety distance and a technical debate as to just how large this pad should be. The instructions are that it will be sized to accommodate the MINUTEMAN, first stage, plus 10-percent growth potential in case of new propellant developments. It is an academic figure.

If we say a million pounds, it might be a MINUTEMAN plus a safety overload of 2. This is for the design criteria going on now. We will assure the committee that the facility is being sized for the present inventory, plus whatever safety factor is considered advisable and the million pounds is merely a figure on the sheet.

Mr. SHEPPARD. What construction remains after this year's cleanup, if what you have here presently is funded?

Colonel KELLY. This program, the initial surveillance program in this year's program, is sized to the presently approved inventory of MINUTEMAN, GAM-87, and the overflow missiles, which cannot be accommodated at Hill at this time.

Mr. SHEPPARD. Why do the work at this installation rather than at some other installation where facilities might be more adequate and more available?

Colonel KELLY. A most extensive survey has been conducted during the past year and a half as to the site of the Hill Air Force Range. A joint study was undertaken by the Logistics Command and by the Systems Command and at DOD and the Air Staff's insistence. A joint position was developed and the total capability of the ASC and the AFLC was examined. It was determined that the assignment of this mission was totally proper for the Logistics Command and not the AFSC; that the placement of this facility on any AFSC installation such as Edwards—this was a specific question—would cost just as much as it does at Hill because they have no capability at this time.

In addition, any excess capacity being generated by Edwards at this time is being absorbed by the AFLC to meet surveillance requirements for liquid rocket engines for the TITAN and ATLAS. This disposition, incidentally, was coordinated by General McKee and General Shriever.

Mr. SHEPPARD. Questions on the item?

Mr. SHELLEY. No questions.

MCCLELLAN AIR FORCE BASE, CALIF.

Mr. SHEPPARD. Insert page 153 in the record at this point.

(The page follows:)

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	MCCLELLAN AFB	GOVT LEASED	289
DIR FROM TOWN	7 MI NE OF SACRAMENTO	GOVT OWNED	4,079
		OTHER ACRES	150
COUNTY, STATE	SACRAMENTO, CALIF.	TOTAL ACRES	4,518
COUNTRY			
COMMAND	AFLC	DATE OCC	1936

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
874		4,141		5,015		13,075

PRINCIPAL MISSION	EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
AIR MATERIEL AREA HEADQUARTERS DEPOT	102,953	92,396	1,566	8,991	2,976	6,015

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
APRON OPERATIONAL	72	MTC	NEW	49,946		49,946	49,946	SY	1,917
PAD POWER CHECKING AND HOLDING	306		NEW	25,088	14,888	10,200	10,200	SY	244
AIR COMMUNICATION FACILITIES (ALT)	103		NEW					LS	815
									2,976

McClellan Air Force Base

McClellan Air Force Base is located approximately 7 miles northeast of the city of Sacramento, Calif. The planned use of this base is for the headquarters of the Sacramento Air Materiel Area, a MATS weather recon mission, and an Air Force Reserve activity. The program requested at McClellan amounts to $2,976,000. It consists of the following 3 items:

The first item ($1,917,000) is for construction of additional operational apron, strengthening parts of existing apron, erection of 2 relocated medium docks, and construction of taxiways. This is a package program to provide required facilities for the MATS air weather service mission at this base.

The second item ($244,000) provides for a pad, power check and holding, and is required to alleviate the present congested traffic pattern.

The third item ($815,000) provides the required alterations, additional electrical power, and air conditioning needed for the modernization of this gateway communication site. This site is one of the AIRCOM sites furnishing worldwide communication for the Air Force and the Defense Communication Agency.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$49, 589
Cumulative obligations Mar. 31, 1962 (act)	48, 632
Cumulative obligations June 30, 1962 (estimate)	49, 291

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Apron operational (MTC)	Porter & O'Brien	$134. 5	0
Pad power check and holding	do	19. 4	5
Air communication facility (alteration)	West America Engineering Co	31. 1	0

ROBINS AIR FORCE BASE, GA.

Mr. Sheppard. The next item is Robins Air Force Base, Ga.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	ROBINS AFB	GOVT LEASED	
DIR FROM TOWN	1 MI E WARNER ROBINS	GOVT OWNED	6,713
		OTHER ACRES	144
COUNTY, STATE	HOUSTON, GEORGIA	TOTAL ACRES	6,857
COUNTRY			
COMMAND	AFLC	DATE OCC	1941

PRINCIPAL MISSION

AIR MATERIEL AREA HEADQUARTERS
AIR FORCE DEPOT

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
893		3,732		4,625		14,428

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
117,808	102,217	3,728	11,863	5,639 *	6,224

* Includes 300 units of Family Housing requested in the Military Family Housing Act of 1962, $ 5,250

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
SHOP ARM & ELECT	ALT	35		NEW	14,641	14,641		14,641	SF	136
SHOP COMM & ELECT	ALT	252		NEW	13,215	13,215		13,215	SF	179
LOGISTICAL FACILITY DEP	ACDN	308		NEW	92		92	92	TN	74
										389

ROBINS AIR FORCE BASE

Robins Air Force Base is located 2 miles west of Warner-Robins, Ga. The principal mission of this base is headquarters for the Air Force air materiel area depot logistical support. There is also an SAC and communication maintenance mission on the base. The authorization requested amounts to $389,000.

The first item ($136,000) is for necessary alteration work to the shop, armament and electronic, to provide proper environmental conditions for the maintenance of electrical and electronic equipment of fighter aircraft control systems.

The second item ($179,000) provides for necessary alteration of a building to provide maintenance space and facilities for the WRAMA mobile depot activity. This mobile detachment of 165 men with its home station at Robins, supports all Air Force commands and activities for maintenance of fixed communication, electronics facilities in the southeastern area of the United States.

The third item ($74,000) will provide air conditioning for the existing logistical facility.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$61, 439
Cumulative obligations Mar. 31, 1962 (actual)	60, 994
Cumulative obligations June 30, 1962 (estimate)	61, 305

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
A. & E. shop	Roberts & Co	$8.1	65
Shop, communication and electronics	do	7.8	65
Logistical facility	District Engineer	2.9	15

Mr. SHEPPARD. What are you using for air conditioning at this logistical depot at the present time?

Colonel PARKHILL. I believe you are referring to the third item, install air conditioning in two offices located in large warehouses.

In these warehouses we have administrative space for a total of 212 people who work at desks and they also have key-punch machines. There is no air conditioning. I visited this building a month or so ago and these people, I can assure you, work under very adverse conditions. We feel that their effectiveness can be greatly increased if we air-condition these rooms.

Mr. SHEPPARD. Is this proposal to be on a basis of individual units, or a collective unit for distribution in each building?

Colonel PARKHILL. There are two different buildings.

Colonel LATSON. This is a total of 92 tons of air conditioning. It would be central air conditioning.

Mr. SHEPPARD. I see you reflect air conditioning at a cost of $300 per person.

Colonel LATSON. This project consists of installing presently owned air conditioners, sir, and it consists of reconditioning the units and putting in the necessary duct work, et cetera.

Mr. SHEPPARD. In other words, you are going to use what I call individual units, the window type?

Colonel PARKHILL. No, sir.

Mr. SHEPPARD. Is it a central distribution or is it an individual?

Colonel PARKHILL. We obtained a 60-ton unit and a 32-ton unit from the closure of an Army base and they are suitable for these two

large rooms. One is 14,000 square feet and the other is 6,200 square feet.

Mr. SHEPPARD. How many people are you going to have working within the floor space?

Colonel PARKHILL. 212 people.

Mr. SHEPPARD. What is the total cost for the installation of these compressors?

Colonel LATSON. Sir, the total cost is $74,000.

Mr. SHEPPARD. General Minton, I ask you this question: Does not that appear like a pretty heavy cost per person, $300 for a mechanical device that you already own?

General MINTON. I just made a real quick computation of it. I wondered about the same thing myself. The amount of air conditioning seems a little high. Fifty tons should be able to do the job there. The cost with the Government furnishing the equipment seems to be high. I have a note written down here to investigate the cost of air conditioning at Warner Robins.

Mr. SHEPPARD. I wish you would do that. If you find there has been an error, supply the committee with the adjusted information, will you, please?

General MINTON. Yes, sir.

(The information follows:)

WARNER ROBINS AIR FORCE BASE

AIR CONDITIONING

The project, as presented, indicates 92 tons of air conditioning at an estimated total cost of $74,000. By administrative error this total cost of $74,000 was divided by the 92 tons to generate the $800 per ton unit price as shown. There is $31,000 of the total project for work which will be done (electrical work and interior alterations) but which is not normally included in air conditioning unit cost computations. This leaves $43,000 that is directly associated with the air conditioning proposal.

The estimated cost of the GFE is $13,000. This equipment is on hand in the depot. Alternative methods of providing this air conditioning were studied and on an out-of-pocket cost basis use of this equipment is the most economical approach even though it is of larger capacity than is required by design needs.

The following revised unit cost data is furnished as being applicable to this project:

	Air conditioning		
	Total	Per square feet	Per ton
Total cost (including GFE)	$56,000	$2.77	$609
Project cost (excluding GFE)	43,000	2.13	467

These revised unit costs are well in line with standard practice and the per ton costs should be considered as being applicable to this project rather than the $804 figure given in the data initially presented.

Mr. SHEPPARD. Are there questions, Mr. Shelley?

Mr. SHELLEY. No questions.

TINKER AIR FORCE BASE, OKLA.

Mr. SHEPPARD. The next item is an Air Force depot, Tinker Air Force Base, Okla.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	TINKER AFB	GOVT LEASED	60
DIR FROM TOWN	1 MI S MIDWEST CITY	GOVT OWNED	3,555
		OTHER ACRES	419
COUNTY, STATE	OKLAHOMA, OKLAHOMA	TOTAL ACRES	4,034
COUNTRY			
COMMAND	AFLC	DATE OCC	1941
PRINCIPAL MISSION			

	OFFICERS		AIRMEN			CIVILIANS	
	BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
	495		2,708		3,203		19,005

	EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
AIR MATERIEL AREA	140,879	122,135	6,221	12,523	6,700	5,823

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
APRON OPERATIONAL RPMT	158		NEW	100,846		100,846	100,846	SY	1,491
APRON OPERATIONAL RPMT	159	MAT	NEW	147,154		147,154	147,154	SY	2,483
APRON DEPOT MAINTENANCE RPMT	251		NEW	120,655		120,655	120,655	SY	1,810
SHOULDER STABIL	160		NEW	178,032	1,032	177,000	177,000	SY	916
									6,700

Tinker Air Force Base

Tinker Air Force Base is located 7 miles west of Oklahoma City, Okla. Programed utilization of the base includes the Oklahoma City Air Materiel Area Headquarters, Air Materiel Depot, Air Defense Division Headquarters, and several air transport squadrons. Total program request for this base is $6,700,000.

The first item ($1,491,000) provides for replacement of the operational apron with heavy duty concrete.

The second item ($2,483,000) is for replacement of the MATS apron w/HDC.

The third ($1,810,000) provides for replacement of the depot maintenance apron with heavy duty pavement. The three replacement items above are required as these pavements were constructed as light-duty pavements during World War II and have deteriorated to a point where it is unsafe to continue their use with today's heavy aircraft.

The fourth item ($916,000) provides for the stabilization of taxiway shoulders around the runway complex. This project is required because the heavy/larger aircraft now using this base suffer considerable damage using the present narrow taxiways.

Status of funds

	Thousands
Cummulative appropriations through fiscal year 1962	$42, 711
Cumulative obligations Mar. 31, 1962 (actual)	42, 241
Cumulative obligations June 30, 1962 (estimate)	42, 563

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Apron: Operational replacement	Benham Engineering Co	$51.5	0
Apron: Operational, replacement MATS.	do	77.5	0
Apron: Depot maintenance replacement.	do	57.0	0
Shoulder stabilization	do	35.6	0

Mr. Sheppard. This requirement relates basically to over 360,000 square yards of new apron to replace the existing apron for aircraft parking. Would you explain to the committee just what the situation is in this respect, and what the apron situation in total is on this base?

General Curtin. Mr. Chairman, the existing apron, most of which was built in 1942–43 time period, as I recall was generally about 7, 8, at the most 9 inches. Examination of it shows that it must have been rather hastily constructed. It has been subjected over the years to very heavy traffic and at the present time, in practically all of the areas, has broken up considerably on the surface and at the joints.

As you might suspect, it is relatively light duty pavement being subjected to transport and B–52 traffic at the present time. Over the years, there have been some replacements done to this apron as repair and maintenance jobs. Essentially these projects here would complete the major portions of the operational aprons, both on the MATS side of the field and the depot side of the field.

Mr. SHEPPARD. How long have you been operating on this base without shoulder stabilization, gentlemen?

Colonel KELLY. We have had the B–52's operating, I say operating, coming into Tinker for maintenance for the last 5 years and B–47's before that. Our foreign object damage problem with the B–52, on the engines, and bits and pieces of loose rock along the edge is aggravated because of the wingspan. In process of running a B–52 through the heavy maintenance cycle there are up to four test flights for the depot people. Traffic is quite high and the exposure is high of foreign object damage and the loss of an engine.

Mr. SHEPPARD. What is the proposed construction, black top or cement?

General CURTIN. The existing pavement is concrete.

Mr. SHEPPARD. I am talking about the apron.

Colonel LATSON. The new pavement will be 17-inch concrete.

General CURTIN. The plan as we now envision it will be concrete, Mr. Chairman, rigid pavement.

Mr. SHEPPARD. Isn't it a policy that has been established for quite some time that because of leakage and so-called detriment to the black top, you have gone to cement in apron and parking requirements whenever possible?

General CURTIN. That is correct; whenever possible, we have. There have been some exceptions to that when we have to take a risk.

Mr. SHEPPARD. Questions upon this item?

Mr. SHELLEY. No questions.

WRIGHT-PATTERSON AIR FORCE BASE, OHIO

Mr. SHEPPARD. We shall proceed to the next item having to do with Wright-Patterson AFB, Ohio.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: WRIGHT-PATTERSON AFB
DIR FROM TOWN: 1 MI W FAIRBORNE
COUNTY, STATE: GREENE, OHIO
COUNTRY:
COMMAND: AFLC

GOVT LEASED: 72
GOVT OWNED: 8,613
OTHER ACRES: 270
TOTAL ACRES: 8,955

DATE OCC: 1917

PRINCIPAL MISSION:

AFLC HEADQUARTERS
AFSC RESEARCH AND DEVELOPMENT

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
3,065		4,263		7,328		18,213

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
270,289	218,270	31,494	20,525	12,181	8,344

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
SC. LAB. MATERIALS ALT	I	SYS	057	155,650	155,650	-0-	74,854	SF	781
SC. LAB. POLYMER RES ALT	I	SYS	500	18,082		18,082	18,082	SF	560
SPEC. LAB. ANALYSIS ALT	217		NEW					LS	104
LAB. RESCH. ENGINEER ALT	66		NEW	441,265	432,213	9,052	9,052	SF	331
ELECTRO GAS DYNAMICS FAC	I	SYS	NEW	1		1	1	EA	10,000
RADIOLOG HEALTH LAB ADDN	71		NEW	10,267	5,267	5,000	5,000	SF	310
ELEC DISTR LINE	310		NEW				5,200	FT	95
									12,181

(Revised 10 April 1962)

Wright-Patterson Air Force Base

Wright-Patterson Air Force Base is located 16 miles east-northeast of Dayton, Ohio, and is the headquarters of the Air Force Logistics Command. This base encompasses a vast area of various complexes such as experimental flying, education, Air Force Logistics Command, SAC, and others. The authorization requested for this base is for items of research, operation, maintenance, and support in the amount of $12,181,000.

The first item, $781,000, provides for the alteration of an existing structure for use as a science laboratory for the research of materials in connection with space and outer space flight.

The second item, $560,000, provides for the alteration of an existing structure for use as a science laboratory for the research of oils and liquids in connection with space and outer space flight.

The third item, $104,000, provides a special analysis laboratory for the Air Force in connection with the foreign technology effort. (Details of this requirement will be given during a security session.)

The fourth item, $331,000, provides for a research engineering laboratory for research of liquid and solid matter at extremely high and low temperatures. This project will provide data for outer space exploration not available today in the civilian or military research fields.

The fifth item, $10 million, will provide a facility for the study of electro gas dynamics. This study of the effects of extreme heat and cold on materials used on vehicles for near space and outer space travel can best be accomplished, in some cases, on the ground in a facility where speeds and environment comparable to outer space conditions can be simulated. This facility will provide the required simulation for this research.

The sixth item, $310,000, provides for an addition to the Radiological Health Laboratory. This addition is necessary to provide space for the checkout of film badges for radioactive content. These badges are forwarded from Air Force installations all over the world and this base is the only base where this service is performed.

The seventh item, $95,000, provides for an electric distribution line to close a loop in the base distribution system serving the SAC area. This project will assure electrical service to this strategic system (SAC) in all emergencies.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$111, 769
Cumulative obligations Mar. 31, 1962 (actual)	104, 155
Cumulative obligations June 30, 1962 (estimate)	109, 377

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Science laboratory materials (modified).	Giffels & Rossetti	73.0	95
Science laboratory polymer research (modified).	Bosch & Latour	39.6	95
Special laboratory analysis (alternate).	Not selected	5.0	5
Laboratory research environ (alternate).	do	19.0	5
Electro gas dynamics facility	Sanders & Thomas	540.0	0
Radiolog health laboratory	Not selected	15.0	10
Electric distribution line	District engineer	5.0	5

Mr. Sheppard. Why should this radiological health lab be constructed here rather than at Brooks Air Force Medical Center?

Colonel Carmichael. We operate the Radiological Health Laboratory at Wright-Patterson at the present time. This is an addition to the existing laboratory. It is part of the occupational health program, aside from research. This is one of our day-to-day medical-type operations.

Mr. SHEPPARD. In other words, it has been checked out insofar as the requirement by and between Wright-Patterson and Brooks Air Force Base, and you have come to this conclusion?

Colonel CARMICHAEL. That is correct.

Mr. SHEPPARD. Questions upon the item?

Mr. SHELLEY. No, sir.

AIR FORCE SYSTEMS COMMAND

Mr. SHEPPARD. Mr. Reporter, we shall insert page 176 and its related data in the record at this point.

(The matter referred to follows:)

Installation	Command	Appropriation request
Arnold Engineering Development Center	AFSC	2,462
Atlantic Missile Range:		
Cape Canaveral MTA	AFSC	2,194
Coolidge Air Force Base	AFSC	1,429
Melbourne Telemetry Station	AFSC	833
Wideawake Field	AFSC	3,478
Brooks Air Force Base	AFSC	1,559
Edwards Air Force Base	AFSC	3,181
Eglin Air Force Base	AFSC	846
Holloman Air Force Base	AFSC	943
L. G. Hanscom Field	AFSC	2,752
Patrick Air Force Base	AFSC	6,633
Sacramento Peak Site	AFSC	45
Total		26,355

AIR FORCE SYSTEMS COMMAND

The mission of the Air Force Systems Command (formerly the Air Research and Development Command) is to achieve and maintain a position of significant superiority for the Air Force in the field of applied and basic research by participating aggressively in the following programs:

1. Conduct and/or supervise scientific and technical studies required for the accomplishment of Air Force missions.

2. Seek new basic knowledge from which improved aeronautical and aerospace equipment, material, weapons, and techniques can be developed.

3. Undertake the development and recommend the adoption of appropriate new and improved devices and systems for the effective conduct and support of aerospace warfare, including aircraft, space vehicles, missiles, weapons, techniques and procedures applicable to Air Force purposes.

4. Perform employment and suitability testing of aircraft space vehicles, missiles, navigational aids, components and materiel. This program contains a request for $26,355,000 for facilities at 12 locations.

Included within the Air Force Systems Command total program are operations facilities for 2 locations totaling $427,000; research, development and testing facilities at 11 locations, totaling $16,597,000; maintenance facility at 1 location, totaling $564,000; supply facility at 1 location, totaling $247,000; medical facility at 1 location, totaling $2,865,000; administration facilities at 3 locations, totaling $4,330,000; personnel facilities at 2 locations, totaling $524,000; utilities at 2 locations, totaling $736,000, and a real estate item at 1 location for $65,000.

Facilities for Air Force Systems Command missions located on bases of other commands amount to $10,860,000 as follows:

Headquarters Command: $799,000 at Andrews Air Force Base.

Air Force Logistics Command: $11,402,000 at Wright-Patterson and Griffiss Air Force Bases.

Colonel PARKHILL. This program includes 36 line items for 12 bases at a total cost of $36,255,000.

Mr. SHEPPARD. There are a series of item to be discussed in connection with the R & D program.

Colonel PARKHILL. Twenty-two of these we will pick up later. The remaining 14 items are support type, which we should take up at this time.

In this group are a composite medical facility at Patrick Air Force Base, a missile research administrative facility at Patrick, division headquarters at Hanscom, and those are the main items. Do you care to go through an orientation?

Colonel Call has something on this.

Colonel CALL. Mr. Chairman, I have the Systems Command again shown on this chart. The headquarters of the Air Force Systems Command is located at Andrews. We have stations of the Air Force Systems Command located at L. G. Hanscom, Eglin, Patrick, Cape Canaveral, the Atlantic Missile Range, and the downrange sites, extending down toward Antigua and to Ascension Island to the southeast. To the west we find Holloman, Brooks, Edwards, and Norton. The major locations that we will be concerned with in this program are the Arnold Engineering Development Center, some four stations of the Atlantic Missile Range, Brooks, Edwards, Eglin, down on the gulf coast in Florida, Holloman, L. G. Hanscom, Patrick, and the Sacramento Peak site.

DATA ON VARIOUS INSTALLATIONS

Mr. SHEPPARD. We shall handle many of these items in the Research and Development discussion. However, I believe it best to insert the station summary data at this point in the record.

(The information referred to follows:)

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	ARNOLD ENGR DEV CNTR	GOVT LEASED	
DIR FROM TOWN	8 MI S MANCHESTER (10 MI NE OF TULLAHOMA)	GOVT OWNED	40,485
		OTHER ACRES	1
COUNTY, STATE	COFFEE, FRANKLIN, TENN	TOTAL ACRES	40,486
COUNTRY			
COMMAND	AFSC		
		DATE OCC	1950

PRINCIPAL MISSION

RESEARCH AND DEVELOPMENT

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
70	11	28	11	120		228

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
500,000	247,879	44,868	207,253	2,462	204,791

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
AERO DYN W/T OPR	ALT	218		NEW					LS	100
GAS DYN W/T SUPER	ALT	219		NEW					LS	50
PROPL ENG/T CELL	ADDN	2		NEW					LS	352
PROPL ENG/T CELL	ADDN	A		NEW					LS	1,960
										2,462

Arnold Engineering Development Center

Arnold Engineering Development Center is approximately 8 miles south of Manchester, Tenn. The planned use of this installation is in support of research, development, and testing of gas dynamics and propulsion systems. The projects requested in this program total $2,462,000 and consist of four items:

The first item ($100,000) is to alter the atmospheric drier in the propulsion wind tunnel to permit a continuous drying cycle without interruption of testing.

The next item ($50,000) will provide windows and frames capable of withstanding high thermal conditions and still allow adequate viewing in the 40-inch supersonic tunnel.

The third item ($352,000) is for the installation of the steam-accumulation system in support of the vertical rocket engine test cell.

The fourth item ($1,960,000) will provide an addition to the liquid hydrogen storage and delivery system in support of the hydrogen fueled rocket test facility.

Status of funds, Arnold Engineering Development Center

	Thousands
Cumulative appropriations through fiscal year 1962	$287, 299
Cumulative obligations Mar. 31, 1962 (actual)	279, 195
Cumulative obligations June 30, 1962 (estimated)	285, 772

Design information

Line item	Name of architect-engineer	Design cost	Percent complete, Apr. 15, 1962
Aero Dyn W/T St. Opr (alteration)	Not selected	$7, 500	0
Gas Dyn W/T Super (modification)	Air Force (in-house)	1, 000	90
Propl Eng/T Cell (addition)	District engineer	12, 000	2
Do	Rocketdyne	85, 000	5

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	CAPE CANAVERAL MTA	GOVT LEASED	
DIR FROM TOWN	60 MI SE ORLANDO	GOVT OWNED	14,941
		OTHER ACRES	930
COUNTY, STATE	BREVARD, FLORIDA	TOTAL ACRES	15,871
COUNTRY			
COMMAND	AFSC	DATE OCC	1951

PRINCIPAL MISSION

ASSEMBLING, TESTING, LAUNCHING GUIDED MISSILES AND SPACE VEHICLES

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
156	83	990	260	1,489		214

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
190,000	145,083	16,292	28,625	2,194	26,431

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
ELEC RESCH LAB		4		NEW	14,400		14,400	14,400	SF	585
M/RES TEST SHOP		5		NEW	53,339	45,644	7,695	3,200	SF	320
M/COMMUNICATION STA		9		NEW				1	EA	205
M/LAUNCHING FAC	ADDN	7		NEW					LS	634
ADMIN MISSILE ENGRG	ADDN	67		NEW	235,792	176,036	59,756	20,216	SF	450
										2,194

STATUS OF FUNDS: ATLANTIC MISSILE RANGE
(FY 1962 Only)

	($000)
Cumulative Appropriations through FY 1962	$ 3,775
Cumulative Obligations 31 March 1962 (Act)	$ 1,412
Cumulative Obligations 30 June 1962 (Est)	$ 2,164

Cape Canaveral Missile Test Annex

The five items at Cape Canaveral Missile Test Annex amounting to $2,194,000 are as follows:

The first item is for an electronic research laboratory ($585,000). This facility is required to replace existing facilities that are located within the toxic fuel danger area of TITAN II as well as within the launch danger area for new programs.

The second item is for a missile research test shop ($320,000) required to provide a facility for assembly, installation, and checkout of ordnance items used in missile payloads and nose cones and for the inspection of solid propellant engines.

The third item ($205,000) is for converting an existing transmitter building and antenna field for use as a receiver facility. This will expand the capability and reliability of the AMR communications to meet present and future needs.

The fourth item ($634,000) is for an addition to the missile launching facility and will provide suitable fixed fuel storage and distribution facilities for complexes 11 and 12 and distribution piping between complexes 13 and 14.

The fifth item ($450,000) is for an addition to the engineering work areas for personnel supporting missile and space systems programs. New systems which will be supported are ADVENT, SAINT, TRANSIT, DYNA-SOAR, and MERCURY.

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Electronic research laboratory	Gee & Jenson consulting engineers	38.0	100
Research test shop	Not selected	30.0	0
Communications station	do	14.0	0
Launch facility	District engineer	35.0	0
Administration missile engineering	do	27.0	100

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION COOLIDGE AFB
DIR FROM TOWN 6 MI E ST JOHNS
COUNTY, STATE ANTIGUA ISLAND
COUNTRY LEEWARD ISLANDS, B.W.I.
COMMAND AFSC

GOVT LEASED
GOVT OWNED
OTHER ACRES 1,312
TOTAL ACRES 1,312
DATE OCC 1942

PRINCIPAL MISSION

MISSILE DATA COLLECTION

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
1	12	0	24	37		0

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
12,735	2,857	8,102	1,776	1,429	347

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
M/COMMUNICATION STA	10		NEW	3	1	2	1	EA	1,277
M/COMMUNICATION STA	13		NEW	3	1	2	1	EA	152
									1,429

FUNDS STATUS: Consolidated under Atlantic Missile Range. See Cape Canaveral MTA.

Coolidge Air Force Base

Coolidge Air Force Base is located 6 miles northeast of St. Johns on the island of Antigua in the British West Indies and about 1,420 miles southeast from Cape Canaveral. The planned use of this base is a major relay point for radio circuits in support of the Atlantic Missile Range. The program requested consists of two projects totaling $1,429,000.

The first project ($1,277,000) is for a transmitter building, addition to the powerplant, an underwater powerline, and antenna foundations. This will provide necessary expansion and reliability to support assigned mission.

The second item ($152,000) will provide an addition to existing receiver building and installation of antenna foundations for both new and old towers.

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Missile communications stations	M. H. Connell & Associates	45.0	5
Do	do	5.0	5

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: MELBOURNE TELEM STATION
DIR FROM TOWN: 10 MI S PATRICK AFB BREVARD, FLORIDA
COUNTY, STATE
COUNTRY
COMMAND
PRINCIPAL MISSION: AMR TELEMETRY STATION

GOVT LEASED
GOVT OWNED
OTHER ACRES
TOTAL ACRES
DATE OCC

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF

To be operated by Patrick AFB personnel.

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
				833	

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
MISSILE INSTRUMENT STA	6		NEW	1		1	1	EA	833
									833

(Revised 10 April 1962)

Melbourne Telemetry Station

Melbourne Telemetry Station is 10 miles south of Patrick Air Force Base, Fla. The planned use of this station is in support of the Atlantic Missile Range. The total program requested is $833,000, consisting of one project which will include a telemetry building, powerplant, and necessary utilities. The increased launch support requirements have overtaxed existing facilities.

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Missile instrumentation	Not selected	58.0	0

83733 O—62—pt. 2——10

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	WIDEAWAKE FIELD	GOVT LEASED	
DIR FROM TOWN	2 MI SE GEORGETOWN	GOVT OWNED	
		OTHER ACRES	4,054
COUNTY, STATE			
COUNTRY	ASCENSION ISLAND, U.K.	TOTAL ACRES	4,054
COMMAND	AFSC		
		DATE OCC	1942

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
1	15		39	55		

PRINCIPAL MISSION

COLLECTION OF DATA FOR GUIDED MISSILES AND SPACE VEHICLES

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
14,500	10,453	336	3,711	3,478	233

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
M/INSTRMT STA	8		NEW	9	8	1	1	EA	2,159
M/COMMUNICATION STA (RECVR)	11		NEW	2	1	1	1	EA	456
M/COMMUNICATION STA (TRANS)	12		NEW	2	1	1	1	EA	863
									3,478

FUNDS STATUS: Consolidated under Atlantic Missile Range. See Cape Canaveral MTA.

Wideawake Field

Wideawake Field is located on Ascension Island which is about 5,000 miles southeast from Cape Canaveral. The planned use of this installation is in support of the Atlantic Missile Range. The program requested consists of three projects totaling $3,478,000.

The first project ($2,159,000) will provide facilities for the radar doppler equipment for global tracking in support of the ADVENT program. Construction of 5 miles of access road and a powerline make up the major portion of the cost of this item.

The second item ($456,000) is for a missile communications receiver station with capability to receive messages from any portion of the Atlantic Missile Range from Cape Canaveral to the South African terminal station.

The third item ($863,000) will provide a missile communications transmitter station having the ability to transmit to any part of the Atlantic Missile Range from Cape Canaveral to the South African terminal station and ships in the Indian Ocean. The existing antenna field cannot be expanded because of mountains on three sides.

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Missile instrumentation station	Not selected	86.4	0
Missile communications station (receiver).	Rader & Associates	12.0	5
Missile communications station (transmitter).	do	30.0	5

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: BROOKS AFB
DIR FROM TOWN: 6 MI SSE SAN ANTONIO
COUNTY, STATE: BEXAR, TEXAS
COUNTRY:
COMMAND: AFSC
PRINCIPAL MISSION:

AEROSPACE MEDICAL DIVISION
SCHOOL OF AEROSPACE MEDICINE

GOVT LEASED:
GOVT OWNED: 1,362
OTHER ACRES:
TOTAL ACRES: 1,362
DATE OCC: 1917

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
472	132	1,305	132	2,041		1,001

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
40,000	17,488	5,803	16,709	1,559	15,150

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
BIO SYSTEM RESEARCH LAB	73		685	33,004		33,004	33,004	SF	1,559

(Revised 10 April 1962)

Brooks Air Force Base

Brooks Air Force Base is located 6 miles south southeast of San Antonio, Tex. The planned use of this base is for research and instruction in the field of aerospace medicine. The project requested amounts to $1,559,000 and will provide a biosystems laboratory for conducting research in areas critical to manned space systems.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$18, 508
Cumulative obligations, Mar. 31, 1962 (actual)	17, 937
Cumulative obligations, June 30, 1962 (estimated)	18, 320

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Biosystems research laboratory	Smith, Hinchman & Grylls	90	95

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	EDWARDS AFB	GOVT LEASED	2
DIR FROM TOWN	2 MI E ROSAMOND (65 MI NNE LOS ANGELES)	GOVT OWNED	319,940
COUNTY, STATE	(KERN, CALIFORNIA	OTHER ACRES	2
COUNTRY		TOTAL ACRES	319,944
COMMAND	AFSC	DATE OCC	1933

PRINCIPAL MISSION

AF FLIGHT TEST CENTER
CAPTIVE ROCKET ENGINE TESTING
JOINT USE BY ARMY, NAVY, NASA

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
489	15	2,438	15	2,957		3,200

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
166,000	145,563	8,179	12,258	3,181	9,077

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
SC LAB PHYSIOLOGICAL ADDN	I		NEW	22,900	7,496	15,404	6,838	SF	189
PROP RSCH DEV CHA	I		NEW	1		1	1	EA	291
PROP ENG RSCH ENVI	I		NEW	1		1	1	EA	2,454
PROP ENG TOXIC FUEL	355		NEW	3	1	2	1	EA	247
									3,181

Edwards Air Force Base

Edwards Air Force Base is located about 2 miles east of Rosamond and 65 miles northeast of Los Angeles, Calif. The planned use of this installation is for testing Air Force, Army, Navy, and NASA equipment, weapon systems, and components in support of research and test programs. The projects requested in this program total $3,181,000 and consist of four items:

The first item ($189,000) is an addition to the physiological science laboratory and will provide an environmental chamber in support of the bioastronautics mission.

The second item ($291,000) will provide temperature and humidity conditioning chambers to study the aging of propellant ingredients under controlled environment.

The third item ($2,454,000) is for a propulsion engine research environmental facility in which rocket engines can be tested in a temperature range from −100° F. to +400° F., a vacuum simulating altitudes up to 250,000 feet, and extreme vibrations.

The fourth item ($247,000) will provide a maintenance and storage facility in support of the fleet of LOX and high-pressure gas trailers.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$130, 260
Cumulative obligations Mar. 31, 1962 (actual)	129, 007
Cumulative obligations June 30, 1962 (estimated)	129, 796

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Science lab physiological addition	Norman Engineering	$17.0	5
Propulsion research development chamber.	do	31.7	5
Propulsion engine research environmental.	do	254.1	5
Propulsion engine toxic fuel	do	20.8	5

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: SACRAMENTO PEAK
DIR FROM TOWN: 16 MI S CLOUDCROFT
COUNTY, STATE: OTERO, NEW MEXICO
COUNTRY
COMMAND: AFSC
PRINCIPAL MISSION

UPPER AIR AND SOLAR RESEARCH

GOVT LEASED	0
GOVT OWNED	41,351
OTHER ACRES	15
TOTAL ACRES	41,366
DATE OCC	1948

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
		11		11		31

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
7,000	2,363	176	4,461	199*	4,262

* Includes 11 units of Family Housing requested in the Military Family Housing Act of 1962, $154,000.

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
SC LAB SOLAR	ADDN	I		NEW	17,658	16,134	1,524	1,524	SF	

SACRAMENTO PEAK

Sacramento Peak upper air research site is located about 16 miles south of Cloudcroft and about 30 miles southeast of Alamogordo, N. Mex. The planned use of this installation is to advance the knowledge of celestial bodies. The project requested amounts to $45,000 and will provide an addition to the observatory in which to house new equipment and personnel for maintaining and testing the electro-optical systems of the telescopes and associated equipment.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$2,618
Cumulative obligations, March 31, 1962 (actual)	2,579
Cumulative obligations, June 30, 1962 (estimated)	2,605

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Science laboratory solar observatory addition.	Distrigt Engineer	$5	0

CAPE CANAVERAL, FLA.

Mr. SHEPPARD. You are requesting $450,000 for an administrative missile engineering facility at Cape Canaveral. I notice that this has a total square footage of 20,216, and it will be utilized by 163 people. Isn't this rather a large allocation of space per person? This is reflected on page 187.

Colonel PARKHILL. Mr. Butler, could you respond to that question?

Mr. BUTLER. No, sir. I just ran a quick calculation at 100 square feet per person net. That would come out to be only 133 people. This must be about 85 net.

Colonel PARKHILL. It is 120-some square feet, gross.

Mr. SHEPPARD. The next question is rather obvious from the committee's point of view. Why should the Air Force construct facilities for a private corporation, such as Aero-Space, and in doing so, what compensation do you receive, if any?

Mr. BUTLER. Aero-Space is an Air Force-established corporation.

(The following was submitted later:)

The administrative missile engineering facility proposed for Aerospace use is an addition to an existing building at Cape Canaveral is estimated to cost $450,000 (if provided by the Government for Aerospace use). If Aerospace Corp. should provide itself office space of comparable size, the estimated cost would be $666,000, since off-base land acquisition costs would also be included.

A comparison of lease versus construction costs for this specific location is not available, since there is no comparable or adequate office/laboratory space now available in the area for lease. However, using GSA lease-cost data of about $4 per square foot per year for good quality comparable facilities, the annual lease cost, if facilities were available, might reasonably be at least $80,000 per year. At this rate the proposed facility would be amortized in 5 to 6 years.

Mr. SHEPPARD. It is a private corporation, is it not?

Mr. BUTLER. Aerospace Corp. in a sense was established by the Air Force to assist them in the same way that Ramo-Woolridge used to and Space Technology still does. It is that type of corporation, and so anything that can be provided to them in transportation, office space, does not run through their books and they would not get a percentage fee on it. It is to the taxpayers' advantage to provide them with as many things as possible.

Mr. SHEPPARD. Please place in the record a comparative figure so that we will have complete information when we reach the floor of the House. If you recall some time ago, some Members of the Congress and the gentlemen of the Senate raised considerable question about the operations of Ramo-Woolridge, and they went into nonprofit organizations.

This is another instance, slightly different, but nevertheless parallel psychologically, and perhaps to a degree economically.

Mr. BUTLER. Yes, sir.

Mr. SHEPPARD. Give me as complete justification as you can for the present request.

Mr. BUTLER. Yes, sir.

(Additional information follows:)

Aerospace Corp. is a nonprofit corporation organized exclusively for scientific purposes. The corporation does not produce hardware and it does not have investors or capital stock. The charter of this corporation limits its efforts exclusively to contracts with the U.S. Government.

The Air Force recognizes that such nonprofit corporations as Aerospace Corp. have a close and continuing relationship with the Air Force that sets them apart from other organizations, profit or nonprofit. To that special status, policies on our relations with them were developed and announced by the Air Force on September 22, 1961. With regard to facilities, the policy statement provides that "as a general rule, the Government should provide these corporations with the buildings required for the performance of their contracts." The addition to building 01773 is to provide working areas for those Aerospace scientist-engineers and necessary support personnel to perform their contractual responsibilities to the Air Force and is in accord with the Air Force policy. This addition would also be required if this effort could be performed inhouse.

The following is an estimate by program of the members of the Aerospace technical staff (MTS) and support (non-MTS) required at Cape Canaveral (AFMTC).

[Explanation of symbol: MTS (mission technical support)]

	Fiscal year 1962	End of fiscal year 1963	Fiscal year 1964
ADVENT:			
MTS	7	7	3
Non-MTS	3	3	2
SAINT:			
MTS	2	6	6
Non-MTS	1	3	3
VELA HOTEL:			
MTS	1	4	4
Non-MTS	0	2	2
MERCURY:			
MTS	10	10	0
Non-MTS	5	5	0
MMRBM:			
MTS	1	3	15
Non-MTS	0	1	7
TITAN III:			
MTS	3	15	22
Non-MTS	1	7	11
GEMINI:			
MTS	1	7	10
Non-MTS	0	3	5
Reentry:			
MTS	5	15	15
Non-MTS	2	7	7
Others and miscellaneous projects (IRMP, etc.[1]):			
MTS	3	10	21
Non-MTS	1	5	10
Technical support wing:			
MTS	15	20	20
Non-MTS	25	25	25
General support:			
MTS	3	3	4
Non-MTS	62	69	68
Totals:			
MTS	51	100	120
Non-MTS	100	130	140
Grand total	151	230	260

[1] Infrared measurement program.

Mr. SHEPPARD. Questions upon the item?

Mr. SHELLEY. No questions.

EGLIN AIR FORCE BASE, FLA.

Mr. SHEPPARD. We shall proceed to the next item having to do with Eglin Air Force Base, Fla.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	EGLIN AFB	GOVT LEASED	57
DIR FROM TOWN	2 MI SW VALPARAISO (50 MI E PENSACOLA)	GOVT OWNED	465,452
		OTHER ACRES	168
COUNTY, STATE	OKALOOSA, FLORIDA	TOTAL ACRES	465,677
COUNTRY			
COMMAND	AFSC	DATE OCC	1935

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
981	37	6,464	43	7,525		2,776

PRINCIPAL MISSION

	EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
AIR PROVING GROUND CENTER HEAVY BOMB SQ (SAC)	155,000	148,782	788	5,430	846	4,584

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
AUTO MAINT SHOP DFRP	63		500	33,572	6,572	27,000	27,000	SF	564
SPEC RES STRUCTURES	3		NEW				11,250	SF	282
									846

Eglin Air Force Base

Eglin Air Force Base is located 2 miles southwest of Valparaiso and 50 miles east of Pensacola, Fla.

The planned use of this base is for the Air Proving Ground Center headquarters and a SAC bomber mission. The total program requested amounts to $846,000 and will provide two items as follows:

The first item ($564,000) is to replace the existing substandard auto maintenance shop which is a fire and structural hazard.

The second item ($282,000) will provide additional facilities for rocket preparation, checkout and storage in support of the increased atmosphere and space probe program.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$84, 847
Cumulative obligations, Mar. 31, 1962 (actual)	84, 418
Cumulative obligations, June 30, 1962 (estimated)	84, 714

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete Apr. 15, 1962
Auto maintenance shop (RPMT)	District engineer	$25.6	15
Special research structures	District engineer	18.5	10

Mr. Sheppard. Please inform the committee of the necessity for an auto maintenance shop here at a cost of $564,000.

Colonel Parkhill. They have 1,100 vehicles to maintain. They are currently using deteriorated temporary buildings that were constructed in World War II. We feel these buildings have exceeded their life. They should be demolished and we are proposing a replacement.

Mr. Sheppard. Are there questions?

Mr. Shelley. No questions.

Holloman Air Force Base, N. Mex.

Mr. Sheppard. The next item is Holloman Air Force Base, N. Mex.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: HOLLOMAN AFB
DIR FROM TOWN: 6 MI WSW ALMAGORDO
COUNTY, STATE: OTERO, NEW MEXICO
COUNTRY
COMMAND: AFSC
PRINCIPAL MISSION

GOVT LEASED: 301,059
GOVT OWNED: 955,142
OTHER ACRES: 3,890
TOTAL ACRES: 1,260,091
DATE OCC: 1942/1947

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
273	7	2,010	15	2,305		1,820

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
87,000	81,488	339	5,173	943	4,230

AF MISSILE DEVELOPMENT CENTER
FIELD DETERMINATION ACTIVITY (US ARMY)

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
BIOASTRO RES LAB	ADDN	I		NEW	71,816	46,716	25,100	25,100	SF	619
OPEN MESS NCO	RPMT	356		NEW	10,000	14,324		10,000	SF	324
										943

Holloman Air Force Base

Holloman Air Force Base is located 6 miles southwest of Alamogordo, N. Mex. The planned use of this base is for the Air Force Missile Development Center headquarters. The total program being requested is $943,000, consisting of two items as follows:

The first item ($619,000) is for an addition to the Bioastronautics Laboratory in support of the research and training program for large primates in preparing them for space flights.

The second item ($324,000) is to replace the existing substandard building now serving as an NCO club. The present facility was constructed in 1942 as a mobilization-type building and it has been determined that it would be neither economical nor practical to renovate this structure.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$57, 617
Cumulative obligations, Mar. 31, 1962 (actual)	52, 978
Cumulative obligations, June 30, 1962 (estimated)	53, 098

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Bioastronautics research field addition.	Not selected	$28.8	0
Open mess, NCO, RPMT	District engineer	26.0	25

Mr. Sheppard. What are you using for an NCO club here at the present time, and what will be done with the club if a new one is funded and constructed?

Colonel Parkhill. Sir, we are using a World War II temporary building that was originally constructed for a training building. It has exceeded its life expectancy, has deteriorated, and we will demolish it when replaced.

Colonel Dougan, who is with us from the command, has visited this recently and can verify the very bad condition of the existing building.

Mr. Sheppard. Are there questions on the item?

Mr. Shelley. No questions.

Laurence G. Hanscom Field, Mass.

Mr. Sheppard. We shall proceed with the next item, Hanscom Field, Mass.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	LAUR G. HANSCOM FLD
DIR FROM TOWN	2 MI SSW BEDFORD (17 MI NW BOSTON)
COUNTY, STATE	MIDDLESEX, MASS.
COUNTRY	
COMMAND	AFSC
PRINCIPAL MISSION	

ELECTRONICS SYSTEMS DIVISION
AF CAMBRIDGE RSCH LAB (OAR)
AIR BASE WING
TROOP CARRIER WING (RES)

GOVT LEASED	803
GOVT OWNED	1,066
OTHER ACRES	282
TOTAL ACRES	2,151
DATE OCC	1942

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
797	90	1,341	10	2,238		3,433

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
70,000	61,428	2,198	6,374	2,752	3,622

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
TELEPHONE EXCHANGE	ADDN	164		NEW	8,348	4,698	3,650	3,650	SF	129
SP LAB COMPUTATION		I		057	29,250		29,250	29,250	SF	1,212
HEADQUARTERS DIV		301		NEW	787,690	498,380	289,310	45,000	SF	1,010
HEATING PLANT	ADDN	68		NEW	188,500	135,800	52,700	52,700	MU	336
LAND FEE PURCHASE		305		NEW	361,000	117,600	243,400	7,600	AC	65
										2,752

(Revised 10 April 1962)

L. G. Hanscom Field

L. G. Hanscom Field is located 17 miles northwest of Boston, Mass.

The planned use of this base is for the Air Force Cambridge Research Laboratory, the Air Force Command and Control Development Division, and the Electronics Systems Center. The total program being requested is $2,752,000 consisting of five items:

The first item ($129,000) is for an addition to the telephone exchange. This facility is required to house the additional terminal equipment necessary to support the increase in telephone and teletype service.

The second item ($1,212,000) is a computation laboratory required to provide real-time and in-line computational support for research programs.

The third item ($1,010,000) will provide administrative space for the personnel who are required in support of the expansion of the Electronics Systems Division.

The fourth item ($336,000) is for an addition to the existing central heating plant. The boiler to be installed in this addition will provide necessary steam-generating capacity to meet the requirements of the facilities programed in fiscal year 1962 and fiscal year 1963 military construction program.

The fifth item ($65,000) is for the purchase of 7.6 acres which we are presently leasing for $21,600 annually. This land is adjacent to L. G. Hanscom Field and is the site of the Massachusetts Institute of Technology research laboratory built with Air Force funds.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$49, 926
Cumulative obligations, Mar. 31, 1962 (actual)	47, 824
Cumulative obligations, June 30, 1962 (estimated)	49, 236

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Telephone exchange addition	Coletti Bros	$11.9	15
Specialized laboratory computation	Shepley, Bulfinch R. & A	62.0	95
Headquarters Division	Samuel Glaser Associates	26.6	12
Heating plant addition	Buerkel, Inc	22.0	15

Mr. Sheppard. How many unassigned telephone lines do you have at this base now?

Colonel Chamberlain. I do not believe we have any unassigned telephone lines, Mr. Chairman.

Mr. Sheppard. Will you check on that? Our information is slightly different.

Please supply that for the record.

What portion of the telephone exchange requirement is related to items in the fiscal year 1963 program? Do you want to put that in the record?

Colonel Chamberlain. Yes, sir.

(The information follows:)

There are 3,200 lines in the existing exchange; 300 of these lines (about 10 percent) are reserved for test, replacement, and cross-connection purposes and cannot have numbers assigned to them. Of the remaining 2,900 lines, a total of 2,750 have assigned numbers and are being utilized, leaving a balance of 150 available to expand the telephone service. However, there are orders for placing 212 lines into use in the immediate future which would cause a deficiency of 62 lines. The installation of 800 new lines was approved in February 1962 but these must await the construction of the proposed addition to the telephone building.

In addition to the 2,900 lines now available, and the deficiency of 62 lines which will exist in the near future, 672 additional lines will be needed to support facilities and requirements coming into use through fiscal year 1963. This makes a total of 3,634 required through fiscal year 1963. It is further estimated that an addi-

tional 350 lines will be required in fiscal year 1964, based on projected growth, making a total requirement of 3,984 lines by the end of fiscal year 1964.

The addition of 10 percent for tests, replacement, and cross-connections will bring the gross total requirement at that time to 4,400 lines. Rather than provide additions in small increments of higher unit cost, the requested addition, which provides space for 1,800 lines, permits future expansion in a modest amount without additional construction.

Mr. SHEPPARD. Is the justification for the headquarters building of the Specialized Computation Lab the same as that presented to the committee last year? I note an approximate increase of $100,000 in the total estimated cost of the division headquarters. With that exception my question applies.

Colonel CHAMBERLAIN. The justification is identical, sir.

Mr. SHEPPARD. How much of the request for the new addition to the heating plant is directly related to the items in the fiscal year 1963 program?

Colonel CHAMBERLAIN. As of through the fiscal year 1961 program, Mr. Chairman, our heating plant is adequate. However, for the additions for fiscal year 1962 and for anything in fiscal year 1963, we have approximately about 10 percent additional requirements onto the heating plant.

Mr. SHEPPARD. I wish you would give the committee the details of the purchase of the new MIT Research Laboratory here which was initially constructed with Air Force funds and tell us just what type of lease arrangement you have here.

Mr. CAIN. The land which we propose to acquire was owned by private persons, subject to an option held by MIT. In an effort to acquire a site for the new laboratory, after some search, this site was selected as the most feasible and most available. By agreement with the Air Force, MIT, or more specifically Lincoln Laboratories exercised its option. The facility was then constructed by MIT with funds made available by the Air Force. The land is now under lease to the Air Force and to defray a cost of this lease, which is fairly high by reason of the taxes and interest charges that make up a part of the rental cost, we wish to purchase it and to eliminate some unnecessary rental cost.

Mr. SHEPPARD. Let me go back and see if our information is compatible with your analysis of it.

Our information indicates that this was originally constructed for MIT with Air Force money in the approximate amount of $1 million. The Air Force then entered into an agreement with MIT to rent this facility at a cost of $21,600 annually for a period of 10 years, with the option to purchase at a cost of $65,000 anytime during these 10 years. The annual rental includes $12,500 a year for taxes, per agreement with the town of Lexington, Mass.

Is that background reasonably accurate?

Mr. CAIN. Is what, sir?

Mr. SHEPPARD. I say, is that background reasonably accurate?

Mr. CAIN. It is accurate and I think our positions are in agreement, sir.

Mr. SHEPPARD. Why is it necessary for the Air Force to own this land rather than MIT at this time, even though you did have the option to use it?

Mr. CAIN. The option, sir, ran to MIT for the land, not to the Air Force. MIT acquired the land and MIT made the tax commitment to the community of Lexington, I might add, sir.

Mr. GIBBENS. Mr. Chairman, I think the point here is that we are leasing the land at $21,600 a year. We do have an option to purchase at $65,000. The rent that we pay each year is reduced $6,500 a year so at the end of 10 years we will have purchased the land. However, over that period of time we will have paid some $200,000. If we go ahead now for $65,000 we save the variations in these amounts.

Mr. CAIN. We save $139,000, if we acquire.

Mr. SHEPPARD. The problem is whether we should build a building on leased land instead of making it all a part of the total. Apparently it wasn't done, and at this time you see fit to exercise the option under the presentations in the justification.

Mr. GIBBENS. We think it is in the best interest of the Government to exercise the option, sir.

Mr. SHEPPARD. What agreement does the Air Force have with the town of Lexington relating to the payment of taxes if the land is owned by the Air Force?

Mr. CAIN. There is no interest on the part of the Air Force in paying this tax. However, the Lincoln Laboratory has committed itself to the council, not to pay taxes but a contribution in lieu of taxes. This is exactly what we are talking about: $12,500 per annum.

Mr. SHEPPARD. Are we to assume the Air Force may or may not make such contributions if we buy the land?

Mr. CAIN. We have not taken a position——

Mr. SHEPPARD. If you buy the land are you picking up that obligation? That is what I am trying to say.

Mr. CAIN. Mr. Chairman, we are not committed to picking up the obligation.

Mr. SHEPPARD. Is there any contemplated plan, or would you be in a position to favorably consider the picking up of the tax in case there should occur in that community, as has occurred in some others, political heat to have the taxes reflected back to the same category they previously were in? What answer can you give to that question?

Mr. CAIN. I could not give the position that the Air Force might have to take, or might be able to take in resolving this.

Mr. SHELLEY. The arrangement with the city in regard to the taxes is being negotiated, or has been negotiated, or there is an understanding in status, between the city and MIT?

Mr. CAIN. That is correct, sir.

Mr. SHELLEY. Is there a finalized agreement between the two of them?

Mr. CAIN. I understand there is and I understand we have been notified by the head of Lincoln Laboratories.

Mr. SHELLEY. If you acquire the land in fee simple—that is if the Government acquires the land in fee, are there further negotiations between the Government and Lincoln Laboratories as to the part they will play, and will they be on the land?

Mr. CAIN. It is only necessary for us to exercise our option to take title to the property. Beyond this point we are strictly in a position of negotiation with MIT, or MIT in conjunction with the community.

We are in negotiations within the limits of the legal requirements of the Air Force and within the policy limits of the Air Force.

Mr. SHELLEY. Will there be a need for continuance of the Lincoln Laboratory operations on this facility?

Mr. CAIN. Yes, sir; there will be.

Mr. SHELLEY. Is it possible that after you acquire the land, MIT or Lincoln Laboratory may want to come in for a modification of their arrangements, so you may be confronted with the situation of having to pick up the tab on the taxes they are now agreed to pay?

Mr. CAIN. I can conceive of no situation so far as the land deal itself is concerned where Lincoln Laboratory——

Mr. SHELLEY. I am talking about the land itself. If the Government buys the land, it buys the land, doesn't it?

Mr. CAIN. Yes, sir.

Mr. SHELLEY. You have it in fee simple.

Mr. CAIN. Yes, sir.

Mr. SHELLEY. But your relationship with the Laboratory which is on it, is still open to some adjustment between the Government and themselves?

Mr. CAIN. Yes, sir.

Mr. SHELLEY. And isn't it possible, as a price for the continuance of that relationship they may ask the Government to pick up the tax tab that they have already agreed to pay?

Mr. CAIN. I think your position is absolutely correct.

Mr. SHEPPARD. Of course we are accepting the information for the funding of this particular project very definitely with the understanding that the tax tab is not, nor is it to become, a part of this negotiation.

By the way, gentlemen, you take it up with the negotiations authority within the Air Force, and we would like to have a letter of information relating to the negotiations on this base, wherein it is definitely stated that the amount of money requested here does not include, and it is not contemplated to include, the picking up of that tax bill of $12,500. We want a letter provided for the committee to that effect.

General MINTON. Yes, sir.

(The information was furnished seperately to the committee.)

PATRICK AIR FORCE BASE, FLA.

Mr. SHEPPARD. We shall go to the next item having to do with Patrick Air Force Base, Fla.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	PATRICK AFB
DIR FROM TOWN	2 MI S COCOA BEACH (56 MI SE ORLANDO)
COUNTY, STATE	BREVARD, FLORIDA
COUNTRY	
COMMAND	AFSC
PRINCIPAL MISSION	

GOVT LEASED	566
GOVT OWNED	2,789
OTHER ACRES	1,000
TOTAL ACRES	4,355
DATE OCC	1940

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
525	102	2,979	316	3,922		2,270

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
83,000	71,325	2,662	9,013	6,633	2,380

AF MISSILE TEST CENTER
RADAR (SAGE) SQ (ADC)
GEEIA SQ (AFLC)
COMMUNICATIONS SQ (AFCS)

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
COMMUNICATIONS BASE	ADDN	76		057	34,600	16,450	18,150	8,750	SF	298
COMP MED FAC	DFRP	16		NEW	74,030		74,030	74,030	SF	2,865
ADMIN MSLE RES		154		NEW	893,520	525,043	368,477	127,200	SF	2,870
DORMITORY AIRMEN	ALT	302		NEW	209,695	209,695			LS	200
ELEC DISTR LINE UG	ALT	303		NEW	136,477	135,477	1,000	1,000	FT	100
SEWAGE TREMT & DISP	ADDN	304		NEW	700	350	350	350	TD	300
										6,633

PATRICK AIR FORCE BASE

Patrick Air Force Base is located 2 miles south of Cocoa Beach, Fla. The planned use of this base is for the Air Force Missile Test Center Headquarters. The total program being requested includes $6,633,000 for six items as follows:

The first item ($298,000) will provide an addition to the base communications building needed to support the rapidly increasing mission of the missile test center.

The second item ($2,865,000) will replace the existing substandard cantonment type hospital which has deteriorated beyond economical repair.

The third item ($2,870,000) is to provide administration space to relieve the crowded and inadequate conditions which now exist. There will be a deficiency of 189,314 square feet of administrative space by fiscal year 1965 if this project is not constructed.

The fourth item ($200,000) will provide air conditioning for four airmen dormitories. This will complete the air conditioning of all the dormitories on base.

The fifth item ($100,000) will provide additional underground concrete encased nonmetallic duct for the electric distribution system for use during an emergency cable failure.

The sixth item ($300,000) will provide capability to treat an additional 350,000 gallons of sewage per day. This will remove the existing health hazard caused by pollution to the Banana River by discharge of partially treated effluent from the present plant.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$218, 182
Cumulative obligations Mar. 31, 1962 (act)	209, 764
Cumulative obligations June 30, 1962 (estimate)	214, 982

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Communications base (addition)	Fisher & Marshall	$21.0	100
Comp. medical facility (DFRP)	Reynold, Smith & Hill	160.0	5
Administration missile research engineering.	W. R. Gomon & Assoc., Inc	58.0	95
Dormitory, airmen (alteration)	District engineer	10.0	30
Electrical distribution line UG (alteration).	do	5.0	0
Sewage treatment and disposal (addition).	do	15.0	15

Mr. SHEPPARD. I wish you would discuss with the committee briefly the requirement for a hospital at this location, including that in existence at the present time.

Colonel CARMICHAEL. At the present time, Mr. Chairman, we are operating a World War II temporary-type hospital built in 1941. It is functionally obsolete and has deteriorated. This will provide a complete new hospital to provide complete care to the military, their dependents, and all on the Patrick Air Force Base. It will also provide medical backup to the Cape. The old buildings will be destroyed upon completion of the new hospital.

Mr. SHEPPARD. We might make it a point at this particular status of our hearings to say that when we commit ourselves to the elimination of buildings and the substitution of new ones, if you don't get rid of them in less time than you have been getting rid of them, when you come up for the next appropriation you might get into some difficulty.

I don't think there is too much excuse for leaving these old eyesores standing around. Not when you justify the new requirements.

Next question: What provisions are you making for care of dependents in this hospital, including obstetrical facilities?

Colonel CARMICHAEL. We are providing complete care for them in this hospital, Mr. Chairman, including a complete OB department.

Mr. SHEPPARD. What commercial space is available in this area for use of administrative-type work? I refer to the work you propose for construction here in the amount of $2,870,000.

Mr. BUTLER. The question as I understand it is what is available in the community in the way of rental, leasable office space?

Mr. SHEPPARD. Yes.

Mr. BUTLER. Virtually none. By that I mean you could probably pick up 300 square feet of offices here and there.

Mr. SHEPPARD. I call your attention to what prompted my inquiry. I refer to page 220 of the justifications:

> If additional space is not provided it will be necessary to lease commercial space off base.

Mr. BUTLER. We would have to have someone build that for us. Entrepreneurs come to our office every day with the view in mind of building space, if they could get any indication that someone would rent it from them. But there is none existing.

Mr. SHEPPARD. Have you had any opportunity in those presentations to analyze their cost factor as against yours?

Mr. BUTLER. We have looked at this many, many times and it depends upon your point of view. That is about all I could say; nothing conclusive.

Mr. SHEPPARD. We have looked at them over a period of time and rejected them. Is that a proper interpretation of what you said?

Mr. BUTLER. No, sir. Whether it is to the best interest of the taxpayer depends to a degree upon your point of view. Do you want to ultimately own some buildings.? Will that base be there for 30 or 40 years?

Mr. SHEPPARD. Are you able to answer that question?

Mr. BUTLER. No, sir; we cannot come up with anything firm.

Mr. SHEPPARD. What cost analyses have you actually run on this proposal?

Mr. BUTLER. We know what people will build and rent space for there. We know what this building costs.

Mr. SHEPPARD. How does it compare, if you had an analysis made to that degree? What is the comparison between the two costs?

If it has been worked on to that degree, I wish you would put the information in the record and show the differences if you have them available, please.

Mr. BUTLER. I do not have them available.

Mr. SHEPPARD. What is the total space requirement here?

Mr. BUTLER. In this building, 127,200 square feet gross.

Colonel PARKHILL. We are showing a figure of 893,520 square feet as our quantity required.

Mr. SHEPPARD. In other words what we are trying to establish here is a contemplated increment approach to this program, and what your total will be within the limitations of your knowledge timewise, and then have a breakdown on the cost factors on some basis so we can evaluate it when we go into our markup. That is all we are trying to bring out here; that is all—nothing else.

Mr. BUTLER. We have that.

Mr. SHEPPARD. Will you give it to us if it is available? If you do not have it, you may provide it for the record.

Mr. BUTLER. We have it for the fiscal year 1966. I believe that is what was requested, the look-ahead for our space requirements.

Colonel PARKHILL We will put that in the record.

General CURTIN. We had better check that out, Mr. Chairman, and make sure it meets Air Force-approved programs.

(The information follows:)

COST COMPARISON BETWEEN RENTING AND BUILDING ADMINISTRATIVE SPACE FOR PAFB

There is virtually no rental administrative space currently available in Brevard County. Entrepreneurs build administrative space as they find firm lessees. The quoted rents vary as a function of at least three factors:

(*a*) Quality and location of the space.
(*b*) What utilities and services are provided by lessor.
(*c*) Length (years) of the lease.

An average rental figure for this location is $2.80 per square foot per year for a bare building, to which must be added $2 per square foot per year for utilities, taxes, janitorial service, insurance, et cetera. If the total cost of the Air Force proposed 127,200-square-foot facility at $2,870,000 were to be amortized on this basis, about 5 years would be required.

ADMINISTRATIVE SPACE REQUIREMENT

When the proposed project was developed the requirement for additional administrative space at Patrick Air Force Base was about 100,000 square feet.

At that time the need was for about 625,000 square feet against which 525,000 square feet was available.

At the present time the 525,000 square feet remains available, but the requirement has increased to 667,000 square feet. This is due to added personnel since the fall of 1961 and indicates a current shortage of about 142,000 square feet.

The end fiscal year 1966 requirement as projected is about 894,000 square feet. The asset of 525,000 remains applicable. The shortage is about 369,000 square feet. If the proposed fiscal year 1963 item is constructed (127,000 square feet) this shortage is reduced to about 242,000 square feet.

Mr. SHEPPARD. What administrative space do you make available at this location to nondefense agencies such as NASA; and, at what cost?

Mr. BUTLER. NASA occupies at Patrick about 5,000 square feet, which I would like to verify later.

Mr. SHEPPARD. Very well.

Mr. BUTLER. I would like to provide here for the record a list of the agencies and the space used by each. No charge is made to these agencies.

(The information follows:)

	Square feet	Building No.		Square feet	Building No.
NASA (LOC) [1]	3,530	425	Federal Aviation Agency	400	800
NASA (LOC)	530	B (989)	Red Cross	336	575
NASA (Mercury)	350	425	U.S. Public Health Service	467	575
			Labor, Department of	336	575
Subtotal	4,410		Joint Travel Agency	300	330
Royal Air Force	700	425			
National Security Agency	350	425	Total	8,099	
Royal Canadian Air Force	800	800			

[1] (LOC) Launch operations center.

NOTE.—Post offices, base exchange facilities, etc., are not considered administrative and are not included. No charge is made to the agencies listed above for the space used.

Mr. SHEPPARD. If the gentleman from Florida were present, he would likely ask the following question: "Why the necessity for air conditioning in the great State of Florida, when one considers the beautiful climate they have there?"

Mr. BUTLER. He is from a more beautiful part of Florida.

Mr. SHEPPARD. That would not happen to be your native State; would it?

Mr. BUTLER. We fall into a zone where air conditioning is considered desirable. Our other barracks are air conditioned. The airmen compare themselves to their brothers.

Mr. SHEPPARD. The chairman is not objecting to the requirement at all. It is just the fact that quite frequently we understand from those who are natives within the area that Florida's climatic conditions should not require air conditioning. Having been in some of their buildings, climatically speaking I don't agree with them, but their contention is as I have stated.

We shall take up the next question.

Do the additions to the electric distribution line and the sewage treatment and disposal plants meet all known requirements for this installation into the foreseeable future?

Mr. BUTLER. To the best of my knowledge.

Mr. SHEPPARD. Colonel, what do you know about that?

Colonel PARKHILL. These two are designed out to show the recent growth, plus the items in that particular program. The sewage disposal plant is currently operating over capacity. We already have a pollution problem to the local river and with the addition of the hospital and other facilities we just have to expand that facility.

Mr. SHEPPARD. I grant the expansion requirement. My question went more directly to the foreseeable future.

Colonel PARKHILL. It would be mainly just through this program.

Mr. SHEPPARD. If we are going to have to go into additional increments here, why not do it at this time and have it done under one contract?

General CURTIN. I think the general answer to that, Mr. Chairman, is this: historically in utility programs and trying to project them out into the future our experience has been that it is much more prudent to try to gear them to the programs that are currently approved. Otherwise we can expand utilities in a given direction and find out we are improperly committed.

Mr. SHEPPARD. I have sat with this committee for quite some time, and I am familiar with our concept in the past with this type of utility. As I recall it, we have found it not well to go back and do a similar job 2 or 3 times. Am I right on cost factors, General Minton?

General MINTON. Yes—I am a little lost here. I do not quite understand what the point is. I believe we are building facilities here—utility systems—to take care of all the facilities we have in this program.

Mr. SHEPPARD. That is correct. You are building them under this project, and it is not to be an increment of a project for the future.

General MINTON. That is correct.

General CURTIN. Except insofar as additional facilities are programed in the future.

General MINTON. If we have a new administrative building next year, we may have to have utilities to support it.

General CURTIN. In connection with the sewage disposal plant, I think that is adequate to take care of the facilities we have in the program. If we have replacement facilities come up next year, we will not have an addition to the sewage plant. If we have an addi-

tion to the missions of the base, then we will have to have an addition to the sewage plant.

Mr. SHEPPARD. You have your family housing plan, and you have other things in the long-range consideration. My point is, you are building up to that requirement, and to the potential foreseeable so far as that is determined?

General MINTON. Yes. The family housing development is 7 or 8 miles down the highway. If we build additions to the family housing area we have to build additions to the sewage plant down there. We cannot pump it back to the base.

Mr. SHEPPARD. In other words, you don't think it is good business to run a line 7 or 8 miles in that kind of a hookup?

General MINTON. That is correct. If there is a chance for having additional sewage, it is cheaper to build a 300,000-gallon unit than it is a 250,000-gallon unit. If we have a reasonable indication of that, we do it.

Mr. SHEPPARD. Are there any questions on the item?

This committee is adjourned until 10 o'clock tomorrow morning.

TUESDAY, MAY 1, 1962.

Mr. SHEPPARD. Gentlemen, the committee will come to order.

STRATEGIC AIR COMMAND

We shall consider the next item, Strategic Air Command, and insert in the record pages 226 and 227, and the usual data relating thereto.

[In thousands of dollars]

Installation	Command	Appropriation request
Altus Air Force Base	SAC	120
Bergstrom Air Force Base	SAC	350
Blytheville Air Force Base	SAC	778
Bunker Hill Air Force Base	SAC	210
Carswell Air Force Base	SAC	384
Castle Air Force Base	SAC	280
Clinton-Sherman Air Force Base	SAC	266
Columbus Air Force Base	SAC	426
Davis-Monthan Air Force Base	SAC	456
Dow Air Force Base	SAC	603
Dyess Air Force Base	SAC	6,102
Ellsworth Air Force Base	SAC	467
Fairchild Air Force Base	SAC	120
Glasgow Air Force Base	SAC	892
Larson Air Force Base	SAC	160
Little Rock Air Force Base	SAC	415
Lockbourne Air Force Base	SAC	614
Loring Air Force Base	SAC	255
March Air Force Base	SAC	4,423
McConnell Air Force Base	SAC	90
McCoy Air Force Base	SAC	380
Offutt Air Force Base	SAC	8,550
Pease Air Force Base	SAC	449
Plattsburgh Air Force Base	SAC	60
Schilling Air Force Base	SAC	32
Turner Air Force Base	SAC	473
Walker Air Force Base	SAC	276
Westover Air Force Base	SAC	601
Wurtsmith Air Force Base	SAC	949
Total		29,181

STRATEGIC AIR COMMAND

The mission of the Strategic Air Command is to organize, train, equip, administer, prepare, and maintain a force in a state of readiness capable of conducting intensive and conclusive worldwide aerial bombardment against enemies of the United States.

The program requests authorization of $29,181,000 for construction of facilities at 29 locations. The greatest portion of the program ($12,496,000) is required as support for B–52 bombers and KC–135 tankers at 29 bases. Included are projects amounting to $6,102,000 which will provide capability for dispersal of the bomber force at one additional base (Dyess Air Force Base). Projects amounting to $15,291,000 are attributable to general base type items in support of the basic missions. Projects amounting to $338,000 are specifically required in support of the B–58 mission at two locations. Facilities for Air Defense Command missions on two strategic bases amount to $335,000; $456,000 will support the Logistics Command mission at one location; and $265,000 will provide ammunition storage capability for a National Guard mission at one location.

Facilities for the Strategic Air Command missions located at bases of other commands amount to $1,017,000 as follows:

Alaskan Air Command	$669,000
Air Training Command	203,000
Logistics Command	145,000

Mr. SHEPPARD. Do you have a statement to make pertaining to the issue? If so, proceed.

Colonel PARKHILL. Mr. Chairman, this program includes 70 line items for 29 major bases at a total of $29,181,000. The program contains operational and maintenance facilities as well as medical facilities and administrative personnel facilities. The major items are the SAC Command Headquarters at Offutt and hospitals at Offutt, March, and a hospital addition at Blytheville.

The repetitive items are narrow gage centerline lighting and apron lighting projects.

Mr. SHEPPARD. Proceed with the pictures, Colonel.

Colonel CALL. Mr. Chairman, this is the Strategic Air Command development at the end of 1965. I am going to go into just a little bit more detail on this one than I have on the others.

This is where most of our money is, in this construction program.

(Discussion off the record.)

Mr. SHEPPARD. Many of these line items in this command are small and of the type which we are familiar with from past hearings and testimony, including aircraft maintenance, lighting, and things of that type. I shall therefore place in the record the summary pages for a number of these installations, and then discuss with you some of the specific line items at other bases.

Mr. Reporter, will you insert in the record at this point pages 228 through 326.

(The pages follow:)

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: ALTUS AFB
DIR FROM TOWN: 3 M. NE OF ALTUS
COUNTY, STATE: JACKSON, OKLAHOMA
COUNTRY:
COMMAND: SAC

PRINCIPAL MISSION

HEAVY BOMBER SQUADRON
HEAVY AIR REFUELING SQUADRON
STRATEGIC MISSILE SQUADRON

GOVT LEASED	53
GOVT OWNED	2,610
OTHER ACRES	1,286
TOTAL ACRES	3,949
DATE OCC	1943/1953

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
693	10	3,635	15	4,353		322

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
115,994	105,444	9,210	1,340	120	1,220

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
A/C MAINT APRON LTG.	176		NEW	6		6	6	SP	120

Altus Air Force Base

The first Strategic Air Command base to be considered is Altus Air Force Base. It is located approximately 3 miles northeast of Altus, Okla. Its planned use is for a Strategic Air Command heavy bomber and refueling mission and a strategic missile squadron. The program requested for Altus AFB amounts to $120,000 and provides for installation of floodlights to illuminate six aircraft parking spaces and thereby enable the full potential of the night maintenance personnel to be realized. The lights will also considerably reduce the hazards involved in night-work on the apron.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$41, 586
Cumulative obligations Mar. 31, 1962 (actual)	41, 580
Cumulative obligations June 30, 1962 (estimated)	41, 584

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Aircraft maintenance apron lighting	District engineer	$6	20

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	BUNKER HILL AFB
DIR FROM TOWN	2 MI W BUNKER HILL (13 MI N KOKOMO)
COUNTY, STATE	MIAMI, INDIANA
COUNTRY	
COMMAND	SAC

GOVT LEASED	
GOVT OWNED	2,740
OTHER ACRES	91
TOTAL ACRES	2,831
DATE OCC	1942

PRINCIPAL MISSION

MED BOMB WING
HEAVY AIR REFUELING SQUADRON
FIGHTER INTERCEPTOR SQUADRON ADC

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
738	13	4,926	16	5,693		343

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
72,428	67,885	2,183	2,360	210	2,150

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
PAD POWER CHK HOLD	A		NEW	3,600		3,600	3,600	SY	78
AREA SEARCH RADAR RPMT	92		NEW	1		1	1	EA	52
AIRCRAFT SHELTER	238	ADC	NEW	41,850	17,850	24,000	8,000	SF	80
									210

Bunker Hill Air Force Base

Bunker Hill Air Force Base is located 2 miles west of Bunker Hill, Ind. The planned use of this base is for a Strategic Air Command medium bombers, refueling aircraft, and an Air Defense Command fighter mission. The total program requested for Bunker Hill Air Force Base amounts to $210,000 and includes the following items:

The first item is for a 3,600-square-yard power check pad where newly installed aircraft engines can be power checked.

The next item provides for construction of those facilities needed to house an area search radar which is required for extended range, higher altitude coverage, and greater reliability. It will replace the existing facility which was designed in 1946 primarily for the control of conventional-type aircraft.

The last item is for two aircraft shelters of 4,000-square-feet each required for the ADC fighter aircraft. Shelters make it possible for a fighter interceptor squadron to maintain a high in-commission rate during periods of adverse weather.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$47, 867
Cumulative obligations, Mar. 31, 1962 (actual)	47, 836
Cumulative obligations, June 30, 1962 (estimated)	47, 849

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Power pad check hold	Bureau of Docks	$4.0	5
Area search radar	do	2.7	0
Aircraft shelter	do	4.8	5

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	CARSWELL AFB	GOVT LEASED	1,634
DIR FROM TOWN	FORT WORTH	GOVT OWNED	2,505
		OTHER ACRES	709
COUNTY, STATE	TARRANT, TEXAS	TOTAL ACRES	4,848
COUNTRY			
COMMAND	SAC	DATE OCC	1942

PRINCIPAL MISSION

HEAVY BOMB SQUADRON
HEAVY AIR REFUELING SQUADRON
MEDIUM TROOP CARRIER SQUARDON RES

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
605	30	3,468	62	4,165		400

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
53,899	49,288	1,497	3,114	384	2,730

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
CHAPEL, BASE	ALT	346		NEW				8,374	SF	154
CLUB SERVICE	ADDN	189		NEW	19,800	8,250	11,550	11,550	SF	230
										384

Carswell Air Force Base

Carswell Air Force Base is at Fort Worth, Tex. The planned use of this base is for Strategic Air Command heavy bombers, refueling aircraft, and Reserve activities. The total program requested for Carswell Air Force Base amounts to $384,000 and consists of two items:

The first item provides for the alteration of the existing chapel. The existing facility is structurally sound and this project will extend the useful life of the facility.

The second item is for a 11,550-square-foot addition to the existing 8,250-square-foot service club. The size of the existing club is less than half that required to adequately serve the number of airmen assigned to Carswell Air Force Base. The addition will greatly relieve the overcrowded condition being experienced in the club.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$43,023
Cumulative obligations, Mar. 31, 1962 (actual)	42,774
Cumulative obligations, June 30, 1962 (estimated)	42,943

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Chapel base rehabilitation	District engineer	$9.3	40
Club, service, addition	do	10.3	20

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	CASTLE AFB	GOVT LEASED	3
DIR FROM TOWN	2 MI NE ATWATER	GOVT OWNED	2,732
		OTHER ACRES	744
COUNTY, STATE	MERCED, CALIFORNIA	TOTAL ACRES	3,479
COUNTRY			
COMMAND	SAC	DATE OCC	1941/1947

PRINCIPAL MISSION

TWO HEAVY BOMB SQUADRONS
TWO HEAVY AIR REFUELING SQUADRON
FIGHTER INTERCEPTOR SQUADRON ADC

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
1,183	18	4,945	15	6,161		366

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
52,987	48,510	2,197	2,280	280	2,000

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
PHOTO LAB ALT	341		NEW	4,046		4,046	4,046	SF	51
A/C MAINT APRON LTG	177		NEW	12		12	12	SP	229
									280

Castle Air Force Base

Castle Air Force Base is located 2 miles northeast of Atwater, Calif. The planned use of this base is for a Strategic Air Command heavy bomber and refueling mission, combat crew training for Strategic Air Command air refueling units, and an Air Defense Command fighter interceptor squadron. The program requested for Castle Air Force Base totals $280,000 and includes the following items:

The first item is for alteration of an existing structure to provide a 4,046-square-foot photographic laboratory.

The other item provides for installation of floodlights to illuminate 12 aircraft parking spaces and thereby enable the full potential of the night maintenance personnel to be realized. The lights will also considerably reduce the hazards involved in this night work on the apron.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$39, 360
Cumulative obligations, Mar. 31, 1962 (actual)	39, 134
Cumulative obligations, June 30, 1962 (estimated)	39, 200

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Photo laboratory (alterations)	DuPertuis & Hesse	$8.2	5
Aircraft maintenance apron lighting	Keller & Gannon	33.1	5

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	CLINTON SHERMAN AFB
DIR FROM TOWN	1 MI WNW BURNS FLAT (100 MI W OKLA CITY)
COUNTY, STATE	WASHITA, OKLAHOMA
COUNTRY	
COMMAND	SAC
PRINCIPAL MISSION	HEAVY BOMB SQUADRON HEAVY AIR REFUELING SQUADRON

GOVT LEASED	2,770
GOVT OWNED	561
OTHER ACRES	659
TOTAL ACRES	3,990
DATE OCC	1943

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
415	10	2,685	15	3,125		296

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
42,835	38,724	895	3,216	* 2,016	1,200

* Includes 100 units of Family Housing for $1,750,000 requested in the Military Family Housing Act of 1962.

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
MOBILE RAPCON	80		NEW	1		1	1	EA	50
A/C MAINT APRON LTG	178		NEW	6		6	6	SP	120
C. E. PAVMT & GRNDS FAC	183		057	4,452		4,452	4,452	SF	96
									266

Clinton-Sherman Air Force Base

Clinton-Sherman Air Force Base is situated 1 mile west-northwest of Burns Flat, Okla. Strategic Air Command heavy bombers and air refueling aircraft will operate from this base. The program requested at Clinton-Sherman Air Force Base totals $266,000 and consists of three items:

The first item provides for construction of a mobile radar approach control facility to increase the air traffic control capability.

The second item is for installation of floodlights on the operational apron to illuminate six aircraft parking spaces and thereby enable the full potential of the night maintenance personnel to be realized. Hazards involved in this night work will also be considerably reduced.

The last item is for construction of a civil engineering facility to support the maintenance of heavy civil engineering-type equipment.

Status of funds, Clinton-Sherman Air Force Base

	Thousands
Cumulative appropriations through fiscal year 1962	$29, 446
Cumulative obligations, Mar. 31, 1962 (actual)	29, 402
Cumulative obligations, June 30, 1962 (estimated)	29, 431

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Mobile radar approach control	Budocks	$2.2	5
Aircraft maintenance apron lighting	Benhan Eng. Co	6.4	5
Civil engineering pavement and Ordnance facility.	do	6.4	5

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	DAVIS-MONTHAN AFB
DIR FROM TOWN	4 MI NW TUCSON
COUNTY, STATE	PIMA, ARIZONA
COUNTRY	
COMMAND	SAC

GOVT LEASED	6,883
GOVT OWNED	6,209
OTHER ACRES	120
TOTAL ACRES	13,212
DATE OCC	1927

PRINCIPAL MISSION

TWO STRATEGIC MISSILE SQUADRONS
LIGHT STRATEGIC RECON SQUADRON
HEAVY STRATEGIC RECON SQUADRON
AIR RESCUE HELECOPTER DET MATS
FIGHTER INTERCEPTOR SQUADRON ADC
AIRCRAFT STORAGE & DISPOSAL GROUP AFLC

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
882	21	4,424	57	5,384		1,306

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
168,067	55,289	109,672	3,106	456	2,650

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
APRON DEPOT MAIN	357	AFLC	NEW	80,000		80,000	40,000	SY	320
WASHRACK AIRCRAFT RPMT	358	AFLC	NEW	4,540	1,299	3,241	4,540	SY	96
VEHICLE FUELING STA	359	AFLC	NEW	3		3	3	OL	40
									456

Davis-Monthan Air Force Base

The next base to be considered is Davis-Monthan Air Force Base, located 4 miles northwest of Tucson, Ariz. The planned use of Davis-Monthan is for a strategic missile mission, strategic reconnaissance units, an Air Defense fighter interceptor squadron, Military Transport Command, Headquarters Air Rescue Center, and logistics aircraft storing and disposal activities. The program requested for Davis-Monthan Air Force Base amounts to $456,000 and consists of three items to support the logistics mission.

The first item provides for a depot maintenance apron to facilitate the preparation of aircraft for short and long term storage.

The second item is for a 4,540 square yard aircraft washrack required for washing all aircraft processed in and out of storage.

The third item is for three service station type fuel dispersing units.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$39, 751
Cumulative obligations Mar 31 1962 (act)	39, 689
Cumulative obligations June 30 1962 (estimated)	39, 732

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Apron depot maintenance	Johannessen & Girand	$52.7	5
Washrack, aircraft	do	19.2	5
Vehicle fuel station	do	5.4	5

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: DOW AFB
DIR FROM TOWN: BANGOR
COUNTY, STATE: PENOBSCOT, MAINE
COUNTRY
COMMAND: SAC

GOVT LEASED	21,562
GOVT OWNED	2,364
OTHER ACRES	1,313
TOTAL ACRES	25,239
DATE OCC	1941/1951

PRINCIPAL MISSION

HEAVY BOMB SQUADRON
HEAVY AIR REFUELING SQUADRON
FIGHTER INTERCEPTOR SQUADRON ADC
AIR DEFENSE MISSILE ADC
HQ EAST AIR RESCUE CENTER (DET) MTC
FIGHTER INTERCEPTOR SQUADRON ANG

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
552	10	4,008	36	4,606		340

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
82,235	62,009	13,343	6,883	* 4,103	2,780

* Includes 200 units Family Housing for $3,500,000 requested in the Military Family Housing Act of 1962

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
AREA SEARCH RADAR	RPMT	93	ADC	NEW	1		1	1	EA	74
A/C APRON MAINT LTG		120	ADC	NEW	8		8	8	SP	134
SHOP GRND POWRD EQIP		344	ADC	NEW	5,000		5,000	5,000	SF	130
STOR BSE M/CUBIC MAG		15	ADC	NEW	32,730	21,820	10,910	10,910	SF	265
										603

Dow Air Force Base

Dow Air Force Base is located at Bangor, Maine. The planned use of Dow Air Force Base is for a Strategic Air Command heavy bomber and refueling mission, an Air Defense fighter interceptor squadron, an Air Defense missile squadron and Military Transport Command, headquarters East Air Rescue Center. There also is an Air National Guard fighter interceptor squadron at this base. The program requested at Dow Air Force Base amounts to $603,000 and consists of the following items:

The first item provides those facilities required to install an area search radar for extended range and altitude coverage, giving improved performance and reliability.

The next item is for installation of floodlights to illuminate eight aircraft parking spaces and, therefore, enable the full potential of the night maintenance personnel to be realized. Hazards involved in this night work will also be considerably reduced.

The next item to be considered is a ground powered equipment shop required for maintenance of the ground powered equipment supporting the SAC and ADC missions. Due to climatic conditions adequate maintenance cannot be done outdoors.

The last item is for two multicubicle storage magazines consisting of 30 cells each, to support the Air National Guard fighter interceptor missions.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$57, 083
Cumulative obligations Mar. 31, 1962 (act)	56, 322
Cumulative obligations June 30, 1962 (estimated)	56, 845

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Area search radar	D–E	$9.4	10
Aircraft maintenance apron lighting	do	4.8	70
Shop, ground powered equipment	Wadsworth & Boston	11.0	10
Storage base, multicubicle magazine	D–E	10.2	10

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	ELLSWORTH AFB
DIR FROM TOWN	2 MI NNW BOX ELDER (5 MI NE RAPID CITY)
COUNTY, STATE	MEADE, NORTH DAKOTA
COUNTRY	
COMMAND	SAC
PRINCIPAL MISSION	HEAVY BOMB SQUADRON FOUR STRATEGIC MISSILE SQUADRONS HEAVY AIR REFUELING SQUADRON

GOVT LEASED	95,391
GOVT OWNED	245,103
OTHER ACRES	7,401
TOTAL ACRES	347,895
DATE OCC	1942/1947

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
805	55	4,853	80	5,793		422

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
255,845	147,101	105,377	3,367	467	2,900

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
AREA SEARCH RADAR	RPMT	94		NEW	1		1	1	EA	70
LIGHTING R/W NGCL		147		NEW	1		1	1	EA	246
FIRE STA CRASH/STR	ADDN	340		NEW	13,286	11,486	1,800	1,800	SF	51
A/C MAINT APRON LTG		179		NEW	7		7	7	SP	100
										467

Ellsworth Air Force Base

Ellsworth Air Force Base is located 5 miles northeast of Rapid City, S. Dak. The planned use of this base is for a Strategic Air Command heavy bomber mission, including both bomber and air refueling aircraft, and a strategic missile mission. The program requested totals $467,000 and includes the following four items:

The first item provides those facilities required to install an area search radar needed to provide extended range and altitude coverage and thereby resulting in improved performance and reliability. The existing facility was designed in 1946 primarily for the control of conventional type aircraft. This lighting system is required to improve operational safety of high-speed aircraft now using the runway.

The next item is for an improved runway lighting system consisting of narrow gage and centerline lighting on the primary runway. Installation of this system will provide operational safety of high-speed aircraft using the runway.

The next item provides a three-stall addition to the existing seven-stall crash-structural fire station. This project will replace the existing substandard structural station which due to age and deterioration is beyond economical maintenance and repair.

The last item to be considered provides for installation of floodlights to illuminate seven aircraft parking spaces, and thereby enable the full potential of the night maintenance personnel to be realized. The added lights will also considerably reduce the hazards involved in night work on the apron.

Status of funds, Ellsworth AFB

	Thousands
Cumulative appropriations through fiscal year 1962	$53, 655
Cumulative obligations Mar. 31, 1962 (actual)	53, 555
Cumulative obligations June 30, 1962 (estimate)	53, 623

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Area search radar	D–E	13. 5	50
Lighting, runway NGCL	do	14. 8	70
Fire station crash-structural (addition).	do	3. 3	70
Maintenance apron lighting	do	12. 5	70

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	FAIRCHILD AFB	GOVT LEASED	140
DIR FROM TOWN	3 MI WSW AIRWAYS HGT (12 MI W SPOKANE)	GOVT OWNED	5,484
COUNTY, STATE	SPOKANE, WASHINGTON	OTHER ACRES	1,093
COUNTRY		TOTAL ACRES	6,717
COMMAND	SAC	DATE OCC	1942

PRINCIPAL MISSION

HEAVY BOMB SQUADRON
HEAVY REFUELING SQUADRON
STRATEGIC MISSILE SQUADRON

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
673	5	4,237	10	4,925		557

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
180,940	178,003	767	2,170	120	2,050

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
A/C MAINTENANCE APRON LIGHTING	180		NEW	6		6	6	SP	120

Fairchild Air Force Base

Fairchild Air Force Base is located 3 miles west-southwest of Airway Heights, Wash. The planned use of this base is for a Strategic Air Command heavy bomber and refueler mission and a strategic missile mission. The program requested amounts to $120,000 and consists of the following item:

The project provides for installation of floodlights on the operational apron to light six aircraft parking spaces and thereby enable the full potential of the night maintenance personnel to be realized. The lights will also considerably reduce the hazards involved in nightwork on the apron.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$47, 322
Cumulative obligations Mar. 31, 1962 (actual)	47, 100
Cumulative obligations June 30, 1962 (estimate)	47, 251

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Aircraft maintenance apron lighting	District engineer	$9. 2	30

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	LARSON AFB
DIR FROM TOWN	5 MI NNW MOSES LAKE (85 MI WSW SPOKANE)
COUNTY, STATE	GRANT, WASHINGTON
COUNTRY	
COMMAND	SAC

GOVT LEASED	293
GOVT OWNED	8,724
OTHER ACRES	45
TOTAL ACRES	9,062
DATE OCC	1942/1948

PRINCIPAL MISSION

HEAVY BOMB SQUADRON
HEAVY AIR REFUELING SQUADRON
STRATEGIC MISSILES
HEADQUARTERS SPOKANE ADS ADC

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
613	10	4,104	15	4,742		356

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
138,191	74,330	59,651	4,210	*1,910	2,300

*Includes 100 units of Family Housing for $1,750,000 requested in the Military Family Housing Act of 1962.

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
A/C MAINTENANCE APRON LIGHTING	121		NEW	5		5	5	SP	160

Larson Air Force Base

Larson Air Force Base is located 5 miles north-northwest of Moses Lake, Wash. The planned use of this installation is for a Strategic Air Command heavy bomber mission including heavy bombers and air tanker aircraft, a Strategic missile squadron and an Air Defense Command sector headquarters. The program requested for Larson totals $160,000 and is composed of one item which provides for installation of floodlights to illuminate five aircraft apron parking spaces and thereby enable the full potential of the night maintenance personnel to be realized. The lights will also considerably reduce the hazards involved in nightwork on the apron.

Status of funds, Larson Air Force Base

	Thousands
Cumulative appropriations through fiscal year 1962	$35, 048
Cumulative obligations Mar. 31, 1962 (actual)	34, 950
Cumulative obligations June 30, 1962 (estimated)	35, 028

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Aircraft maintenance apron lighting	District engineer	$12. 8	65

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	LITTLE ROCK AFB	GOVT LEASED	113
DIR FROM TOWN	5 MI NNW JACKSONVILLE (18 MI NE LITTLE ROCK)	GOVT OWNED	6,466
		OTHER ACRES	1,061
COUNTY, STATE	PULASKI, ARKANSAS	TOTAL ACRES	7,640
COUNTRY			
COMMAND	SAC	DATE OCC	1941

PRINCIPAL MISSION

MEDIUM BOMB WING
HEAVY AIR REFUELING SQUADRON
TWO STRATEGIC MISSILE SQUADRON
TACTICAL RECON SQUADRON ANG

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
808	7	4,870	17	5,702		354

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
189,667	68,310	119,842	1,515	415	1,100

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
LIGHTING APPROACH (CONVERSION)	138		NEW	4,500	4.500		1,500	LF	155
A/C MAINTENANCE APRON LIGHTING	194		NEW	7		7	7	SP	135
MAINTENANCE DOCK MEDIUM A/C ALT	A		NEW	1		1	1	EA	125
									415

Little Rock Air Force Base

Little Rock Air Force Base is located 5 miles north-northwest of Jacksonville, Ark. This base will be used to support a Strategic Air Command medium bomber mission, a heavy air refueling squadron, strategic missile squadrons, and an Air National Guard tactical reconnaissance squadron. The program requested for this base amounts to $415,000 and includes the following items:

The first item consists of converting the existing 1,500 feet of substandard approach lighting system, at the secondary end of the runway, to U.S. national standard.

The next item is for installation of floodlights to illuminate seven aircraft parking spaces and thereby enable the full potential of the night maintenance personnel to be realized. Hazards of this nightwork will also be greatly reduced.

The last item is for alteration of an existing aircraft maintenance dock to accommodate strategic aircraft fuel systems repairs.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$47, 526
Cumulative obligations, Mar. 31, 1962 (actual)	47, 524
Cumulative obligations, June 30, 1962 (estimated)	47, 525

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Lighting approach	District engineer	$7.7	35
Aircraft mantenance apron lighting	do	6.8	35
Maintenance dock, medium aircraft modification.	Not selected	11	0

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	LOCKBOURNE AFB
DIR FROM TOWN	2 MI E LOCKBOURNE (10 MI S COLUMBUS)
COUNTY, STATE	FRANKLIN, OHIO
COUNTRY	
COMMAND	SAC
PRINCIPAL MISSION	

MEDIUM BOMB WING
TWO HEAVY TANKER SQUADRONS
FIGHTER INTERCEPTOR SQUADRON ADC
TACTICAL FIGHTER ANG

GOVT LEASED	6
GOVT OWNED	4,131
OTHER ACRES	245
TOTAL ACRES	4,382
DATE OCC	1942/1951

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
895	10	4,802	15	5,722		354

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
95,798	83,494	8,990	3,314	614	2,700

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
DEFLECTOR BLAST	125		NEW	24		24	13	EA	63
AIRCRAFT SHELTER	222	ADC	NEW	40,000		40,000	8,000	SF	80
A/C MAINTENANCE APRON LIGHTING	192		NEW	6		6	6	SP	106
SHELTER A/C WEAPON CALIBRATION	133	ADC	NEW	12,255		12,255	5,000	SF	175
SHOP PARA & DINGHY RPMT	127		NEW	7,135		7,135	7,135	SF	190
									614

Lockbourne Air Force Base

Lockbourne Air Force Base is located 2 miles east of Lockbourne, Ohio. The planned use of this base is for a strategic medium bomber and heavy air refueling mission, an Air Defense Command fighter interceptor mission, an airborne communication relay squadron, Air National Guard, and ROTC activities. The program requested totals $614,000 and consists of the following items:

The first item will provide jet-blast deflectors to be located in the rear of heavy air refueling aircraft parking area.

The next item is for two aircraft shelters of 4,000 square feet each which will provide covered space for two ADC fighter aircraft. Shelters make it possible for a fighter-interceptor squadron to maintain a high incommission rate during periods of adverse weather.

The next item is for the installation of floodlights to illuminate six aircraft parking spaces, and thereby enable the full potential of the night maintenance personnel to be realized. The lights will also considerably reduce the hazards involved in nightwork on the apron.

The next item is for construction of a weapons-calibration shelter required as protection for fighter aircraft and equipment during calibration of the aircraft weapons.

The last item will provide for the replacement of the existing substandard World War II hangar being utilized as a parachute and dinghy shop. The existing hangar is beyond economical maintenance and repair and will be demolished upon completion of this project.

Status of funds, Lockbourne Air Force Base

	Thousands
Cumulative appropriations through fiscal year 1962	$70, 477
Cumulative obligations, Mar. 31, 1962 (actual)	70, 325
Cumulative obligations, June 30, 1962 (estimated)	70, 430

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete Apr. 15, 1962
Deflector blast	District engineer	$3. 5	5
Aircraft shelter	do	4. 0	5
Aircraft maintenance apron lighting	do	4. 0	5
Shelter, aircraft weapon calibration	do	11. 0	5
Shop, parachute and dinghy (RPMT).	do	10. 0	20

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	LORING AFB
DIR FROM TOWN	4 MI NW LIMESTONE (175 MI NNW BANGOR)
COUNTY, STATE COUNTRY	AROOSTOOK, MAINE
COMMAND	SAC

GOVT LEASED	4
GOVT OWNED	9,404
OTHER ACRES	430
TOTAL ACRES	9,838
DATE OCC	1953

PRINCIPAL MISSION

TWO HEAVY BOMB SQUADRONS
HEAVY AIR REFUELING SQUADRON
FIGHTER INTERCEPTOR SQUADRON ADC
HQ EAST AIR RESCUE CENTER (DET) MTC

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
923	30	5,926	10	6,889		483

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
145,698	143,891	452	1,355	255	1,100

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
AREA SEARCH RADAR RPMT	95		NEW	1		1	1	EA	70
A/C MAINTENANCE APRON LIGHTING	122		NEW	10		10	10	SP	185
									255

Loring Air Force Base

Loring Air Force Base is located 4 miles northwest of Limestone, Maine. This base will be used primarily by strategic heavy bombers, heavy air refueling aircraft, and an air defense fighter interceptor unit. The program requested for Loring Air Force Base amounts to $255,000 and includes two items:

The first item provides those facilities needed to install an area search radar for extended range and altitude coverage, improved performance, and greater reliability. This project will replace an existing facility designed in 1946 primarily for the control of conventional aircraft.

The second items is for installation of flood lights on the operational apron to illuminate 10 aircraft parking spaces and thereby enable the full potential of the night maintenance personnel to be realized. Hazards involved in this nightwork will also be considerably reduced.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$109, 675
Cumulative obligations, Mar. 31, 1962 (actual)	109, 666
Cumulative obligations, June 30, 1962 (estimated)	109, 672

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Area search radar	District engineer	$6.7	10
Aircraft maintenance apron lighting	do	6.7	100

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	MCCONNELL AFB
DIR FROM TOWN	5 MILES SSE WICHITA
COUNTY, STATE	SEDGWICK, KANSAS
COUNTRY	
COMMAND	SAC

PRINCIPAL MISSION
SREATEGIC MISSILE SUPPORT

GOVT LEASED	55
GOVT OWNED	2,560
OTHER ACRES	203
TOTAL ACRES	2,818

DATE OCC 1951

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
375	410	1,755	10	2.550		296

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
168,255	53,180	114,880	195	90	105

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
HEADQUARTERS WING ALT	352		NEW					LS	90

McConnell Air Force Base

McConnell Air Force Base is located approximately 5 miles south-southeast of Wichita, Kans. The planned use of this base is to support two TITAN II strategic missile squadrons and an Air National Guard tactical squadron. The program for this base amounts to $90,000 and provides for installing air conditioning in the two wing headquarters buildings.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$49, 362
Cumulative obligations, Mar. 31, 1962 (actual)	49, 338
Cumulative obligations, June 30, 1962 (estimated)	49, 341

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Headquarters wing, alterations	Wilson & Co	$7.1	35

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

				OFFICERS		AIRMEN			CIVILIANS	
STATION	PEASE AFB	GOVT LEASED	497					TOTAL MILITARY		
DIR FROM TOWN	3 MI WNW PORTSMOUTH	GOVT OWNED	3586							
		OTHER ACRES	23	BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
COUNTY, STATE	ROCKINGHAM, NEW HAMPSHIRE									
COUNTRY		TOTAL ACRES	4106	469	10	2656	10	3145		285
COMMAND	SAC									
		DATE OCC	1956	EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)	
PRINCIPAL MISSION										
MEDIUM BOMB WING HEAVY AIR REFUELING SQ EAST AIR RESCUE CENTER (DET) MTC				$2,104	75,519	2736	3849	449	3400	

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
LIGHTING R/W NGCL	136		NEW	1		1	1	EA	389
A/C MAINT APRON LTG	126		NEW	3		3	3	SP	60
									449

Pease Air Force Base

Pease Air Force Base is located 3 miles west-northwest of Portsmouth, N.H. The planned use of this base is for a Strategic Air Command medium bomber mission and heavy air refueling aircraft and Military Air Transport Eastern Air Rescue Center. The program requested for Pease Air Force Base amounts to $449,000 and consists of two items:

The first item provides a narrow-gage and centerline lighting system for the primary runway. This lighting system is considered necessary as a primary visual aid to improve the operational safety required of high-performance aircraft.

The second item will provide for the installation of floodlights to illuminate three aircraft parking spaces and thereby enable the full potential of the night maintenance personnel to be realized. Hazards involved in this night work will also be considerably reduced.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$68, 125
Cumulative obligations, Mar. 31, 1962 (actual)	67, 967
Cumulative obligations, June 30, 1962 (estimated)	68, 024

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Lighting, runway, NGCL	District engineer	$13.1	7
Aircraft maintenance, apron lighting	do	3.4	70

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	PLATTSBURGH AFB	GOVT LEASED	
DIR FROM TOWN	2 MI SW PLATTSBURGH	GOVT OWNED	3475
		OTHER ACRES	1002
COUNTY, STATE	CLINTON, NEW YORK	TOTAL ACRES	4477
COUNTRY			
COMMAND	SAC	DATE OCC	1812

PRINCIPAL MISSION

MED BOMB WING
HEAVY AIR REFUELING SQ.
STRAT MISSILE SQ.

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
670	25	3618	25	4338		456

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
165,146	158,334	5,002	1810	60	1750

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
A/C MAINT APRON LTG	193		NEW	3		3	3	SP	60
									60

Plattsburgh Air Force Base

Plattsburgh Air Force Base is located 1 mile southwest of Plattsburgh, N.Y. The planned use of this base is for a Strategic Air Command medium bomber mission, heavy air refueling aircraft, and a strategic missile squadron. The program requested for this base amounts to $60,000. It is for the installation of floodlights to illuminate three aircraft parking spaces. Lighted spaces on the apron will enable the full potential of the night maintenance personnel to be realized. The lighted area will also reduce the hazards involved in this night-work.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$71, 254
Cumulative obligations, Mar. 31, 1962 (actual)	70, 534
Cumulative obligations, June 30, 1962 (estimated)	71, 018

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Aircraft maintenance apron lighting	District engineer	$4.0	60

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	SCHILLING AFB	GOVT LEASED	287
DIR FROM TOWN	4 MI SW SALINA (160 MI WSW KANSAS CITY)	GOVT OWNED	35,944
		OTHER ACRES	262
COUNTY, STATE	SALINA, KANSAS	TOTAL ACRES	36,493
COUNTRY			
COMMAND	SAC	DATE OCC	1942/1951

PRINCIPAL MISSION

HEAVY BOMB SQ
HEAVY AIR REFUELING SQ
STRATEGIC MISSILE SQ

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
626	15	3867	10	4518		350

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
110,226	80,854	27,190	2182	32	2150

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
FIRE STA CRASH/STR ADDN	351		NEW	14,462	12,712	1750	1750	SF	

32

Schilling Air Force Base

Schilling Air Force Base is located 4 miles southwest of Salina, Kans. Its intended use is for a Strategic Air Command heavy bomber mission which consists of a heavy bomber squadron and a heavy air refueling squadron. A strategic missile squadron is also assigned to this installation. The program requested for Schilling Air Force Base amounts to $32,000 and provides a three-stall addition to the present crash and structural fire station. An existing substandard four-stall station, constructed in 1943 has been programed for disposal due to its deteriorated condition.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$49, 730
Cumulative obligations, Mar. 31, 1962 (actual)	47, 905
Cumulative obligations, June 30, 1962 (estimated)	48, 439

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Fire station, crash, addition	Wilson-Shaver-Mann	$3.3	75

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	WALKER AFB
DIR FROM TOWN	6 MI S ROSWELL
COUNTY, STATE	CHAVES, NEW MEXICO
COUNTRY	
COMMAND	SAC

GOVT LEASED	1471
GOVT OWNED	4995
OTHER ACRES	206
TOTAL ACRES	6672
DATE OCC	1941

PRINCIPAL MISSION

HEAVY BOMB SQ
HEAVY AIR REFUELING SQ
STRATEGIC MISSILE SQ

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
847	15	4,009	50	4,921		380

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
126,040	120,742	2,922	2,376	276	2,100

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
RAPCON CENTER	ADDN	82		NEW	5,843	1,788	4,055	4,055	SF	113
AREA SEARCH RADAR	RPMT	96		NEW	1		1	1	EA	58
A/C MAINT APRON LTG		182		NEW	4		4	4	SP	105
										276

Walker Air Force Base

Walker Air Force Base is located approximately 6 miles south of Roswell, N. Mex. The planned use of this base is for a strategic heavy bomber and refueling mission and a strategic missile squadron. The program for this base amounts to $276,000 and includes three items:

The first item is for construction of a 4,055-square-foot addition to the existing 1,788-square-foot approach control center to provide adequate space for this function which is now temporarily located in substandard World War II buildings which are beyond economical repair.

The second item will provide those facilities required to install an area search radar in order to provide extended range and altitude coverage giving improved performance and reliability. The existing facility was designed in 1946 primarily for the control of conventional type aircraft.

The third item provides for the installation of floodlights to illuminate four aircraft parking spaces and thereby enable the full potential of the night maintenance personnel to be realized. The lights will also considerably reduce the hazards involved in nightwork on the apron.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$42, 292
Cumulative obligations Mar. 31, 1962 (actual)	42, 182
Cumulative obligations June 30, 1962 (estimated)	42, 257

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Rapcon center addition	District engineer	$9	20
Area search radar	do	5	20
A/C Maintenance apron light	do	10	25

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	WESTOVER AFB
DIR FROM TOWN	5 MI NE CHICOPEE (10 MI N SPRINGFIELD)
COUNTY, STATE	HAMPDEN, MASSACHUSETTS
COUNTRY	
COMMAND	SAC
PRINCIPAL MISSION	

EIGHTH AIR FORCE HQS
TWO HEAVY BOMB SQUADRONS
HEAVY AIR REFUEL SQUADRON
FIGHTER INTERCEPTOR SQUADRON ADC
HQ EAST AIR RESCUE CENTER (DET) MTC

GOVT LEASED	214
GOVT OWNED	4,144
OTHER ACRES	274
TOTAL ACRES	4,632
DATE OCC	1939

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
1,635	52	7,766	152	9,605		722

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
87,866	82,126	2,739	3,001	601	2,400

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
PAD POWER CHECK	WDN	168		NEW	74,050	64,151	9,899	2,600	SY	67
AREA SEARCH RADAR	RPMT	97		NEW	1		1	1	EA	64
A/C MAINT APRON LIGHTING		123		NEW	11		11	11	SP	199
DENTAL CLINIC	ADDN	269		NEW	12,235	5,169	7,066	7,066	SF	271
										601

Westover Air Force Base

Westover Air Force Base is located 5 miles northeast of Chicopee Falls, Mass. Eighth Air Force Headquarters is located at Westover Air Force Base. The principal aircraft operating from this base are heavy bombers, heavy air refueling aircraft, and an air defense fighter-interceptor unit. The program requested amounts to $601,000 and includes the following four items:

The first item consists of widening the existing power check and holding pad, at the south end of the primary instrument runway, to permit alert aircraft to roll directly from the apron onto the runway at greatly increased speed without danger of damage to the aircraft from excessive side thrust on the outrigger gear.

The next item provides for construction of those facilities needed to house an area search radar which is required for extended range, higher altitude coverage, and greater reliability. It will replace the existing facility which was designed in 1946 primarily for the control of conventional type aircraft.

The next item is for the installation of floodlights to illuminate 11 aircraft parking spaces and thereby enable the full potential of the night maintenance personnel to be realized. The lights will also considerably reduce the hazards involved in nightwork on the apron.

The last item is for the required addition of nine dental operating chairs and an area prosthetic laboratory to the existing dental clinic.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$54, 984
Cumulative obligations Mar. 31, 1962 (actual)	52, 748
Cumulative obligations June 30, 1962 (estimated)	54, 229

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Pad, power check holding	District engineer	$4.3	15
Area search radar	do	4.7	15
Aircraft maintenance apron lighting	do	5.5	75
Dental clinic addition	do	23.0	10

BERGSTROM AIR FORCE BASE, TEX.

Mr. Sheppard. The next item is Bergstrom Air Force Base.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	BERGSTROM AFB
DIR FROM TOWN	5 MI SE AUSTIN
COUNTY, STATE	TRAVIS, TEXAS
COUNTRY	
COMMAND	SAC

PRINCIPAL MISSION

HEAVY BOMBER SQUADRON
HEAVY AIR REFUELING SQUADRON

GOVT LEASED	31,840
GOVT OWNED	22,172
OTHER ACRES	739
TOTAL ACRES	54,751
DATE OCC	1942

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
467	21	3,117	12	3,617		326

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
51,131	46,714	1,367	3,050	350	2,700

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
CLUB SERVICE ALT	190		NEW	19,800		19,800	11,117	SF	93
RECTN GYMNASIUM	191		NEW	11,100		11,100	11,100	SF	257
									350

Bergstrom Air Force Base

Bergstrom Air Force Base is located 5 miles southeast of Austin, Tex. The planned use of this base is for a Strategic Air Command heavy bomber and refueling mission. The total program requested for Bergstrom Air Force Base amounts to $350,000. It includes the following two items:

The first item provides for the alteration of an 11,117-square-foot dining hall so that it can be used as a service club. The existing 9,228-square-foot substandard service club has deteriorated beyond economical repair and will be demolished upon completion of this project.

The second item provides for construction of a 11,000-square-foot gymnasium. There is no gymnasium existing at this base.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$30, 037
Cumulative obligations Mar. 31, 1962 (actual)	30, 012
Cumulative obligations June 30, 1962 (estimated)	30, 024

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Club, service, alteration	Brooks & Barr	$7.2	10
Recreation gym	do	10.0	10

Mr. Sheppard. Will the service club as proposed in this program be adequate to meet the needs of this base?

Colonel Parkhill. Yes, sir; based on the programmed strength for this location, we consider this as adequate.

Mr. Sheppard. How long has this installation been in existence without a gymnasium?

Colonel Parkhill. Since occupancy in 1942.

Mr. Sheppard. What is the distance of this base location from a major population center?

Colonel Parkhill. It is 5 miles from the city of Austin.

Mr. Sheppard. What is the approximate size of the city?

Colonel Parkhill. I do not have that, sir.

Mr. Gibbens. About 175,000.

Blytheville Air Force Base, Ark.

Mr. Sheppard. Let us proceed with the next item relating to Blytheville Air Force Base, Ark.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	BLYTHEVILLE AFB	GOVT LEASED	97
DIR FROM TOWN	4 MI NW BLYTHEVILLE	GOVT OWNED	3,067
		OTHER ACRES	656
COUNTY, STATE	MISSISSIPPI, ARKANSAS	TOTAL ACRES	3,820
COUNTRY			
COMMAND	SAC	DATE OCC	1942/1955

PRINCIPAL MISSION

HEAVY BOMB SQUADRON
HEAVY AIR REFUELING SQUADRON

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
434	10	2,772	15	3,231		329

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
50,934	44,783	3,223	2,928	778	2,150

209

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
MOBILE RAPCON		79		NEW	1		1	1	EA	50
MAINT DOCK LARGE A/C	ALT	342		NEW				2	EA	84
COMP MED FAC	ADDN	62		NEW	40,036	23,485	16,551	16,551	SF	644
										778

(Revised 10 April 1962)

Blytheville Air Force Base

Blytheville Air Force Base is located 4 miles northwest of Blytheville, Ark., and the planned use of this base is for a Strategic Air Command heavy bomber and refueling mission. The program requested for Blytheville totals $778,000 which includes three items:

The first item provides for a mobile radar approach control facility to increase the air traffic control capability.

The second item is for the installation of heaters in two large maintenance docks. Heating of these docks is necessary to provide the minimum conditions at which repairs on aircraft can be performed.

The third item is for a 16,551-square-foot addition to the existing 23,485-square-foot composite medical facility to provide additional 10 beds, clinical space and dining space.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$29, 325
Cumulative obligations March 31, 1962 (actual)	28, 975
Cumulative obligations June 30, 1962 (estimated)	29, 213

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Mobile RAPCON	D–E	$4. 5	20
Maintenance dock large aircraft alteration.	do	4. 2	5
Composite medical facility addition	Not selected	29. 0	0

Mr. Sheppard. When was the hospital at this installation constructed, and why do you require an addition to this permanent construction?

Colonel Carmichael. Mr. Chairman, the present hospital was constructed or completed in 1958. It was basically constructed as a 25-bed dispensary and at that time it did not have a food service capability and only 25 inpatient beds. It was deficient in clinic space and this addition primarily will correct the deficiency in the clinic area, in the food service area, in the 10 beds required because of the strength increase.

Mr. Sheppard. There must have been some good and sufficient reason why it was not built to the present requirement at its inception. If you know, what is the reason?

Colonel Carmichael. At the time it was built, the strength did not justify the present number of beds required.

Mr. Sheppard. What provisions are you making here for the care of dependents?

Colonel Carmichael. We will provide dependent care in this facility, both outpatient and inpatient.

Mr. Sheppard. I might comment at this moment to say that while we are asking these questions and getting these answers, we want it distinctly understood that there will be no deviations. If there are deviations, they should be brought to the attention of the committee before they are created or instituted.

Columbus Air Force Base, Miss.

Mr. Sheppard. The next item relates to Columbus Air Force Base, Miss.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	COLUMBUS AFB
DIR FROM TOWN	10 MI NNW COLUMBUS
COUNTY, STATE	LOWNDES, MISSISSIPPI
COUNTRY	
COMMAND	SAC
PRINCIPAL MISSION	HEAVY BOMB SQUADRON HEAVY AIR REFUELING SQUADRON

GOVT LEASED	2
GOVT OWNED	4,620
OTHER ACRES	466
TOTAL ACRES	5,088
DATE OCC	1941/1951

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
425	5	2,726	10	3,166		302

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
48,165	43,577	1,682	2,906	426	2,480

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
OPNS BASE	ALT	171		NEW	9,229	9,229		9,229	SF	71
DORMITORY AIRMEN		A		500	1,100	800	300	200	MN	355
										426

Columbus Air Force Base

Columbus Air Force Base is located 10 miles north-northwest of Columbus, Miss. The planned use of this base is for a Strategic Air Command heavy bomber and refueling mission. The program requested amounts to $426,000 and provides for two items.

The first item provides for the alteration of the present base operations facility. The work involved will greatly extend the useful life of this World War II building.

The next item provides for construction of a 200-man dormitory to replace existing substandard barracks constructed to mobilization standards during World War II.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$29, 179
Cumulative obligations, Mar. 31, 1962 (actual)	28, 607
Cumulative obligations, June 30, 1962 (estimated)	29, 001

Design information

Line item	Name of architect-engineer	Design cost (Thousands)	Percent complete Apr. 15, 1962
Operations, base (alteration)	District engineer	$4.2	5
Dormitory, airmen	do	5.0	15

Mr. Sheppard. How firm is this mission at this base as far as the next 5 or so years is concerned?

Colonel Parkhill. This is a firm base, a long-range heavy bomber mission.

Mr. Sheppard. The committee occasionally hears talk about the closing of this base, its elimination.

Colonel Parkhill. I have never heard of any closing of this base, Mr. Chairman.

Mr. Sheppard. What are you using for dormitory requirements at the present time, and what will be done with the facilities if the new ones are funded and constructed?

Colonel Parkhill. The new ones will replace four World War II deteriorated open-bay buildings that cannot economically be upgraded. We will demolish them.

Mr. Sheppard. Questions on this item?

(No response.)

Dyess Air Force Base, Tex.

Mr. Sheppard. We will take up the next item having to do with Dyess Air Force Base, Tex., and insert page 263 in the record.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	DYESS AFB
DIR FROM TOWN	2 MI WSW ABILENE
COUNTY, STATE	TAYLOR, TEXAS
COUNTRY	
COMMAND	SAC

GOVT LEASED	206
GOVT OWNED	5,371
OTHER ACRES	1,107
TOTAL ACRES	6,684
DATE OCC	1942/1955

PRINCIPAL MISSION

HEAVY BOMB SQUADRON
STRATEGIC MISSILE SQUADRON
TROOP CARRIER WING HQ TAC

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
818	15	4,819	44	5,696		295

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
113,608	101,583	4,423	7,602	6,102	1,500

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
R/W PRIM INST	WDN	A		NEW	450,000	300,000	150,000	150,000	SY	4,124
T/W R/W ACCESS	RPMT	A		NEW				43,800	SY	1,170
PAD WARMUP	ADDN	A		NEW	30,600	20,817	9,783	9,783	SY	268
WASHRACK	ADDN	117		NEW	3,309	2,833	476	476	SY	26
DEFLECTOR JET BLAST		118		NEW	1,782		1,782	1,782	FT	89
LIGHTING R/W NGCL		119		NEW	1		1	1	EA	350
AUTO MAINT SHOP	ADDN	343		NEW	30,683	22,213	8,470	8,470	SF	75
										6,102

Dyess Air Force Base

Dyess Air Force Base is located 2 miles west-southwest of Abilene, Tex. The planned use of this base is for a strategic heavy bomber and a strategic missile mission, an Army air defense missile battalion, and a tactical troop carrier wing. The program requested totals $6,102,000 and consists of seven items:

The first item to be considered is for widening the present 200-foot-wide runway to 300 feet, replacing a center strip 75 feet wide by 9,200 feet long with heavy-duty concrete pavement, widening and paving the existing runway overruns, and relocating and modifying the runway and overrun lighting systems.

The second item is for replacing the traffic lane and deteriorated portions of aircraft taxiways with heavy-duty pavement, widening the stabilized shoulders and other necessary miscellaneous work to make the taxiways safe for operation of heavy aircraft.

The next item consists of enlarging the warmup pads at each end of the runways, along with other associated work, for use by heavy-bomber aircraft.

The next item is a 476-square-yard addition to the existing 2,833-square-yard aircraft washrack to accommodate the heavy-bomber mission.

The next item furnishes jet-blast deflectors behind the parking spaces for heavy jet aircraft in order to protect unstabilized ground areas from blast erosion and to dampen the blast noise to levels acceptable to persons working in the area.

This next item provides an improved runway lighting system consisting of narrow gage and centerline lighting on the primary runway. Installation of this system will improve operational safety of high-speed aircraft using the runway.

The last project includes relocating an existing 8,470-square-foot building from its present location to a site adjacent to the existing auto maintenance shop to provide the required 30,683-square-foot facility.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$45, 286
Cumulative obligations Mar. 31, 1962 (actual)	45, 271
Cumulative obligations June 30, 1962 (estimated)	45, 281

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Runway primary instrument, widen	District engineer	$83	30
Taxiway, runway access replacements	do	50	30
Pad warmup holding addition	do	10	30
Washrack addition	do	3	15
Deflector, jet blast	do	4	30
Lighting, runway	do	18	15
Auto maintenance shop addition	Not selected	8	5

Mr. Sheppard. Would you discuss with the committee briefly the runway and taxi requirement at this installation?

Colonel Parkhill. The items listed in this program are to convert this base for the B–52 mission. This requires widening the runway from its existing 200 feet to 300 feet width and building a keel in the center of the runway. This involves building heavy duty concrete in the center section and rebuilding the taxiways and widening and strengthening and increasing the size of the holding pads at each end of the runways for the B–52's, as well as expanding the existing washracks and constructing 11 jet blast deflectors on the parking apron. This also involves some lighting.

Mr. SHEPPARD. As a matter of curiosity, what is the elevation to which you are presently building your deflectors? By that I mean from the ground curvature and angle up? What are you using in your deflectors—metals, structural fabrication, or what?

Colonel STEPHENS. The deflectors are metal and they are vanes in a horizontal pattern curved to deflect the blast up. These deflectors stand approximately 11 feet high from the ground to the top.

Mr. SHEPPARD. From the ground up; but what is your actual impact point, from the time you get it on direct to its termini? If it is 12 feet to the ground, am I right in assuming possibly 8 feet in the literal deflection aspect?

In other words, the blast is hitting above ground level?

Colonel STEPHENS. That is correct.

Mr. SHEPPARD. You get about 4 feet in there, and you hit your blast and it is carried up by deflection; is that right?

Colonel STEPHENS. That is right. We do have some flow of this gas with burbling along the bottom edge and the bottom deflectors catch it.

Mr. SHEPPARD. What is the elevation carried on that angle of of deflection? How far do you bounce it up?

Colonel STEPHENS. I have no information on how high these exhaust gases would go, but immediately upon turning in a vertical direction, they continue to rise, being hot.

Mr. SHEPPARD. Normally, you shoot from 75 to 125 feet, do you not? Is that not a general concept of deflection?

General MINTON. About 75 feet would be right.

Mr. SHEPPARD. Any time you have side winds, you are liable to deflect your elevation, and the trouble with that situation is that we have had some occasions where it settles off and the downdrafts pick it up and then we have contamination involved, and that is not sound.

When do you propose to transfer the B–52 aircraft to this facility?

Colonel CALL. The B–52 wing will be activated in March of 1963, Mr. Chairman, and the aircraft will begin arriving soon thereafter.

Mr. SHEPPARD. Will this require the construction of any personnel support facilities, or other maintenance type facilities at this installation?

Colonel PARKHILL. This essentially completes the operational and maintenance requirements. We conceive of some further replacement of personnel facilities in subsequent programs.

Mr. SHEPPARD. But nothing definitely determined at this time?

Colonel PARKHILL. No, sir.

GLASGOW AIR FORCE BASE, MONT.

Mr. SHEPPARD. We shall proceed with the next item relating to the Glasgow Air Force Base, Mont.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	GLASGOW AFB	GOVT LEASED	4,039
DIR FROM TOWN	18 MI NNE GLASGOW (235 MI NNE BILLINGS)	GOVT OWNED	1,664
COUNTY, STATE	VALLEY, MONTANA	OTHER ACRES	1,145
COUNTRY		TOTAL ACRES	6,848
COMMAND	SAC	DATE OCC	1955

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
473	10	3,285	15	3,783		352

PRINCIPAL MISSION

HEAVY BOMB SQUADRON
HEAVY AIR REFUELING SQUADRON
FIGHTER INTERCEPTOR SQUADRON ADC

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
86,926	71,945	8,689	6,292	*4,392	1,900

*Includes 200 units of Family Housing requested in the Military Family Housing Act of 1962, $3,500,000.

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
FIELD TRAINING FACILITIES		172		NEW	11,340		11,340	11,340	SF	276
HEADQUARTERS GROUP AIR BASE	ADDN	187		500	24,420	7,739	16,681	12,804	SF	346
OPEN MESS OFFICER	ADDN	A		057	14,000	6,500	7,500	7,500	SF	270
										892

GLASGOW AIR FORCE BASE

Glasgow Air Force Base is located approximately 18 miles north-northeast of the city of Glasgow, Mont. The planned use of this base is for a Strategic Air Command heavy bomber mission, including heavy bombers and air tanker aircraft, and an Air Defense Command fighter squadron. The total program requested for Glasgow Air Force Base totals $892,000 and consists of three items.

The first item provides for the construction of a 11,340-square-foot field training facility to accommodate the field training detachment assigned to this base.

The second item provides for an addition to the group headquarters building to provide space for the combat support group.

The last item provides for an addition and modification to the existing small open mess facility. The existing structure was constructed to support only a small Air Defense Command mission.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$64, 253
Cumulative obligations, Mar. 31, 1962 (actual)	62, 748
Cumulative obligations, June 30, 1962 (estimated)	63, 782

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Field training facilities	District engineer	$22.8	10
Headquarters group, Air Force addition	do	26.3	0
Open mess, officers	do	20.3	70

Mr. SHEPPARD. What are you using for field training facilities here at the present time, and what will be done with these facilities if the new ones are funded and constructed?

Colonel PARKHILL. Sir, the Air Defense Command Mission is presently using a small building of 1,000 square feet. The SAC personnel have nothing to use and are presently being moved on temporary duty to Ellsworth for this training, which is a very inefficient operation. The new building will serve all the missions on the base. The thousand-square-foot building for ADC is a temporary use of borrowed space.

Mr. SHEPPARD. What will be the square foot per occupant in the headquarters group facility if the new addition is funded?

General MINTON. About 90 gross square feet.

Mr. SHEPPARD. What are you using for an officers' club here at the present time?

Colonel PARKHILL. We are using a club that was originally built for the small fighter interceptor squadron. It is only one-half the required size and we are proposing here to add to this existing club.

Mr. SHEPPARD. In other words, you are going to maintain what you have in the way of a club at the present time, and are going to add to it; is that right

Colonel PARKHILL. Yes, sir.

MARCH AIR FORCE BASE, CALIF.

Mr. SHEPPARD. We shall proceed with the next item having to do with March Air Force Base, Calif.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: MARCH AFB
DIST FROM TOWN: 4 MI SSW SUNNYMEADE (10 MI SW RIVERSIDE)
COUNTY, STATE: RIVERSIDE, CALIF.
COUNTRY:
COMMAND: SAC

PRINCIPAL MISSION

15TH AIR FORCE HEADQUARTERS
HEAVY BOMB SQUADRON
HEAVY AIR REFUELING SQUADRON
TROOP CARRIER (M) HEADQUARTERS RES
NAVIGATOR TRAINING SQUADRON RES
AIR RESCUE SQUADRON RES

GOVT LEASED	928
GOVT OWNED	7,503
OTHER ACRES	411
TOTAL ACRES	8,842
DATE OCC	1918/1927

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
933	69	4,756	269	6,027		926

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
97,446	79,963	8,460	9,023	4,423	4,600

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
DEFLECTOR BLAST	169		NEW	17	1	16	16	EA	96
COMPOSITE MEDICAL FACILITY RPMT	56		057	130,400		130,400	130,400	SF	4,327
									4,423

(Revised 10 April 1962)

March Air Force Base

March Air Force Base is located approximately 10 miles southwest of Riverside, Calif. The 15th Air Force Headquarters is located on this base. Other major missions are: Strategic Air Command heavy bomber squadron, a heavy air refueling squadron, and Reserve Force troop carrier squadrons and air rescue and navigator training squadrons. The total program being requested is $4,423,000 and includes two items:

The first item provides for constructing jet blast deflectors behind the parking spaces for jet aircraft in order to protect unstabilized ground areas from blast erosion and to dampen the blast noise to levels acceptable to persons working in the area.

The last item provides for a new 200-bed composite medical facility to replace the old hospital at March Air Force Base. The new hospital will have a capacity to provide inpatient care to both March Air Force Base and Norton Air Force Base as well as providing space for area physical evaluation board cases.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$35, 837
Cumulative obligations Mar. 31, 1962 (actual)	32, 759
Cumulative obligations June 30, 1962 (estimated)	34, 888

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Blast deflector	District engineer	$7.7	15
Composite medical facilities RPMT	Welton Beckett	252.0	65

Mr. Sheppard. What are you using for a hospital facility here at the present time?

Colonel Carmichael. At the present time, Mr. Chairman, at March Air Force Base, we are using a combination of permanent buildings constructed in the 1930's and temporary buildings.

General Curtin. A total of 13 buildings; three permanent and 10 temporary.

Mr. Sheppard. What consideration has been given to the construction of this hospital as related to the proposed construction of a naval hospital at Long Beach?

Colonel Carmichael. There is very definitely a relationship. There was an OSD triservice study made on this area. The Navy Long Beach Hospital is an area hospital and we will use that for referral cases from the entire geographical area in southern California. In fact, Long Beach is constructing 50 beds to support the Air Force in southern California and in the southwest area. The March Air Force Base facility is for base support and for referrals of rated personnel.

Mr. Sheppard. What do you contemplate doing with the buildings presently existing if the new hospital is funded and constructed?

Colonel Carmichael. The temporary buildings will be destroyed. The three permanent buildings will be used as headquarters and as an airmen dormitory, nonmedical use.

Mr. Sheppard. Utilization for a dormitory is obviously going to mean considerable renovation of the building eventually, is it not?

General Curtin. Yes, sir.

Colonel Carmichael. One of the temporary buildings is for administration and supply functions. We have not converted this building too severely.

Mr. SHEPPARD. What provision are you making for dependents' care, including obstetrical facilities?

Colonel CARMICHAEL. We are providing a complete obstetrical department, delivery labor beds.

Mr. SHEPPARD. No question about that?

Colonel CARMICHAEL. No question. We are providing that.

Mr. SHEPPARD. You list this as a 200-bed hospital and I believe that you have 50 beds which are so-called light-care beds.

What allocation are you making of these beds in both categories for Air Force, other military personnel, dependents, and retired personnel?

Colonel CARMICHAEL. Sir, we are building 150 beds of a general hospital type. These beds will be used for all cases of bed patients. The 50 light-care beds are being constructed for the military PEB, or physical evaluation referral cases.

Mr. SHEPPARD. What space allocation do you have for the 150 beds?

Colonel CARMICHAEL. If I follow you correctly, you mean our bed breakout?

Mr. SHEPPARD. Yes.

Colonel CARMICHAEL. I will be talking about patients now in the 150 we have.

Then we have to add our dispersal factor at the end.

Air Force military, 43; military flying personnel referrals, 10; Army military, 2; Navy military, 5; Air Force dependents, 45; Army dependents, 6; Navy dependents, 9; for a total average daily patient load of 120.

We will have 30 dispersal beds bringing our total to 150.

Then we add to that 50 PEB light-care beds to bring the total to 200.

Mr. SHEPPARD. Originally, they had this setup for retirees. What has happened to that? You have allocated your spaces here, but are you going to go back to the original method of taking care of them on a bed-available basis?

Colonel CARMICHAEL. As far as the retired personnel are concerned, we have deleted all of the retired beds out of our planning figures for March Air Force Base. The care-for-retired under current policy is a permissive, on-space-available and personnel basis.

The bed breakout I just gave you varies from last year's bed breakout. We reaccomplished our requirements.

We sent letters to the Army and Navy to obtain new figures from them.

We have a strength increase of our personnel so the figures I gave you are based on new current programing documents.

Mr. SHEPPARD. Again I comment on the basis of the fact that the committee has no particular aversion to taking care of retired people and that is not the point; but the point is if we are going to take care of them in one hospital, we are going to take care of them in all hospitals. We are not going to have it otherwise, and that is all there is to that as long as I am here.

I cannot commit anybody else after I am gone, of course.

Are there any questions on this item?

If there are none, we will go on to the next item.

M'COY AIR FORCE BASE, FLA.

Mr. SHEPPARD. The next item is McCoy Air Force Base, Fla.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	MCCOY AIR FORCE BASE	GOVT LEASED	240
DIR FROM TOWN	2 MI E TAFT (5 MI S ORLANDO)	GOVT OWNED	3,829
		OTHER ACRES	468
COUNTY, STATE	ORANGE, OSCEOLA, FLA.		
COUNTRY		TOTAL ACRES	4,537
COMMAND	SAC		
		DATE OCC	1943/1952

PRINCIPAL MISSION

HEAVY BOMB SQUADRON
HEAVY AIR REFUELING SQUADRON
AIRBORNE EARLY WARNING AND CONTROL — ADC

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
424	17	2,925	80	3,446		304

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
59,641	52,545	2,716	4,380	380	4,000

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
MAINTENANCE DOCK LARGE A/C	A		NEW	1		1	1	EA	380

McCoy Air Force Base

McCoy Air Force Base is located 2 miles east of Taft, Fla. The planned use of this base is for a Strategic Air Command heavy bomber and refueling mission and an air defense airborne early warning and control activity. The program requested for McCoy Air Force Base amounts to $380,000 and consists of the following project:

The procurement and erection of one large aircraft maintenance dock designed specifically to accommodate aircraft fuel systems repair.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$40, 130
Cumulative obligations Mar. 31, 1962 (actual)	39, 516
Cumulative obligations June 30, 1962 (estimated)	39, 942

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Maintenance dock, large aircraft	District engineer	$9	85

Mr. Sheppard. What consideration have you given to transferring maintenance docks from other locations to meet this requirement? For example, from Donaldson Air Force Base in South Carolina?

Colonel Parkhill. The mission at Donaldson has been extended. This item is for B–52's.

Mr. Sheppard. Before you answer that question, you had better keep in mind the testimony of yesterday about the possible closing of Donaldson. Now go ahead and answer.

I was not trying to influence your answer, but I want to call that to your attention.

Colonel Stephens. The docks at Donaldson are not of the configuration that suit the B–52 requirement. This is basically the reason for not considering them in this case.

Mr. Sheppard. Is that due to the fact that they are too small?

Colonel Stephens. That is correct, sir.

Mr. Sheppard. Are not those docks generally constructed in what we call the tubing concept?

General Minton. These particular ones, Mr. Chairman, are not. We will use these docks if and when they become available. Probably, it is my guess, some of the MATS bases; but some of the bases where we have smaller aircraft than at McCoy. In fact, I think maybe I should put this off the record.

(Discussion off the record.)

Mr. Sheppard. If I recall correctly, the major portion of these docks is what I call structure tubing, but welded. What would be the difference in order to avoid duplication of procurement, if they were to have subjoints put in them so you could double them and increase them? The original cost factor then would be what?

Colonel STEPHENS. Our modern docks are put together on that general concept and we do not build a dock to take care of all aircraft. We have docks we can adapt to different types of aircraft.

Mr. SHEPPARD. Under that concept of structure, you obviously would be able to take care of a pretty sizable requirement, depending upon the expansability?

Colonel STEPHENS. We may have need for a detailed study of the cost of moving docks, including the cost of freight, modernizing docks, and modifying, if necessary, and so on.

Mr. SHEPPARD. Am I right in thinking that about a one-third plus cost factor is involved, generally speaking, in building this as against the welded concept? Does anybody here know?

Colonel STEPHENS. I do not think it would run any higher than that, if that high. It would depend, again, on how wide a spread you want.

General CURTIN. A general comment on these docks. You probably have to be pretty careful in determining the economies of moving these docks, particularly the large docks for the B–52. As they have grown more sophisticated, there is a considerable amount of utility support and a considerable amount of additional materials over and above the steel frames that go to make up the docks, such as block walls, fire walls, drainage, fire protection system, and so on. The steel frame itself has become a smaller part of the overall cost of building the dock, and these have to be evaluated very carefully in each case.

Mr. SHEPPARD. To the degree the expandable concept is acceptable, you already are working in that field?

General CURTIN. Yes, sir.

Mr. SHEPPARD. Are there any further questions?

The Chair hears none.

OFFUTT AIR FORCE BASE, NEBR.

Mr. SHEPPARD. We shall proceed with the next item, Offutt Air Force Base, Nebr.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: OFFUTT AFB
DIR FROM TOWN: 1 MI SW BELLEVUE (8 MI S OMAHA)
COUNTY, STATE: SARPY, NEBRASKA
COUNTRY
COMMAND: SAC

GOVT LEASED: 164
GOVT OWNED: 2,830
OTHER ACRES: 3,437
TOTAL ACRES: 6,431

DATE OCC: 1888

PRINCIPAL MISSION

SAC HEADQUARTERS
HEAVY AIR REFUELING SQUADRON
STRATEGIC MISSILE SQUADRON

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
2,445	34	8,727	41	11,247		1,603

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
138,931	126,527	2,354	10,050	8,550	1,500

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
COMPOSITE MEDICAL FACILITY	DFRP	55		NEW	118,206	46,954	71,252	118,206	SF	4,216
HEADQUARTERS COMMAND		153		NEW	903,858	552,896	350,962	130,000	SF	4,134
DORMITORY AIRMEN	ALT	354		NEW					LS	200
										8,550

(Revised 10 April 1962)

Offutt Air Force Base

The next location to be considered is Offutt Air Force Base. This installation is situated 1 mile southwest of Bellevue, Nebr. The planned use for this base is for headquarters of the Strategic Air Command and a Strategic Air Command refueling squadron. The program requested for Offutt AFB amounts to $8,550,000 and consists of the following items:

The first item provides a 125-bed composite medical facility including 22 dental operating rooms to replace the existing substandard, inadequate, and obsolete medical facilities at Offutt AFB.

The next item is an addition of 130,000 square feet to the existing 552,896 square foot command headquarters. This addition will provide the minimum administrative space needed for efficient and economical command and control of the Strategic Air Command operational force.

The last item is for modernization of the existing "open bay" type dormitories and includes installation and removal of partitions and relocation and installation of electrical fixtures.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$42, 254
Cumulative obligations Mar. 31, 1962 (actual)	41, 263
Cumulative obligations June 30, 1962 (estimated)	41, 503

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Complete medical facility	Not selected	$242.6	0
Headquarters command	District engineer	273.5	70
Dormitories, airmen (alliration)	do	25.4	0

Mr. Sheppard. What is the relationship between the dormitories requested in this program and those deferred from the prior programing approved by the committee?

Colonel Parkhill. These are to modify existing open-bay dormitories to provide three-man rooms and generally to upgrade, including mechanical ventilation of these old permanent buildings. This is just a matter of improving the living conditions of the airmen.

Mr. Sheppard. This is not the same line item recently deferred at Offutt, is it?

Colonel Parkhill. No, sir.

Mr. Sheppard. If the Department of the Army can use open-bay-type dormitories for personnel, why cannot the Air Force use similar facilities, especially where they are in existence?

Colonel Parkhill. For one thing, and I think this is very important, Mr. Chairman, most of our units that make up our bases, require the airmen work around the clock. They are coming and going at all hours of the day and the open bay just does not lend itself to this type of living; plus the fact that we are trying to retain high-grade airmen who can do highly technical jobs. We feel they should be given some privacy.

Mr. Sheppard. What units occupy these barracks?

Colonel Parkhill. Colonel Fremouw, do you happen to know that? What specific units?

Mr. Chairman, I would like to furnish that for the record, if I can. I do not have the exact units.

Mr. Sheppard. All right.

(The information follows:)

OFFUTT AIR FORCE BASE (DORMITORIES, AIRMEN—722-2116—MOD, $200,000)

These dormitories (40 A, B, and C) presently house about 87 men in each facility. These personnel are highly trained engineering technicians in the fields of refrigeration, electrical work, linemen, powerplant operators, firefighters, etc., who must be on call 24 hours a day and generally work on a shift basis. They must be available for emergencies that may seriously hamper base functions and operations. About 80 people or one-third of the personnel housed in these dormitories work night shifts and are required to sleep during daylight hours. The open bays, under present building configuration, provide little opportunity for undisturbed rest and relaxation for the on-call technicians and those resting between shifts. Modernization as provided in this project is required to afford individual privacy, isolation from personnel traffic throughout the building, and a chance for proper rest and sleep for those desiring it.

General MINTON. Mr. Chairman, we do retain open-bay barracks for our training centers, as a general rule. They concentrate on the individual units for the reasons Colonel Parkhill gave.

Mr. SHEPPARD. When were the open-bay-type dormitories constructed, and what type of construction is this?

Colonel LATSON. I do not have the date of construction. However, it is a brick dormitory.

Colonel PARKHILL. These were built before World War I, Mr. Chairman. They are the old, original Fort Crook buildings. They are brick, solid masonry construction, and these buildings were built in 1894.

Mr. SHEPPARD. Not for this purpose at that time?

Colonel PARKHILL. That is right, sir, old cavalry posts.

Mr. SHEPPARD. I was going to comment on the fact that they were occupied by a different-type unit.

What are you using for hospital facilities at the present time, and what will be done with the existing facilities if the new one is constructed?

Colonel CARMICHAEL. Mr. Chairman, at the present time we are using two permanent buildings and six temporary buildings to operate a hospital at Offutt Air Force Base. The temporary buildings will be destroyed and the two permanent buildings will be converted to nonmedical, administrative use.

Mr. SHEPPARD. What is the allocation of beds to the various types of people eligible for hospitalization?

Colonel CARMICHAEL. The allocation of beds will, again, be on an average daily patient load:

Air Force military, 41; Army military, 4; Navy military, 1; Air Force dependents, 39; Army dependents, 3; Navy dependents, 2.

We have Air Force transferred from the region, primarily Lincoln, 10; and this gives us an average daily patient load of 100. Then with dispersal beds of 25, that gives us a total bed requirement of 125.

Mr. SHEPPARD. You have obstetrical facilities?

Colonel CARMICHAEL. Yes, sir. We have a complete obstetrical department.

Mr. SHEPPARD. How does this hospital requirement relate to the age-old requirement for the construction of a hospital at the Lincoln Air Force Base, Nebr.?

Colonel CARMICHAEL. Lincoln Air Force Base was programed as a dispensary primarily to be supported by the Veterans' Administration Hospital in downtown Lincoln, dependent care under Medicare, and also by referral of military patients to Offutt Air Force Base.

Offutt is a regional hospital under the Department of Defense criteria and will receive referral cases, primarily of rated personnel from Lincoln to Offutt for care.

Mr. SHEPPARD. What provisions are you making for care of patients not stationed at Offutt Air Force Base?

Colonel CARMICHAEL. We are providing for all smaller units located in the area.

Mr. SHEPPARD. What consideration are you giving to the use of the Veterans' Administration facility at Lincoln, if any?

Colonel CARMICHAEL. We use the Veterans' Administration hospital in Lincoln for military personnel from Lincoln Air Force Base, if needed.

Mr. SHEPPARD. The overflow, if necessary?

Colonel CARMICHAEL. By overflow, you mean from Lincoln Air Force Base?

Mr. SHEPPARD. Yes.

Colonel CARMICHAEL. Yes, sir; military patients only.

Mr. SHEPPARD. Why should it cost $26.54 per square foot to build a headquarters building at Offutt, and only $18.45 for a headquarters facility at Hanscom Air Force Base, Mass.? There is some distance between the two points, but what is the comparability factor here? What is the increase related to?

Colonel LATSON. Mr. Chairman, this building at Offutt spans some existing roadway. There is a considerable foundation problem at Offutt and some demolition is involved.

Mr. SHEPPARD. Colonel, let me ask you this question: Is not your sectional cost factor indicative of the difference here?

General MINTON. It is, Mr. Chairman, but $25 a square foot for a headquarters building is a pretty fair cost for this. I am trying to find out why Hanscom is so low.

Mr. SHEPPARD. When you check them out, tell us why. I am informed that Hanscom is a higher cost area.

General MINTON. I think perhaps it is.

Mr. SHEPPARD. From a cost standpoint, this just does not make sense at the present time. Is this possibly due to an error in the compilation of the figures?

General MINTON. We have Colonel Fremouw here and I would like for him to justify this $25-a-square-foot item.

Colonel FREMOUW. This estimate is based on preliminary cost estimates prepared by the Corps of Engineers from that district. This includes utilities in addition to the boilerroom, chillers, new boiler, if required, and extensive electrical systems in the new building.

Mr. SHEPPARD. My question is directed at the square footage aspect, and not exclusively to boilers, and whatnot, because they prevail wherever you go as a separate cost factor. This figure does not include the installation of the mechanical devices?

Colonel FREMOUW. Yes, it does.

Mr. SHEPPARD. It does?

Colonel FREMOUW. Yes, sir.

Mr. SHEPPARD. Then if that is the policy, and if it applies to Hanscom, it then applies to other bases? Under that circumstance, if the differential cost factor involved is such, perhaps General Minton or someone should do a recheck on this cost factor and inform the committee accordingly.

The difference is very difficult to accept here with the standard factors we use to evaluate in a markup. We would like to have at that time the amount of square footage per occupant, and so forth, so that we will have a complete explanation of the difference in the cost factor.

General CURTIN. The comparison of the two?

Mr. SHEPPARD. Yes; the reasons therefor.

General CURTIN. Yes, sir.

(The information follows:)

COMPARISON OF ADMINISTRATIVE SPACE, HEADQUARTERS BUILDING, OFFUTT AIR FORCE BASE, NEBR., VERSUS HEADQUARTERS BUILDING, L. G. HANSCOM FIELD, MASS.

This unit cost comparison is between a proposed 45,000-square-foot headquarters building at L. G. Hanscom Field, Mass., and a proposed 130,000-square-foot addition to the existing SAC headquarters building at Offutt Air Force Base, Nebr.

	Hanscom	Offutt
Program cost per square foot	$18.45	$26.54
Area cost factors applicable	1.10	1.05
Program cost adjusted to $1 area cost factor	16.77	25.28
Difference in unit cost	+8.51	
Heating plant addition		−2.42
Air conditioning		−2.38
Intrusion alarm and special security		−.80
Subtotal specifically costed factors		−5.60
Balancing factors not specifically costed		−2.91
Total		8.51

Heating plant addition

The Offutt cost includes a 44-foot by 66-foot addition to the existing central heating and air conditioning plant (2,904 square feet). This scope is not included in the 130,000 square feet indicated for the primary item, but the cost is included in the $3,450,000 total. The cost of this addition is estimated to be $330,000. Expansion of the central heating plant is not required at L.G. Hanscom.

Air conditioning

The Offutt building is air conditioned; the L. G. Hanscom building is not.

Intrusion alarm and special security

SAC's 24-hour alert status requires above-normal communications and security facilities, including an intrusion detection system. This is not the case at Hanscom.

Other factors

The following factors contribute to the balance of $2.91 per square foot not specifically costed:

(*a*) Offutt building is specially configured in an E to fit with existing structure. The Hanscom structure is rectangular.

(*b*) The arms of the E at Offutt are open at ground level to permit vehicular traffic access. This feature adds to the unit cost since it is included in the total of $3,450,000 without any contribution to the physical scope of 130,000 square feet.

Mr. SHEPPARD. What is the existing administrative space situation at Offutt at the present time?

Colonel FREMOUW. Sir, with the presently assigned people, we have 62 square feet per man headquarters space available. We have had to relocate 312 people during the last few months out of the headquarters, widely dispersed over the area, in order to carry on before this addition can be approved by the committee and constructed.

Mr. SHEPPARD. How much administrative space will you pick up due to the installation of this hospital?

General CURTIN. There is about 47,000 square feet in one of the buildings and about 2,000 square feet in the other building presently being used as a hospital that will be converted to administrative space under the present plans.

Mr. SHEPPARD. What consideration have you given to transferring out of Offutt some of these various and sundry administrative type activities?

Colonel FREMOUW. Sir, all of the functions we show in the headquarters complex are intimately associated with the command function. For example, the 54th, they are responsible for the intelligence and targeting for the Headquarters Strategic Air Command as well as the Joint Targeting Agency. The communications are all closely associated with headquarters. We have no units in the headquarters complex that are not intimately related to the command control of the SAC force.

Mr. SHEPPARD. I note that you place this line item well down in priority group B in your program. Why is that?

Colonel PARKHILL. We consider the number of 153 being extremely high. Everything in category A is strictly missiles and space.

Mr. SHEPPARD. The nearest you can get to it is to go to B?

Colonel PARKHILL. That is correct. Because of the ground rules we have had to put numbers on projects which we feel should be in A without doubt.

Mr. SHEPPARD. In other words you are still in a category of budget consideration insofar as having your priority requirements fulfilled; is that correct?

Colonel PARKHILL. Yes, sir; we consider this as high priority as anything in the program.

Mr. SHEPPARD. Are there any questions?

Mr. LAIRD. Mr. Chairman, we had some discussion on this before. It is my understanding that the decision to build at Offutt instead of Macon was because of the veterans' hospital.

Colonel CARMICHAEL. The program at Lincoln and the programing at Offutt are actually two separate actions, as you can appreciate. They are two separate bases. We have to consider the direct medical support necessary at each installation. The Lincoln programing was for Lincoln Air Base and was reviewed through all the review agencies as medical support for Lincoln Air Base. The only time Offutt became involved with Lincoln was in its relationship as the regional hospital to another base in the territory. So Lincoln was sized, because of the local support available in Lincoln, primarily.

Mr. LAIRD. But Lincoln was programed for a long period of time.

Colonel CARMICHAEL. Lincoln had quite a long history.

Mr. LAIRD. That has been abandoned?

Colonel CARMICHAEL. No, sir; we are going to construct at Lincoln a dispensary with 15 beds. The dispensary will encompass a complete outpatient department.

Mr. LAIRD. It seems to me the Air Force has programed a large hospital.

Colonel CARMICHAEL. Going back through the history of Lincoln, at one time a hospital was programed for Lincoln. Again, based on the then strengths for the base.

Mr. LAIRD. You do not have a requirement for a hospital at Lincoln?

Colonel CARMICHAEL. When we programed Lincoln, when we were required to use the VA hospital in downtown Lincoln for our military patients, it reduced our bed requirement at Lincoln to dispensary size.

Mr. LAIRD. Am I to believe now that you do not have a requirement for a hospital at Lincoln?

Colonel CARMICHAEL. I would say beds. We are primarily talking about beds now, Mr. Laird, because at Lincoln we are building a dispensary which has a complete outpatient department and it has the emergency surgical capability to support the mission on base. It is really the beds we are talking about. When you subtract from the bed requirement those going to the veterans hospital downtown and those that will be referred to Offutt as a regional hospital, the bed requirement is reduced down to dispensary size.

Mr. LAIRD. What is the bed requirement at Lincoln?

Colonel CARMICHAEL. We were authorized 15 beds at Lincoln.

Mr. LAIRD. What is the requirement when you take into consideration the VA bed situation?

Colonel CARMICHAEL. I should add one thing before we get too far along: All dependent beds were deleted at Lincoln. They are to be sent downtown to civilian hospitals under the ground rules.

General MINTON. There has been a difference of opinion on the requirements for the hospital at Lincoln. Certain groups in the Air Force felt there was a really strong requirement. The decision was made 2 years ago we would use the VA hospital, so that is the reason we dropped it out and put in a dispensary. It will probably work out all right.

Mr. LAIRD. But of course now that you are building a hospital at Offutt there will not be a future requirement at Lincoln, will there?

General MINTON. No, sir.

Mr. LAIRD. But you have called it a regional hospital to take in all patients.

Colonel CARMICHAEL. Yes, sir.

TURNER AIR FORCE BASE, GA.

Mr. SHEPPARD. We shall now consider Turner Air Force Base at Dougherty, Ga.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	TURNER AFB
DIR FROM TOWN	4 MI ENE ALBANY (75 MI SE COLUMBUS)
COUNTY, STATE	DOUGHERTY, GEORGIA
COUNTRY	
COMMAND	SAC

GOVT LEASED	290
GOVT OWNED	2486
OTHER ACRES	173
TOTAL ACRES	2949

DATE OCC 1940/1947

PRINCIPAL MISSION

HEAVY BOMB SQ
HEAVY AIR REFUELING SQ
TWO MAPPING AND CHARTING SQUADRONS MTC

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
628	25	4,397	50	5,100		378

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
52.964	36,838	12,733	3,373	473	2,900

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
A/C MAINT APRON LTG		181		NEW	6	3	3	3	SP	49
SHOP A/C ENG I&R	RPMT	274		NEW	27,002	16,002	11,000	11,000	SF	145
SHOP ARM & ELECT	ADDN	54		NEW	35,527	23,994	11,533	11,533	SF	200
STORAGE BASE JET FUEL		185		500	96,619	59,388	37,231	20,000	BL	79
										473

Turner Air Force Base

Turner Air Force Base is located 4 miles east-northeast of Albany, Ga. The planned use of this base is for a Strategic Air Command heavy bomber and refueling mission and for the Military Transport Command mapping and charting activities. The program requested for Turner AFB amounts to $473,000 and consists of four items:

The first item provides for the installation of floodlights to illuminate three aircraft parking spaces and thereby enable the full potential of the night maintenance personnel to be realized. The lights will also considerably reduce the hazards involved in nightwork on the apron.

The second item provides an addition of 11,000 square feet to the existing 16,002-square-foot aircraft engine inspection and repair shop. This project will replace an old mobilization type World War II wooden hangar which is beyond economical repair. This hangar will be processed for destruction when a new facility is available.

The third item provides for a 11,533-square-foot addition to the existing 23,994-square-foot armament and electronic shop. Two existing mobilization type structures, being used now in an effort to perform the required work, were constructed in 1941. They are beyond economical repair and will be disposed of upon completion of this project.

The last item provides for 20,000 barrels of jet fuel storage. The existing storage facilities are inadequate to maintain the required jet fuel backup storage to support the assigned mission.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$25, 907
Cumulative obligations, Mar. 31, 1962 (actual)	23, 189
Cumulative obligations, June 30, 1962 (estimated)	24, 865

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Aircraft maintenance apron lighting	District engineer	$4.0	15
Shop, aircraft engine inspection and repair.	do	5.9	50
Shop, armament and electronic	Cunningham & Forehand	12.4	10
Storage, base jet fuel	District engineer	2.5	50

Mr. Sheppard. What are you using for an aircraft engine and repair shop here at the present time, and what will be done with the existing facility if the new one is constructed?

Colonel Parkhill. This project will replace a deteriorated World War II hangar which we will demolish.

Mr. Sheppard. Are there any questions on Turner?

Mr. Laird. No, sir.

Mr. Sheppard. We shall proceed to the next item.

Wurtsmith Air Force Base, Mich.

The next item is Wurtsmith Air Force Base, Iosco, Mich. There is a series of line items here.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	WURTSMITH AFB
DIR FROM TOWN	3 MI NNW OSCODA (65 MI NNE FLINT)
COUNTY, STATE	IOSCO, MICHIGAN
COUNTRY	
COMMAND	SAC

GOVT LEASED	4,519
GOVT OWNED	1,906
OTHER ACRES	7,808
TOTAL ACRES	14,233
DATE OCC	1926/1951

PRINCIPAL MISSION

HEAVY BOMB SQUADRON
HEAVY AIR REFUELING SQUADRON
FIGHTER INTERCEPTOR SQUADRON ADC
HQ CENTRAL AIR RESCUE CENTER MTC

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
498	10	3,520	70	4,098		318

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
80,334	63,208	8,656	8,470	* 6,199	2,271

* Includes 300 units of Family Housing requested in the Military Family Housing Act of 1962, $5,250,000.

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
HYDRANT FUEL AVFUEL		170		NEW	6	4	2	2	EA	272
AREA SEARCH RADAR	RPMT	98		NEW	1		1	1	EA	58
C E ADMIN	RPMT	275		057	4,555		4,555	4,555	SF	130
C E PAVMT & GRNDS FAC	DFRP	276		057	4,452		4,452	4,452	SF	96
C E MAINT SHOP		277		057	10,528		10,528	10,528	SF	221
CHAPEL BASE	ADDN	188		NEW	22,300	6,677	15,623	5,224	SF	172
										949

Wurtsmith Air Force Base

The next location to be considered is Wurtsmith Air Force Base which is located approximately 3 miles north-northwest of Oscoda, Mich. The planned use of this base is for Strategic Air Command heavy bomber and refueling mission, an Air Defense Command fighter squadron, and a Military Air Transport Central Air Rescue Headquarters. The total program being requested for Wurtsmith AFB amounts to $949,000 and includes the following items:

The first item is for construction of two hydrant systems. This project will allow servicing of six jet aircraft at the same time. Present facilities will allow servicing of only two aircraft at the same time.

The second item provides for construction of those facilities needed to house an area search radar which is required for extended range, higher altitude coverage, and greater reliability. It will replace the existing facility which was designed in 1946 primarily for the control of conventional-type aircraft.

The next three items provide new civil engineering facilities to replace the old World War II wooden prefabricated buildings which have become extremely deteriorated after many years of constant use. It would be uneconomical to expend more funds for rehabilitation or repair.

The last item provides a 5,224-square-foot addition to the existing chapel and annex to provide a capacity of 300 seats. This addition will alleviate overcrowded conditions and provides more adequate space for the proper conduct of worship, religious education, and other associated activities for base personnel and their dependents.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$44, 202
Cumulative obligations, Mar. 31, 1962 (actual)	42, 029
Cumulative obligations, June 30, 1962 (estimated)	43, 529

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Hydrant avfuel	Not selected	$12.0	0
Area search radar	do	3.0	0
Civil engineering administration (RPMT).	Samborn, Steketee, Otis & Evans		
Civil engineering pavement and grounds facility (DFRP).	do	6.5	95
Civil engineering maintenance shop (DFRP).	do	5.0	95
		12.0	95
Chapel base (addition)	Not selected	12.0	0

Mr. Sheppard. Will this proposal complete the hydrant refueling system at this installation?

Colonel Parkhill. Yes, sir, this will complete the hydrants required for the programed mission.

Mr. Sheppard. You are currently using approximately 2,500 square feet for civil engineering administrative space. Why do you need to expand to 4,500 square feet as you have programed here?

Colonel Parkhill. We are using a temporary World War II building that is deteriorating and we propose to demolish it and construct a properly sized administrative building.

Mr. Sheppard. Then this is not necessarily an expansion as such, but the basic reason for moving in is because of the time element. You are moving into a new building——

Colonel Parkhill. The existing building that we have been forced to use has provided just a little more than half the required space.

Mr. SHEPPARD. What have you done with your surplus for the past 3 years there? You have an increase in square footage from 2,500 to 4,500.

Colonel PARKHILL. We have existing 2,500 which is deteriorated and we propose to tear down that building, we will replace that with a 4,555-square-foot building.

Mr. SHEPPARD. For what purpose? Is 2,500 square feet capable of doing the job of housing the engineering staff that is there, and is contemplated to be there?

Colonel PARKHILL. It is not. They have been working under very adverse conditions.

Mr. SHEPPARD. That is what we are trying to find out.

Why is it necessary to build three separate buildings for the civil engineering requirements at this installation? Couldn't this work be more economically accomplished in one building?

When we get building requirements in these categories, you gentlemen usually have wanted to confine your operations to a given area, and here we find it spread out.

Colonel STEPHENS. In regard to the civil engineer complex, these are pieces of a complex that are programed individually, Mr. Chairman. They will all be one combined building complex.

Mr. SHEPPARD. My question is still pertinent. They are unitized operations, but am I wrong in assuming there would be an interrelationship on the part of the engineering staff that is operating there, or not? Do they have any relationship at all?

Colonel PARKHILL. Yes, sir.

General CURTIN. We try to develop them if we can, in a complex, so they are geographically close together on the base. This is not in all cases possible, but our standard plans envision that the civil engineering activities, like any other activities on the base, would be a consolidated activity, and they are functionally related sufficiently intimately to justify this.

Mr. SHEPPARD. I realize that you have an interrelationship here and that motivates the question. Ordinarily when you come up with this kind of activity, as long as there is an interrelationship, you try to consolidate in one building.

General CURTIN. I understood from Colonel Stephens' remarks these are designed to be built in one building. May I confirm that?

General MINTON. I think there is a really good point here. This building we are discussing is prefabricated. I do not see why the other 4,000 feet we talked of just a moment ago could not be added to this.

Mr. SHEPPARD. That is the point.

General CURTIN. Here is the layout, Mr. Chairman, of the area. Actually, these two buildings are two of the buildings we are talking about in the compound. The third building is over here. This is the way they are presently laid out.

Mr. SHEPPARD. Again my question is, why have the one detached? Why not get them up in one area?

General MINTON. We will look at that.

(Additional information follows:)

CIVIL ENGINEER ADMINISTRATIVE BUILDING, SHOPS, ROADS, AND GROUNDS BUILDING

1. We have developed an efficient civil engineer compound which is laid out for incremental development. We make maximum use of existing facilities throughout their projected life before programing a new increment. New construction planned for incremental development at this time is as follows:

(*a*) Civil engineer administration.
(*b*) Civil engineer maintenance shops.
(*c*) Civil engineer heavy equipment shop.

The administration building and civil engineer maintenance shops are located in one T-shaped compact structure under one roof and arranged in this complex according to operational requirements.

2. The engineer heavy equipment shop is located separate but in the compound and adjacent to the other civil engineer facilities for the following operational reasons:

(*a*) Uncongested traffic flow pattern within the civil engineer complex, i.e., road circulation and parking for supply and maintenance vehicles.
(*b*) Road pattern allowing ready access from the shop to the existing base road net.
(*c*) Parking areas for equipment awaiting repair and for equipment being repaired.
(*d*) Storage for engineer seasonal and construction equipment, i.e., road graders, snow removal, tractors, air compressors, ditchers, concrete mixers, etc.
(*e*) Washrack.
(*f*) Parking areas for civil engineering administration dispatched vehicles and for administrative and personal vehicles.
(*g*) Planned provisions for logical expansion or reduction of the engineer heavy equipment shop and the other civil engineer buildings will be destroyed if these items are located contiguous.

Mr. SHEPPARD. Time after time after time you say you want to get the people all together because of the interrelationship. You don't want them scattered all over.

Colonel PARKHILL. We have to study each site. For instance, the maintenance shop contains building and repair work such as a machine shop. The other shop is for the maintenance of heavy automotive equipment, mowers, and snowplows, so your configuration of your parking areas, available pavement for that, all has to be worked out, so I think it would be logical in some cases perhaps to separate the buildings.

Mr. SHEPPARD. I grant you that your space is limited. If it is too compact to allow expansion in one area or one building then, of course that is understandable. If that is the situation, maybe that is the answer.

General MINTON. It looks to me as if it is, and if it is we will do it that way.

Colonel PARKHILL. In every case we try if possible to consolidate everything under one roof.

Mr. SHEPPARD. Are there questions?

Mr. LAIRD. No questions.

Air Training Command

Mr. Sheppard. We shall take up the Air Training Command. Please insert page 338 and the usual data thereon.

(The matter referred to follows:)

Installation	*Appropriation request (thousands)*
Amarillo Air Force Base	$351
Chanute Air Force Base	1,731
Craig Air Force Base	297
James Connally Air Force Base	337
Keesler Air Force Base	1,288
Lackland Air Force Base	5,088
Perrin Air Force Base	123
Sheppard Air Force Base	2,599
Vance Air Force Base	37
Total	11,851

Air Training Command

The mission of the Air Training Command is to provide flying training leading to an aeronautical rating; air crew training, basic and advanced technical training leading to an Air Force specialty, basic military training, mobile training, and such other training as may be directed by the Chief of Staff, U.S. Air Force. This program contains a request for $11,851,000 for Air Training Command and provides facilities at nine locations.

Included in the above total are provisions for facilities required to support the basic Air Training Command mission totaling $11,648,000 and Strategic Air Command mission totaling $203,000.

Mr. Sheppard. Do you have a general statement?

Colonel Parkhill. Yes, sir, Mr. Chairman.

For the Air Training Command our program includes 31 line items at 9 locations for a total cost of $11,851,000. The program consists of operational and training facilities for $5 million; medical facilities, $950,000; troop housing and community facilities, $4 million. Other support facilities total $1.5 million. We have two technical training buildings totaling $2 million at Sheppard, and a technical training building for $1 million at Chanute. We also have $3,235,000 for an Officers Military School at Medina Annex. Also, $954,000 for a medical item for a dental clinic at Lackland. That is the summary.

Colonel Call. The Air Training Command Headquarters is located at Randolph Air Force Base in Texas—this chart shows all of the various types of training bases operated by the Air Training Command. The technical training bases are indicated by the red dots at Chanute, Keesler, Greenville, Lowry, Amarillo, Sheppard, and Lackland. The undergraduate pilot training bases are indicated by blue dots located at Williams, Reese, Webb, Laughlin, Vance, Craig, and Moody. The navigator training is indicated by stars and located at Mather and James Connally. The survival training is indicated here at Stead.

Mr. Sheppard. We shall insert at this point the pertinent data on various projects under this command on which there should be no questions involved.

(The matter referred to follows:)

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: CRAIG AFB
DIR FROM TOWN: 5 MI N NW SELMA
COUNTY, STATE: DALLAS COUNTY, ALABAMA
COUNTRY:
COMMAND: ATC
PRINCIPAL MISSION:

CONSOLIDATED PILOT TRAINING
EASTERN AIR RESCUE CENTER (MATS)

GOVT LEASED	337
GOVT OWNED	2,044
OTHER ACRES	754
TOTAL ACRES	3,135

DATE OCC 1940

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
288	334	1,006	18	1,646		430

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
18,700	16,405		2,295	297	1,998

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
FLIGHT SIMULATOR TNG	I		NEW	15,007	5,007	10,000	10,000	SF	262
TEST STAND	I		NEW	4	3	1	1	EA	35
									297

Craig Air Force Base

Craig Air Force Base is located 5 miles southeast of Selma, Ala. The planned use of Craig Air Force Base is for consolidated pilot training. The program request for this base includes two items amounting to $297,000:

The first item requested is a building for $262,000 to house seven T–38 flight simulators valued at $875,000. The facility is required by end of 1963.

The second item required is a jet engine test stand ($35,000) for the programed T–38 aircraft assigned to the base.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$5, 375
Cumulative obligations, Mar. 31, 1962 (actual)	5, 371
Cumulative obligations, June 30, 1962 (estimated)	5, 374

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Flight simulator training	District engineer	$13. 0	20
Test stand	do	2. 4	15

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	PERRIN AFB	GOVT LEASED	1
DIR FROM TOWN	5 MI N NW SHERMAN	GOVT OWNED	1,786
		OTHER ACRES	2,460
COUNTY, STATE	GRAYSON, TEXAS	TOTAL ACRES	4,247
COUNTRY			
COMMAND	ATC	DATE OCC	1941/1948

PRINCIPAL MISSION

ADVANCE FLYING PILOT TRAINING INTERCEPT
CENTRAL AIR RESCUE CENTER (MATS)

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
339	99	2,004		2,442		917

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
28,700	23,110	3,693	1,897	123	1,774

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
TOWER, CONTROL	DFRP	250		NEW	3,152		3,152	3,152	SF	

123

Perrin Air Force Base

Perrin Air Force Base is located 5 miles northwest of Sherman, Tex. This base is utilized for fighter interceptor combat crew training. The program requested for Perrin amounts to $123,000 for a new control tower to replace an existing 50-foot facility valued at $2,500 classified as unusable in size, height, and does not meet minimum safety requirements of at least 70 feet in order to have an unobstructed view of the airfield.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$17,410
Cumulative obligations, Mar. 31, 1962 (actual)	16,781
Cumulative obligations, June 30, 1962 (estimated)	17,198

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Tower, control, DFRP	District engineer	$6.2	45

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: VANCE AFB
DIR FROM TOWN: 3 MI N NE ENID
COUNTY, STATE: GARFIELD, OKLAHOMA
COUNTRY:
COMMAND: ATC

PRINCIPAL MISSION

CONSOLIDATED PILOT TRAINING
CENTRAL AIR RESCUE CENTER (MATS)

GOVT LEASED	417
GOVT OWNED	2,795
OTHER ACRES	1,049
TOTAL ACRES	4,261

DATE OCC 1941/1948

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
272	334	221	18	845		120

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
24,450	22,980	207	1,263	37	1,226

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
TEST STAND	ADDN	I	-	NEW	4	3	1	1	EA	

37

Vance Air Force Base

Vance Air Force Base is located 4 miles southwest of Enid, Okla. The planned use of this base is for the consolidated pilot training. This program contains a request for $37,000 for a test stand. This test stand is required for the new T–38 jet trainer aircraft programed for this base end of fiscal year 1963.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$11, 547
Cumulative obligations, Mar. 31, 1962 (actual)	11, 254
Cumulative obligations, June 30, 1962 (estimated)	11, 456

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Test stand, addition	District engineer	$2.3	30

AMARILLO AIR FORCE BASE, TEX.

Mr. Sheppard. Our first item for consideration is Amarillo Air Force Base, Tex.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: AMARILLO AFB
DIR FROM TOWN: 11 MI E AMARILLO
COUNTY, STATE: POTTER COUNTY, TEXAS
COUNTRY:
COMMAND: ATC
PRINCIPAL MISSION:

TECHNICAL TRAINING CENTER
HEAVY BOMB SQ (SAC)
AIR REFUEL SQ (SAC)

GOVT LEASED	291
GOVT OWNED	4,852
OTHER ACRES	421
TOTAL ACRES	5,564

DATE OCC 1941/1951

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
727	151	5,754	5,688	12,320		1,496

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
78,100	73,329	681	4,090	351	3,739

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
A/C MAINT APRON LTG		174		NEW	4		4	4	SP	85
SHOP, GROUND POWERED		211		NEW	4,830		4,830	4,830	SF	130
DINING HALL, AIRMEN	ALT	311		NEW				29,530	SF	64
OQ	ALT	312		NEW				14,824	SF	72
										351

Amarillo Air Force Base

Amarillo Air Force Base is located 11 miles east of the city of Amarillo, Tex. The planned use of this base is for a technical training center and a Strategic Air Command heavy bomber mission. Program request is for $351,000 for four items.

The program requests for the installation of floodlights ($85,000) to illuminate four parking spaces and thereby enable the full potential of the night maintenance personnel to be realized. These lights for SAC mission will also considerably reduce the hazards involved in nightwork on the apron.

The second item requested is $130,000 for a ground powered equipment shop. A requirement exists for a shop facility to maintain 150 powered units used in direct support of aircraft, missiles, and other technical training requirements. The shop for ground powered equipment is temporarily occupying space urgently needed for programed increased technical training at this base.

The next two items: Dining hall, airmen ($64,000) and nurses officers quarters ($72,000), alteration, are required to be upgraded to acceptable standards to provide adequate messing and housing of military personnel.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$59, 959
Cumulative obligations, Mar. 31, 1962 (actual)	59, 801
Cumulative obligations, June 30, 1962 (estimated)	59, 906

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Aircraft maintenance apron light	District engineer	$7	25
Shop, ground powered	do	10	25
Dining hall, airmen (alterations)	Not selected	6	5
Officers' quarters (alterations)	do	7	5

Mr. Sheppard. You recently constructed in the fiscal year 1961 program a ground powered equipment shop at this installation. What change has taken place in this mission which requires the construction of another shop just a year or so later?

Colonel Kelly. The fiscal year 1961 shop was sized and programed specifically to support the SAC mission. The shop in question is required for maintenance of 150 ground powered units associated with support of the technical training center here. The problem from a maintenance point of view is that the space temporarily occupied by the Air Training Command ground powered shop must be made available for classroom space as was originally intended. They are only asking for 4,800 square feet of prefabricated-type construction, which would be far cheaper than providing the additional classrooms for the technical training.

Mr. Sheppard. What are you doing to meet this requirement at the present time?

Colonel Kelly. They are using 3,800 square feet of space from the technical training school at the present time for about 150 units of ground power equipment. This is the space they wish the equipment shop to vacate to make room for classrooms. There has been an increase in the technical training personnel requirement there. I am not familiar with the exact skills of the special mechanics, but the schools need this space.

Mr. Sheppard. Any questions on the item?

Chanute Air Force Base, Ill.

Mr. Sheppard. Proceed with the next item. Chanute Air Force Base, Ill.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: CHANUTE AFB
DIR FROM TOWN: 1 MI S RANTOUL
COUNTY, STATE: CHAMPAIGN, ILL
COUNTRY:
COMMAND: ATC

PRINCIPAL MISSION:
TECHNICAL TRAINING CENTER
AIR TRANSPORT SQ (LIGHT) (TAC)

GOVT LEASED	12
GOVT OWNED	2,192
OTHER ACRES	319
TOTAL ACRES	2,523
DATE OCC	1917

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
567	334	4,249	5,640	10,790		2,031

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
94,000	84,496	586	8,918	*5,056	3,862

*Includes 190 units of Family Housing requested in the Military Family Housing Act of 1962, $3,325,000.

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
TRAINING, TECHNICAL	ALT	209		NEW					LS	1,068
SHOP, HEAVY EQUIP		210		NEW	1,920		1,920	1,920	SF	60
CHAPEL W/ANNEX		213		NEW	18,184	6,604	11,580	11,580	SF	371
HEATING PLANT	ALT	314		NEW					LS	118
WATER SUPPLY TREATMT	ADDN	216		NEW				2,800	SF	114
										1,731

Chanute Air Force Base

Chanute Air Force Base is located 1 mile south of Rantoul, Ill. The planned use of Chanute Air Force Base is for a technical training center. The program contains a request for five items amounting to $1,731,000.

The first item is the alteration of weapons systems building P–2 for $1,068,000. Alteration of this hangar-type structure will increase the level of training, create modern technical areas, and insure maximum utilization of laboratories and training equipment throughout the year for the following weapon systems: BOMARC, B–52, B–58, and KC–135.

The second item is a heavy equipment refueling shop for $60,000. This facility is required for maintenance of 19 refueling vehicles presently being performed in structurally unsound wooden buildings constructed in 1917.

The third item is for a 300-seat chapel with annex for $371,000. There is a requirement for a permanent-type chapel to serve a base population of approximately 15,000. The existing chapel has deteriorated beyond repair, is overcrowded with a deficiency of 1,251 seats and 10,562 square feet of annex space, and is very inadequate for any type of religious program.

The fourth item of the program is to install three 1,000-horsepower stokers in the central heating plant for $118,000.

The last item is to provide additional purification and filtration of water system for $114,000.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$34, 883
Cumulative obligations Mar. 31, 1962 (actual)	34, 679
Cumulative obligations June 30, 1962 (estimated)	34, 732

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete Apr. 15, 1962
Training tech (modernizing)	Atkins, Barrow & Graham, Inc.	$60	15
Shop, heavy equipment	Clark, Daley & Dietz	5	20
Chapel with annex	do	18	10
Heating plant (alteration)	Brown, Manthei, Davis & Mullins	4	100
Water supply treatment (additional)	Clark, Daley & Dietz	10	15

Mr. Sheppard. What type of training do you conduct at this installation?

Colonel Bockelman. This would include training for guidance system mechanics, guidance systems technicians, missile test equipment, aircraft mechanics for the B–52H. There is training there for the KC–135 system and B–58 and miscellaneous other technical training programs.

Mr. Sheppard. What are the existing training facilities in use here at the present time, and what do you propose to do with that type of building if a new one is constructed?

Colonel Bockelman. We are not asking for new construction. This project is for modification of an existing building. It is strictly a case of modernizing what we already have.

Colonel Parkhill. It is a hangar that we are doing classwork in.

Colonel Bockelman. It is a hangar that has been used for technical training.

Colonel Parkhill. We have a lot of noise interference between classes. We do not have the power installed for the mockups. It is strictly a lash-up affair.

Mr. Sheppard. How long have you been in training for these weapon systems in this type of facility?

Colonel Bockelman. The B–58 training is relatively new. I would say within the past year and a half. The B–52 training of

course has been going on for some time, practically since the inception of the B–52 aircraft. The same would apply for the KC–135.

Mr. SHEPPARD. What are the considerations given to doing this work at other installations where more adequate facilities might be available? Has that been surveyed and evaluated?

Colonel BOCKELMAN. That has been completely surveyed and evaluated. We have no existing excess training space in any of our locations. As I said earlier this is a question of modernization. We are doing this in lieu of replacement construction.

Mr. SHEPPARD. What kind of space are you going to have from a maintenance and operational standpoint after you complete these existing operations?

Colonel BOCKELMAN. We have made a considerable study with regard to this matter. We feel that the space will be adequate. It won't be as good as a new construction. Probably it won't last as long as new construction but we feel that the situation is such that this is the most feasible action we can take to provide adequate training space.

Mr. SHEPPARD. What is the status of the plans for this rather large authorization?

Colonel LATSON. This is 15 percent designed.

Mr. SHEPPARD. When surveys are made for the purpose of determining availability, and so forth, on other bases, at what point does that survey take place; does it take place at the Washington level; is it made within the geographical area; what is the story back of that? If it is made on the ground, is a report made which becomes a component part of the basis upon which you analyze and evaluate your presentation for requirements?

Colonel PARKHILL. Well, Mr. Chairman, I would like to say for this particular problem and for all of our projects we insist that the bases and supporting commands completely and thoroughly study all possibilities of using existing facilities and that this process starts at the bottom and works vigorously all the way up through the various review agencies. We insist, before we approve at our level, that every possibility of using existing facilities has been studied.

Mr. SHEPPARD. Is that a matter of written record, or is that a matter of transfers from one division to another? That is in the screening program. In other words, is it on paper or isn't it?

General CURTIN. There is no set pattern to this, Mr. Chairman. As you can appreciate, some of them come up to the major command and are pushed back down to the base, some to this headquarters and pushed down. Where this headquarters is involved in making a decision we generally have a written report from a formally established survey group but this does not pertain in all cases.

Mr. SHEPPARD. Where it doesn't pertain, there is considerable opportunity for diversity of ultimate concept against the basic, is there not?

General CURTIN. Yes, sir. I think it is again a question of the size, magnitude, and importance of the item being considered as to whether formalization is justified or not, Mr. Chairman.

Mr. SHEPPARD. Are there questions upon the item, gentlemen?

If not, we shall take up the next item.

JAMES CONNALLY AIR FORCE BASE, TEX.

The next item has to do with James Connally Air Force Base, Tex.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: JAMES CONNALLY AFB
DIR FROM TOWN: 1 MI N NE LACY-LAKEVIEW
7 MI N NE OF WACO
COUNTY, STATE: MCLENNAN, TEXAS
COUNTRY
COMMAND

GOVT LEASED	453
GOVT OWNED	2,584
OTHER ACRES	334
TOTAL ACRES	3,371

DATE OCC 1942/1948

PRINCIPAL MISSION

NAVIGATIONAL TRAINING
CENTRAL AIR RESCUE CENTER (MATS)

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
781	759	2,075	623	4,238		888

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
40,010	36,952	687	2,371	337	2,034

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
TOWER CONTROL	DFRP	249		500	1		1	1	EA	146
DORMITORY, AIRMEN	ALT	361		NEW					LS	62
ELEC DISTRI LINE OH	ALT	215		NEW					LS	129
										337

James Connally Air Force Base

James Connally Air Force Base is located 6½ miles northeast of Waco, Tex. The planned use of James Connally Air Force Base is for primary basic navigator training. The program requested for James Connally includes three items amounting to $337,000.

The first item requested is a control tower to replace an inadequate facility for $146,000. This tower was constructed in 1942 for $15,000 and is a substandard building scheduled to be demolished upon completion of this project.

The second item requested is for alteration of two substandard hospital dormitories for $62,000. These buildings were constructed in 1942 and the general upgrading will provide privacy and quiet for hospital personnel who work night shifts. The present open bay arrangement does not provide rest and sleep during the day for personnel working nights.

The last item in this program is to provide the alteration of the base electrical distribution by constructing additional feeders for supply of power to OQ area and facilities in areas 9, 10, and 11 for $129,000.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$17, 936
Cumulative obligations Mar. 31, 1962 (actual)	17, 681
Cumulative obligations June 30, 1962 (estimate)	17, 857

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Tower control DFRP	District engineer	$8. 7	50
Dormitories, airmen, alteration	do	4. 5	15
Electrical distribution line, OH modification.	do	7. 8	40

Mr. Sheppard. There are three line items involved here.

Here again we see another project to take existing open type dormitories and turn them into cubicles. What is the total barracks requirement here at James Connally, and do you plan to convert all of the existing facilities here in this manner? If so, what is the total cost estimated?

Colonel Parkhill. Sir, we are proposing here to alter and rehabilitate two World War II dormitories. This is more than just turning them into cubicles. We are going to upgrade these buildings, air condition them, reconstruct the latrines, install new floors, new plumbing, new wiring just to improve the living conditions for the men in these dormitories.

General Curtin. I might point out, Mr. Chairman, in connection with this particular type of upgrading of World War II mobilization buildings, that we are right now toward the end of a managed program. That is a program managed from the Washington level, intended to upgrade as many of these dormitories as we have valid requirements for, long-term requirements. We can do that at about half the price of providing a permanent dormitory as a replacement. These provide very adequate living accommodations and in lots of cases are preferred by the airmen to the larger dormitories.

Mr. Sheppard. Are there questions on the item?

Keesler Air Force Base, Miss.

We shall proceed to the next item having to do with Keesler Air Force Base in Mississippi.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION KEESLER AFB
DIR FROM TOWN BILOXI
COUNTY, STATE HARRISON, MISS
COUNTRY
COMMAND ATC

PRINCIPAL MISSION
TECHNICAL TRAINING CENTER

GOVT LEASED	153
GOVT OWNED	1,752
OTHER ACRES	2,850
TOTAL ACRES	4,755

DATE OCC 1941

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
754	1,197	6,136	14,232	22,319		2,687

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
98,050	87,216	6,763	4,071	1,288	2,783

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
SHOP, COM & ELEC	ALT	I		NEW				25,500	SF	247
DINING HALL, AIRMEN		212		NEW	189,650	149,171	40,479	16,300	SF	478
OPEN MESS, NCO	DFRP	214		NEW	39,606		39,606	22,300	SF	563
										1,288

(Revised 10 April 1962)

KEESLER AIR FORCE BASE

Keesler Air Force Base is located in Biloxi, Miss. The planned use is for a technical training center. The program requested for this base is $1,288,000 and involves three items.

The first item request is for the alteration of one bay of existing hangar type building constructed in 1941 required to provide adequate facilities for maintenance of electronic training equipment for $247,000. This project is urgently needed to provide maintenance of electronic communication equipment valued at $27 million.

The second item is a 1,500 airmen dining hall for $478,000 to replace dining hall space erected in 1941 of temporary construction that will soon become completely unusable due to structural deterioration.

The third project is an NCO open mess for $563,000. The existing NCO open mess erected in 1941 of 5-year-life construction is wholly inadequate in size and functional arrangement for the projected 6,000 NCO's and their dependents.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$47,947
Cumulative obligations Mar. 31, 1962 (actual)	47,525
Cumulative obligations June 30, 1962 (estimate)	47,814

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Shop, communications and electronics (mod).	District engineer	$13.0	0
Dining hall, airmen	do	24.0	10
Open mess, NCO	do	31.6	0

Mr. SHEPPARD. What are you using for a communications and electronics shop here at the present time?

Colonel KELLY. There is an old metal hangar at Keesler that has been used for several years which combines about the worst characteristics you can imagine for the maintenance of electronics gear. This is a large training school. This shop is used not only to train people in terms of electronics maintenance but also in support of these extremely costly electronics consoles of the type used in the missile squadron, ACW sites, tower operators and that type of thing.

We have no humidity control, no dust control, nothing that can be even considered partially adequate to today's communications and electronics components.

Mr. SHEPPARD. Will the dining hall to be constructed here be sufficient to meet the requirements at this installation?

Colonel PARKHILL. Yes, sir.

Mr. SHEPPARD. What do you do with the existing NCO mess if the new facility is constructed?

Colonel PARKHILL. It will be demolished.

Mr. SHEPPARD. The committee is in receipt of a letter from the Department, Secretary of Defense, dated April 10, 1962, requesting a $541,000 reprograming for a technical training facility at this installation. Why wasn't this facility in the fiscal year 1962 program?

Colonel BOCKELMAN. Sir, there are two reasons why this was not in the fiscal year 1962 program. In the first instance it wasn't required. Let me say the requirement wasn't completely ascertained at a point in time that would allow us to put it into the fiscal year 1962 program. It was not our intention to do this work in the military construction program. That is the second reason. It was intended this project be accomplished out of "Operations and maintenance" funds. These are the two basic reasons why it was not in the fiscal year 1962 program.

Mr. SHEPPARD. What considerations have you given to the accomplishing of this work at some other location?

Colonel BOCKELMAN. This is always part of our study with regard to these matters. These courses, of course, are particularly suitable to this location—this is our electronics and communications training center. The second reason is that we simply have no such space available at other locations.

Mr. SHEPPARD. It appears that you propose to defer four projects to meet the requirement. Is it contemplated to reprogram these deferred projects at some later date?

Mr. GIBBENS. There is a possibility on one. I think the one for the storage of base jet fuel at Castle may be considered later on. This is one, though, where we feel we may be able to get an outside source of storage from the supplier. If so, we will not need it but at this time it is a really good bet to defer.

On the others, we feel we have no need to reprogram.

Mr. SHEPPARD. Does that include consideration of a pipeline?

Mr. GIBBENS. I believe so. I am not certain of this, however. If you would like a really definite answer I would have to provide it for the record.

Mr. SHEPPARD. I would be interested.

Mr. GIBBENS. Mr. Chairman, I have a little later information here: My memory failed me a bit. The storage of base jet fuel at Castle has been deleted as such. The supply is being furnished under contract with the Southern Pacific Pipeline Co., so we will not require on-base storage for this.

The item that I should have stated would probably come up later on, such as the fiscal year 1964 program, is the area search radar at Castle. It is a $72,000 project and the equipment that we would put in this installation has been delayed so we can wait until the fiscal year 1964 program to include it.

LACKLAND AIR FORCE BASE, TEX.

Mr. SHEPPARD. We shall go to the next item having to do with Lackland Air Force Base, Tex.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: LACKLAND AFB
DIR FROM TOWN: 8 MI WSW SAN ANTONIO
COUNTY, STATE: BEXAR COUNTY, TEXAS
COUNTRY:
COMMAND: ATC

PRINCIPAL MISSION

BASIC MILITARY SCHOOL
TECHNICAL TRAINING SCHOOL
OFFICER MILITARY SCHOOL

GOVT LEASED	
GOVT OWNED	2,777
OTHER ACRES	41
TOTAL ACRES	2,818

DATE OCC: 1941

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
979	292	6,318	15,783	23,372		2,195

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
92,160	75,374	6,916	9,870	5,088	4,782

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
MILITARY & PROFS TRNG - MEDINA		I		NEW	69,274		69,274	69,274	SF	1,287
DENTAL CLINIC/PROSTH LAB/CLSRM	DFRP	243		NEW	37,720	6,720	31,000	31,000	SF	954
HEADQUARTERS BLDG - MEDINA		207		NEW	25,760		25,760	25,760	SF	490
CADET QUARTERS - MEDINA		I		NEW	1,424	768	656	576	MN	1,570
CHAPEL		208		NEW	52,150	20,194	31,956	10,930	SF	307
OPEN MESS CADET - MEDINA	ADDN	I		NEW	38,050	4,593	33,457	14,516	SF	400
SEW TRT & DISPS - MEDINA	ADDN	I		NEW	247	141	106	106	TD	80
										5,088

(Revised 10 April 1962)

Lackland Air Force Base

Lackland Air Force Base is located 8 miles west southwest of San Antonio, Tex. The planned use is for a basic military, technical, and precommission officer training. The program requested for this base totals $5,088,000 and contains seven projects as follows:

Five of these items are required to bed down the Officers Military School at the Medina Annex of Lackland Air Force Base. These include the first item, military and professional training facility ($1,287,000); third item, headquarters building ($490,000); the fourth item, cadet quarters ($1,570,000); sixth item, cadet open mess, addition ($400,000), and the seventh item, sewage treatment and disposal plant $80,000.

The second item is for a 52 operating room, dental clinic, area prosthetics laboratory and training building. The present mission is housed inadequately in 9 separate buildings, 2 of which are permanent. The remaining 7 buildings are of temporary construction, functionally obsolete and are to be destroyed upon completion of the new facility. The programed base strength is in excess of 25,000 military personnel The professional training missions require 81 dental operating rooms and 6 dental X-ray rooms for dental processing. The prosthetics laboratory is required to provide this type laboratory support to this and satellite bases aggregating in excess of 100,000 military personnel in the area. This is an increase of some 40,000 men over current support requirements. This mission is in accordance with established Air Force policy to concentrate highly trained technicians and expensive equipment in centralized areas. The program request for this project is $954,000.

The fifth item is for a 600 seat base chapel for $307,000. Three thousand chapel seats are authorized at Lackland Air Force Base with only 1,351 seats available. Provision of this chapel will enable all trainees to attend religious service in a house of worship instead of makeshift buildings.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$43, 635
Cumulative obligations March 31, 1962 (actual)	42, 742
Cumulative obligations June 30, 1962 (estimated)	43, 355

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Military and professional training Medina.	Not selected	$64.0	0
Den CL/CC Lab/CLSRM	Mackie, Kamrath & Johnson	60.6	65
Headquarters building, Medina	Ralph & Cameron	22.8	15
Cadet quarters, Medina	Not selected	70.0	0
Chapel	Woodrow W. Alexander	18.6	15
Open mess, Medina	Not selected	18.0	0
Sewage treatment and disposal, Medina.	District engineer	5.0	5

Mr. Sheppard. I wish you would advise the committee about the Medina Base recently added to Lackland Air Force Base. Give us the story on that, please.

Mr. McCone. Mr. Chairman, would you like me to do this? I was largely responsible for this decision.

Mr. Sheppard. Very well.

Mr. McCone. The officer training requirement was substantially increased and there was not segregated room at Lackland for the increased requirement. They found it not satisfactory to have the officer training mixed in with the airman training and the specialty training. They were not operating on the same level. As you understand, this is a 90-day course and the idea of having a campus-type facility was found to be highly desirable.

The alternate to this was to maintain open a base which had been programed to be closed and the O. & M. on that base would have been more than the cost of this construction program.

Therefore, instead of moving this entire officer training facility into one of the bases programed for closure and maintaining that open at a cost of probably $4.5 million in O. & M. funds, we decided to take advantage of having this officer training at a Training Command base and to improve the Medina facilities. The Medina facilities were originally built for the Atomic Energy Commission and are segregated from Lackland itself, and are ideal to give a campus-type atmosphere that is suitable for this intense training program. I think it is a good bargain.

Mr. SHEPPARD. How do the various training and housing facilities in this program relate to the recruit training and housing facility denied by the Congress in past years?

Colonel BOCKELMAN. I would say they are not related at all.

We still have a deficiency in recruit training facilities at Lackland Air Force Base.

Mr. SHEPPARD. Your answer is, they have no relation?

Colonel BOCKELMAN. That is correct.

Mr. SHEPPARD. What consideration have you given to locating the officers' training school at another installation where more adequate facilities appear to be available?

Mr. MCCONE. Do you think my answer was responsive to that?

Mr. SHEPPARD. With reference to other bases within that geographical area.

Colonel BOCKELMAN. If I may respond to that.

We have studied the situation thoroughly, and we have considered other locations. There was simply no other location that was considered suitable and available.

Mr SHEPPARD. What is the status of the plans for the military and professional training facilities?

Colonel LATSON. For the military professional training facility the A.E. has not yet been selected. The district engineer prepared the preliminary cost estimate.

Mr. SHEPPARD. How did you arrive at the cost? Did you take it out of the atmosphere from some parallel experience?

Colonel LATSON. Sir, this is prepared by the construction agent based on experience with the type of construction required.

We know generally the price we have to pay for certain types of construction. We know generally what is required here and what the utility requirements will be.

I think this is just a case of getting the criteria ready in order to actually go ahead with the contract. The contract was supposed to be let in May. However, we have no word yet that it has been let. It should be this month.

Mr. SHEPPARD. It would be a better presentation if you were conversant with the requirement, and whether a contract had or had not been let.

General CURTIN. As I indicated in discussing the design activities, we all appreciate the peak during this time of the year. Normally our reports on award of contracts are monthly reports. During this time of the year we have tried to get a report every 2 weeks so we can keep current on this.

For the larger projects, we do this on a more frequent basis. The point I make here is, we do try to keep a close finger on how these contracts are awarded. I believe the point Colonel Latson is making is that over the past few days we have not had formal notice of this contract having been awarded. It is scheduled to be awarded soon.

Colonel LATSON. That is correct.

This contract is scheduled to be awarded in May. It is scheduled to be completed in November. The contract has not been awarded yet, but it will be this month. There is no holdup on this project.

I just gave the answer on one facility. Some of the other facilities are much further along than this base.

General CURTIN. Would you like a listing of the percentage of design on the remaining projects?

Mr. SHEPPARD. Supply them for the record.

(The information referred to appears on p. 255.)

Mr. SHEPPARD. How does this compare to facilities presently available for similar work for the Army and Navy?

(The information follows:)

FACILITIES FOR OFFICERS TRAINING SCHOOL

The only training program conducted by the Army and Navy that corresponds to the Air Force Officers Training School is the Naval Officers Candidate School at Newport, R.I. Both the Air Force and the Navy schools procure college graduates, provide 3 or 4 months' training, and then commission the graduates, largely in the Reserve.

The facilities at Newport are described by the Navy as being of temporary, substandard construction. The complex was constructed during the period 1940–42. The Navy uses 28 separate buildings. Twenty-six of these are of similar construction—two-story, wood frame, approximately 12,000 square feet each. These provide for dormitory, classroom, administration, and miscellaneous other requirements. The other two buildings are classified as drill halls. They are approximately 32,000 square feet each. One of these is used as a 4,000-seat auditorium.

The Air Force was informed that the Navy is now in the process of replacing these facilities, commencing a phased program with a request for new construction in their fiscal year 1963 program.

Mr. SHEPPARD. Will you break down the square footage of this facility into the various areas you have listed on page 362. Supply that breakdown for the record.

(The information follows:)

Breakout of space in professional training building, Lackland Air Force Base

	Square feet		*Square feet*
Training laboratories	20, 160	Instructor support facility	1, 020
Auditorium	11, 154	Training aids storages	2, 340
Library	2, 400	Men's toilet	1, 920
Instructor reference room	660	Ladies' toilet	1, 080
Instructor conference room	540	Projection room and storage	560
Bookstore	1, 980	Equipment room	1, 000
Storage room	360	Corridors, stairs, and lobby	10, 840
Instructor offices	10, 260		
TV studios	1, 800	Total	69, 274
TV central room	1, 200		

Mr. SHEPPARD. Why can you not construct the standard Air Force barracks at a cost of approximately $1,750 per man for cadet quarters rather than the special type of construction you propose at a cost of $2,639 per man?

What is the reason for this specialized consideration as reflected in your justifications?

Colonel BOCKELMAN. I am not a housing man. It is my understanding that the price you quoted for airmen dorms is low.

General MINTON. The answer has to be, we expect to have a little bit better facility for the training of officers. These are officers; these are not cadets coming in. They are officers from colleges that are given the 90-day course. They are officer trainees, not airmen. We expect to give them better facilities than the buck airman that comes in there for his 90-day recruit training.

General CURTIN. This figure as a unit cost should be compared with $6,000 to $8,000 per man in BOQ's.

Mr. SHEPPARD. You indicated these as cadets instead of officers.

Mr. SHELLEY. Are they officers or cadets?

If they are OCS, they are not officers until they finish the school.

Colonel BOCKELMAN. If we were to categorize these people, we would put them in the category of a cadet rather than an Air Force officer. They are officer trainees.

Mr. SHELLEY. They are neither fish nor fowl at this point?

Colonel BOCKELMAN. Correct.

General MINTON. These are college graduates that come out of college. We used to call them the 90-day wonder in contrast to the airmen who are recruited and go through basic training.

Mr. SHELLEY. Would it not be a good idea to toughen them up a bit?

General MINTON. That is why we give them a $2,600 per man facility instead of a $7,500 per man facility.

Colonel PARKHILL. This has been figured to provide two cadets for each room. This would make quite a difference in the arrangement of the building.

Mr. SHEPPARD. How many airmen will be assigned to each room?

Colonel PARKHILL. There will be three men per room.

Mr. SHELLY. What is the difference in the appurtenances of the room that makes the difference in cost if there are three in the room in both cases?

Colonel PARKHILL. Three to a room for the airmen; two to a room for the cadets.

Mr. SHELLY. Same square foot area per room?

Mr. MCCONE. There are probably study areas.

Mr. SHELLY. You need a little more area for desks, and so forth?

Mr. MCCONE. Yes. This is a pretty concentrated course.

Mr. SHEPPARD. Why construct four separate 144-man dormitories in preference to building two?

Colonel BOCKELMAN. From a school standpoint, there is no particular advantage in having four buildings over one.

I would say there are two things here: First of all, they are using standard plans here; secondly, it would be in keeping with the complex that is there now.

Mr. SHEPPARD. You are conforming with an architectural design, and not the dollar aspect? There is no complex there at the present time.

Colonel BOCKELMAN. Yes, there is.

Mr. MCCONE. Oh, yes; a very handsome complex at Medina. It is like a university-type facility. Remember, this was built by the Atomic Energy Commission.

Mr. SHEPPARD. I understand all that. You are not in the atomic energy business.

If you are being required to conform to architecture that is one thing, but if we are going into the practical aspect of expenditures, that is another thing.

Why can you not conform with the architectural complex in two buildings rather than four?

Mr. McCone. I see no reason why not.

Mr. Sheppard. This situation requires some explanation.

General Minton. I think what the Corps of Engineers has proposed—and I would like to check this—is to use the standard definitive design for a 200-man barracks, and instead of putting 3 men per room in, put 2 men per room in. I think perhaps they are making certain minor alterations to it to provide study space and other appurtenances of that sort.

I think this is an adaptation of an already designed standard 200-man barracks. This I would like to check.

Mr. Sheppard. I wish you would, and give us an explanation. Perhaps you can consolidate into two buildings.

General Minton. If we can, we will do it.

Mr. Sheppard. My contention is, you can build the requirement in two buildings instead of four. If you go into the construction of four buildings against two, you are going to lose money. Am I right or wrong?

General Minton. You are correct.

Mr. Sheppard. Let's take a good look and see if we cannot save the taxpayers a few dollars and still conform with the beauty of the place.

You are requesting funds in the amount of $490,000 for the construction of a headquarters building basically to free space now used by the AEC at this installation. What use will you make of the present building if the new ones are funded and constructed?

Colonel Bockelman. The space will be used for its original purposes, which is dormitory space.

(Additional information follows:)

Lackland-Medina—724–433—Quarters, Cadet

The Air Force proposes four separate buildings in lieu of one building for the following reasons:

(*a*) The 4 proposed buildings are large standard Air Force airmen's dormitories, 3 stories high, 205 feet long by 41 feet wide, containing 25,200 square feet each. Standard working drawings for these structures are available for immediate use. If one building were to be used instead of four buildings a new design would have to be developed. The building of four structures in lieu of one will therefore result in a savings of approximately $45,000 in design funds and hasten the completion of construction by about 6 months.

(*b*) In order to obtain a satisfactory functional arrangement of rooms in one large building, a high-rise design would be required. Because of requirements for elevators and more substantial structural framing, the unit cost of a high-rise structure would be more than the unit cost of the four 3-story structures. Since roads and main utility lines are available at the proposed site there would be no compensating savings in these items to offset the additional cost of a high-rise structure.

(*c*) The four proposed buildings are in the immediate vicinity of and will complement four similar type dormitories and two bachelor officers' quarters in the existing housing area.

Mr. Sheppard. What existing facilities are used for a cadet club at Lackland?

Colonel Bockelman. I cannot answer that.

Colonel Parkhill. We have no cadet club at Lackland.

General MINTON. There is a club at Lackland. We do have an adequate club at Lackland.

Mr. SHEPPARD. Why cannot the officers' open mess be made available for this work at this time?

Colonel BOCKELMAN. I think this is rather basic in the training of these young people to be officers. We simply do not mix them. They are not officers, and as such they are not eligible for attendance at the officers' club.

Mr. MCCONE. I think, further than that, Medina is a considerable distance from Lackland.

Colonel BOCKELMAN. It would probably be several miles from the base to the officers' club.

Mr. SHEPPARD. I am informed they only use this on weekends.

General MINTON. No, sir; that is not correct.

Mr. SHEPPARD. That is what your book says.

Colonel PARKHILL. I think we are trying to stress the point these men are undergoing a rigorous program and they are restricted to the base. Weekends is the only time really when they have a chance for their families to visit. It can be used throughout the week, but its principal use will be on the weekend.

Mr. SHEPPARD. For the principal use of these particular people.

Colonel PARKHILL. The cadets and their families and friends.

Mr. SHEPPARD. There are ample quarters on the base for the reception of families.

Colonel PARKHILL. Not for the cadet to bring his parents in. Dormitories are not designed with any extra space for that activity.

Mr. SHEPPARD. I see.

I note that one of the requirements for this open mess is for certain social events, and all students are required to attend so that they might practice social protocol, etiquette, and so forth. What better place to perform this practice and to learn such things at the Air Force than at the officers club where they have the example set by their older officers.

Colonel PARKHILL. I think what they are referring to here is organized activities in which the officers of the school, the instructors and the officers assigned to run the school, will also use this mess for organized functions leading to the instruction in protocol and etiquette and that sort of thing.

If you had to move these people to the main base, you would be interfering with other activities.

Colonel BOCKELMAN. I might add, there is no innovation here. I do not like to use the word "traditional," but this is what we have been doing for years. We have had a separate cadet club for cadets, or officer training. It simply has not been found acceptable to mix the airmen and cadets or the cadets and the officers.

General MINTON. I would say this requirement is a pretty low requirement. This is a function at Annapolis and West Point. They have this sort of thing at their club for the cadets. I think perhaps there will be selected occasions when the cadets will mingle.

The basic requirement for this facility is, the cadets are housed in an area about 6 or 8 miles away from the officers club, and to move them back and forth would not be too feasible.

On the weekend, they are given certain leeway in moving back and forth, but during the week, as a general rule, they cannot get off the base at Medina. We feel they should have some facility such as this to provide the daily recreation they should have.

Mr. SHEPPARD. I think that is true. They should have the opportunity of this type of privilege.

General MINTON. They get put through a real hard course there, and they are entitled to a few hours a day where they can sit and relax and enjoy themselves.

Mr. SHEPPARD. Off the record.

(Off the record.)

Mr. SHEPPARD. This seems to be a rather expensive dental clinic and laboratory that you propose to construct. Just what do you propose, and what is in existence at the present time?

Colonel CARMICHAEL. At the present time, we are operating dental operating rooms in two permanent facilities, one semipermanent type dental clinic constructed in 1954, and we have eight dental operating rooms in the new hospital constructed in 1957.

In addition to that, we have seven temporary buildings that we are using for dental clinics, so in essence, we are operating nine separate facilities at the present time to accommodate the base dental workload and area laboratory mission which does create many problems in operation.

Mr. SHEPPARD. Will this take care of the cadets as well?

Colonel CARMICHAEL. Yes. This takes care of the total military population.

Mr. SHEPPARD. The committee will stand adjourned until 2 o'clock

AFTERNOON SESSION

Mr. SHEPPARD. The committee will come to order.

SHEPPARD AIR FORCE BASE, TEX.

We will go to the next item having to do with Sheppard Air Force Base.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	SHEPPARD AFB	GOVT LEASED	690
DIR FROM TOWN	3 MI N WICHITA FALLS	GOVT OWNED	3,879
		OTHER ACRES	1,236
COUNTY, STATE COUNTRY	WICHITA, TEXAS	TOTAL ACRES	5,805
COMMAND	ATC	DATE OCC	1941/1948
PRINCIPAL MISSION			

TECHNICAL TRAINING CENTER
HVY BOMB SQ (SAC)
HVY AIR REFUEL SQ (SAC)

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
881	360	6,179	6,687	14,107		2,410

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
112,700	95,031	11,714	5,955	2,599	3,356

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
TRAINING, TECHNICAL		132		NEW	1,233,662	1,129,662	104,000	55,000	SF	1,125
TRAINING, TECHNICAL	ALT	I		NEW	1,233,662	1,129,662	104,000		LS	1,042
A/C MAINT APRON LTG		175		NEW	4		4	4	SP	85
STOR SPARES INERT		345		NEW	2,500		2,500	2,500	SF	33
OQ	ALT	313		NEW				28,320	SF	314
										2,599

Sheppard Air Force Base

Sheppard Air Force Base is located 3 miles north of Wichita Falls, Tex. The planned use of this base is for a technical training center and a Strategic Air Command heavy bomber unit. The program requested amounts to $2,599,000 for five items as follows:

The first project is for a technical training facility to house ballistic missile training equipment for $1,125,000. Present facilities are inadequate to support increased training loads and do not meet specialized requirements for installation of new equipment. This equipment requires closely controlled environmental conditions (dust-free atmosphere, limited humidity, and temperature range) for proper operations, checkout and disassembly of electronic equipment. Costly repair and replacement, as well as malfunction of equipment, results from uncontrolled conditions.

The second item is the alteration of technical training building 1020 to provide 72 additional laboratories and supporting administrative space by providing a second story of 49,000 square feet in a high-bay area for $1,042,000. Alteration of this facility will provide considerable relief from the gross lack of classroom/laboratory space required by jet engine mechanics, data processing machine operator, communication center specialist, etc.

The next two items: aircraft apron lighting for $85,000, and inert spares storage for $33,000, are required in support of the present SAC bomber mission and programed tanker mission.

The last project for $314,000 is to alter 6 airmen dormitories to provide space for 90 officers' quarters.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$51, 633
Cumulative obligations, Mar. 31, 1962 (actual)	51, 064
Cumulative obligations, June 30, 1962 (estimated)	51, 329

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Training, technical	Ward & Geren	$70.0	10
Training, technical, modification	Hudgens, Thompson & Ball	73.0	10
Aircraft maintenance apron lighting	Not selected	7.0	15
Storage, spares, inert	do	2.0	5
Officers quarters, men (ALT)	do	28.0	5

Mr. Sheppard. What is the status of the plans for these technical training facilities?

Colonel Latson. Ten percent on both of them, sir.

Mr. Sheppard. What is the status of the equipment placed in these facilities?

Colonel Bockelman. Sir, in all cases the equipment is phased to coincide with the construction of the facilities. I would say in the case of the modification project, the equipment is on hand since we have a going program, but in the case of the new facility, there is new equipment coming in and that would be phased with the construction.

Mr. Sheppard. Is most of this equipment off the shelf?

Colonel Bockelman. A lot of missile training equipment is not off the shelf but is specially designed.

Mr. Sheppard. How close do you check with your construction program and its compatibility with the mechanical production? Is there a pretty close relationship here?

Colonel Bockelman. Yes, sir; I would say there is.

Mr. Sheppard. In other words, if X producer is falling behind schedule, you know about it, how soon?

Colonel Bockelman. I would say we know about it almost immediately. Training conferences take place periodically and they are

the vehicles for coordinating all of these things. These take place quite frequently and I would say this sort of thing is checked out at least monthly.

Mr. SHEPPARD. What consideration have you given to accomplishing this work at other installations where adequate space may be more readily available?

Colonel BOCKELMAN. I would say once again that there is no space that is available for this type of operation.

Mr. SHEPPARD. It has been checked out?

Colonel BOCKELMAN. Yes, sir.

Mr. SHEPPARD. Will this increased workload require the construction of other type facilities at this installation?

Colonel BOCKELMAN. No, sir.

We have not identified anything other than what is in this program.

Mr. SHEPPARD. How much of the requirement for the alterations to the officers' quarters is the result of visits by high ranking personnel who now, unfortunately, must use quarters in a local motel or hotel?

Colonel LATSON. This is a description of the project?

Mr. SHEPPARD. Yes; the question is how much of the requirements for the alterations to the officers quarters is required because of people visiting that you are obligated to take care of, irrespective of rank or what not?

Colonel PARKHILL. This is basically for the student officers who are in for various lengths of time for various training courses.

Along with them do go a few high-ranking personnel, but essentially I would say this requirement is related to the student officer load for training.

Mr. GIBBENS. The statement made in form 161 about personnel frequently having to go to local hotels or motels was put in to indicate the extreme shortage of officer quarters we have there.

Mr. SHEPPARD. Questions, gentlemen?

(No response.)

AIR UNIVERSITY COMMAND

Mr. SHEPPARD. If there are no questions, we will proceed to the next item, Air University Command, and insert page 379 in the record.

(The matter referred to follows:)

Installation:	*Appropriation request (thousands)*
Gunter Air Force Base	$70
Maxwell Air Force Base	245
Total	315

AIR UNIVERSITY COMMAND

The mission of the Air University Command is to prepare officers for command of Air Force units, wing, groups, and squadrons, and for staff duties appropriate to those command position and to provide education to meet the scientific requirements of the Air Force. This program contains a request for $315,000 and provides facilities at two locations.

GUNTER AIR FORCE BASE, ALA.

Mr. SHEPPARD. The next item is Gunter Air Force Base, Ala.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION GUNTER AFB
DIR FROM TOWN 6 MI NE MONTGOMERY
COUNTY, STATE MONTGOMERY, ALABAMA
COUNTRY
COMMAND AU
PRINCIPAL MISSION
AIR FORCE TRAINING & EDUCATION

GOVT LEASED	816
GOVT OWNED	348
OTHER ACRES	3
TOTAL ACRES	1167
DATE OCC	1940

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
460	- /200	1718	211/328	2917		562

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
22104	19465	796	1843	70	1773

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
PRINTING PLANT	ACND	360		NEW					LS	70

GUNTER AIR FORCE BASE

Gunter Air Force Base is located approximately 6 miles northeast of Montgomery, Ala. Its planned use is for the School of Aviation Medicine, a field printing plant, extension courses and Air Defense Command and SAGE mission. The program being requested at Gunter Air Force Base amounts to $70,000 and provides for air conditioning of the existing printing plant. This plant prints all Air Force University publications as well as all Air Force correspondence course publications.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$2, 634
Cumulative obligations Mar. 31, 1962 (act)	1, 801
Cumulative obligations June 30, 1962 (estimate)	2, 377

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Printing plant (ACND)	Hale Vickery	$4.2	70

Mr. SHEPPARD. There is a printing plant as a line item; give us an explanation of the requirement.

Colonel PARKHILL. We have been operating this printing plant for some time.

Mr. SHEPPARD. How long?

Colonel PARKHILL. Since 1940.

Mr. SHEPPARD. What type of plant was it when you bought it? Do you have anything in the shopping list that would indicate the type?

Colonel PARKHILL. No, sir. I have nothing on what the building was but its function is to print all of the educational material used by the whole Air University complex. During the hot summer months, they have run into trouble in operating this printing plant effectively without the loss of materials due to humidity and heat. That is the main purpose of this air conditioning, to allow that plant to operate efficiently.

Mr. SHEPPARD. This is confined strictly to the air-conditioning requirement?

Colonel PARKHILL. Yes, sir. This is just an air-conditioning project.

Mr. Sheppard. Questions?

MAXWELL AIR FORCE BASE, ALA.

We shall proceed to the next item having to do with Maxwell Air Force Base, Ala., and insert page 382 in the record.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	MAXWELL AFB	GOVT LEASED	396
DIR FROM TOWN	1 MI SW MONTGOMERY	GOVT OWNED	2,493
		OTHER ACRES	971
COUNTY, STATE COUNTRY	MONTGOMERY, ALABAMA	TOTAL ACRES	3,860
COMMAND	AU	DATE OCC	1918
PRINCIPAL MISSION			
AF TRAINING & EDUCATION			

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
3545	50	2621	30	6246		2046

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
61805	50207	5829	5769	245	5524

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
ELE SWITCH STATION	74		NEW	2	1	1	1	EA	245

MAXWELL AIR FORCE BASE

Maxwell Air Force Base is located approximately 1 mile west of Montgomery, Ala. Its planned use is for the Air University Headquarters, Air War College, Air Command and Staff School, and Research Studies Institute. The program requested at Maxwell Air Force Base involves one item amounting to $245,000.

This item is for an electrical switching station required to meet the expanding electrical power needs of this base.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$16, 772
Cumulative obligations Mar. 31, 1962 (act)	11, 020
Cumulative obligations June 30, 1962 (estimate)	14, 998

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Electric switch station	District engineer	$9.5	15

Mr. SHEPPARD. Will this expansion of the switching station be sufficient to meet the total requirements planned for this base, including family housing?

Colonel PARKHILL. Yes, sir.

Mr. SHEPPARD. Questions, gentlemen?

(No response.)

HEADQUARTERS COMMAND

Mr. SHEPPARD. Next is the Headquarters Command. Place in the record page 384 and the related data.

(The matter referred to follows:)

Andrews Air Force Base:
Command: Headquarters Command.
Appropriation request (thousands): $2,522.

HEADQUARTERS COMMAND

The mission of the Headquarters Command is to provide proficiency flying, training, housekeeping, and support of U.S. Air Force personnel in the Washington area. Specifically, this command provides administrative and logistic support for the USAF Headquarters Squadron, for those Air Force units stationed within the Washington area where inherent organizational structure does not permit other support, and such other missions as may be directed by the Chief of Staff, USAF. This program contains a request for $2,522,000 for Headquarters Command and provides the necessary facilities at Andrews Air Force Base to consolidate combat readiness training (CRT) and special air mission (SAM) activities scheduled to move from Bolling Air Force Base and National Airport.

ANDREWS AIR FORCE BASE, MD.

Mr. SHEPPARD. We shall take up the next item having to do with Andrews Air Force Base, Md.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: ANDREWS AFB
DIR FROM TOWN: 1 MI E CAMP SPRINGS
COUNTY, STATE: PRINCE GEORGE, MD
COUNTRY:
COMMAND: HEADQUARTERS

GOVT LEASED:
GOVT OWNED: 7,095
OTHER ACRES: 507
TOTAL ACRES: 7,602

DATE OCC: 1943

PRINCIPAL MISSION

HQ AIR RESEARCH & DEVELOPMENT COMMAND
NAVY
FIGHTER INTERCEPTER SQUADRON ADC
NATIONAL GUARD
CONTINENTAL AIR COMMAND 2 AIR TRANSPORT SQUADRONS
AERO MEDICAL TRANS SQUADRON SPECIAL AIR MISSION
COMB CREW TRAINING EAST AIR RESCUE CENTER

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
1,295	118 NAVY	6,249	1,511 NAVY	7,544 1,629 NAVY		2,928 AF 192 NAVY & ARMY

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
137,100	88,215	33,126	15,759	* 11,272	4,487

*Includes 500 units of Family Housing requested in the Military Family Housing Act of 1962, $8,750,000.

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
AIRCOM FACILITY ADDN	317	MTC	NEW	54,422	46,502	7,920	7,920	SF	244
OPER MISSION TNG DFRP	104		500	43,560		43,560	32,000	SF	827
SHOP A/C MAINT FIELD	105		057	43,420	10,000	33,420	22,620	SF	425
SHOP GRND POWRD EQUIP	320		NEW	10,425		10,425	10,425	SF	227
HEADQUARTERS COMMAND ADDN	65	AFSC	NEW	279,780	250,550	29,230	29,230	SF	799
									2,522

Andrews Air Force Base

Andrews Air Force Base is located 11 miles southeast of Washington, D.C. The planned use of this base is for headquarters of Air Force Systems Command, two air transport squadrons for special mission, District of Columbia Air National Guard activities, Air Reserve Flying Center, Air Defense Command fighter mission and combat ready training flying. The total program requested for Andrews amounts to $2,522,000 and consists of the following five items:

The first item for an addition to the AIRCOM Building ($244,000) is needed to provide space for the installation of electronic communications equipment required to provide service for Presidential air-ground communications and defense communications agencies.

The second item is for an operation mission training facility ($827,000). The existing training buildings are of temporary construction, improperly located and inadequate in size and functional layout for the assigned mission, which is to support the consolidated flying activities for the Washington area.

The third item is for an aircraft field maintenance shop ($425,000) required to provide the maintenance support for 284 assigned aircraft.

The fourth item, for the ground powered equipment shop ($227,000), is needed to maintain 533 units of ground equipment in support of aircraft operating from Andrews.

The fifth item for Headquarters Command addition to existing building 1–1 ($799,000) is needed to relieve the inadequacy of the administrative facilities and improve working conditions of highly skilled personnel assigned research and development effort. Personnel in building 1–1 are located in crowded office space, the rotunda, hallways, and mechanical equipment rooms.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$71, 172
Cumulative obligations Mar. 31, 1962 (actual)	69, 649
Cumulative obligations June 30, 1962 (estimated)	70, 275

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
AirCom facility addition	District engineer	$10	15
Operation mission training	Walton & Madden	67	100
Shop, aircraft maintenance, field	District engineer	18	35
Shop, ground powered equipment	do	10	15
Headquarters command addition	Nottingham & Associates	60	95

Mr. Sheppard. What portions of the operational training building, the aircraft field maintenance shop, and the ground powered equipment shop are related to the proficiency flying activities of this installation, if any?

Colonel Parkhill. Colonel Call, do you want to start off on that?

Colonel Call. Mr. Chairman, speaking to the operations missions training building, the requirement is generated by the tactical flying done at Andrews. None of the requirement is generated by the CRT mission. We will gain a beneficial side effect which will help us in our CRT but the requirement would exist whether or not we had any CRT at Andrews.

(Additional information follows:)

AGE Shop

If the total proficiency flying program were eliminated from Andrews, only 43 of the projected 533 units of ground powered equipment would no longer be required. A corresponding reduction in maintenance space required would amount to only 300 square feet. The reason for this is simple. There is a great deal of commonality in ground support equipment and the 300 square feet referred

to would be for inspection-repair bays associated with the few GPE units required specifically for proficiency flying aircraft. The backup shops and space required for supporting test equipment are sized primarily to support the tactical, special mission, and base support aircraft.

SHOP, FIELD MAINTENANCE

The requirement for field maintenance space is not determined primarily by the number of aircraft to be supported but rather by the size of basic equipment required to support the largest aircraft to be maintained. For example, the amount of shop space required to support a strategic wing of 15 B–52 and 10 KC–135 is 48,000 square feet. If the mission were doubled to 30 B–52 and 20 KC–135 no additional space would be requested since the equipment does not change. The fabrication shop space requested in the Andrews project must be sized to support C–121, VC–135, VC–137, and C–118 and the deletion of C–47 aircraft would have no effect on the space requirement.

Mr. SHEPPARD. What are you using for operation or training facilities at this base at the present time?

Colonel CALL. Sir, they are now scattered in about 13 different buildings located throughout Andrews Air Force Base. Some of them are over on the far side of the field and necessitate a drive of about 5 or 6 miles for staff meetings and for conferences between the various segments of the operations staff.

Mr. SHEPPARD. What type of construction do you propose for this additional administrative space?

Colonel LATSON. This will consist of two additions to a masonry building, building No. 1535, and will be compatible with the existing structure.

Mr. SHEPPARD. I would naturally assume this is an add-on and you would apply the same general structural materials you already have in existence; is that correct?

Colonel LATSON. Yes, sir; that is correct.

General CURTIN. Last year this committee approved the first increment of this addition to the headquarters building and this is the second increment to complete approximately 60,000 feet. They were designed at the same time so they could be built in separate increments.

Mr. SHEPPARD. What will be the square footage per man based in this new headquarters building?

Colonel DOUGAN. Both of these increments, added to the present headquarters, will give us about 90 square feet per man. As you may recall, last year prior to your authorizing and appropriating for the first increment, it was about 78 or 79 square feet per man and you have seen the crowded conditions there.

Mr. SHEPPARD. What caused the increase in square footage assignment per man? There is an increase over last year's isn't there?

Colonel DOUGAN. There has been an increase in personnel; yes, sir.

Mr. SHEPPARD. Why the increase? Were not last year's provisions adequate in space requirement?

General CURTIN. No, sir; last year was a first bite at satisfying a requirement. Initially, as I recall, we requested 60,000 square feet. In the review I believe it was the feeling of the Department of Defense that we should go a little slowly on this until we saw how the organization and the strength of the Systems Command Headquarters would settle down. Therefore, they authorized the first increment although, as I pointed out previously, we designed the whole thing so it could be built in two phases. Subsequent to that time, the strength figures have been validated by the Air Force and the Department of Defense

and, therefore, we are requesting authority to proceed with the second increment.

Mr. SHEPPARD. I can understand the expansion requirement, General, but at the moment, my problem is, you are expanding the square footage per man over what your justifications requested last year, if I am right.

General CURTIN. Mr. Chairman, I believe that last year we had indicated to the committee that the present space available—that is, prior to the first increment—was something in the order of 60 to 70 square feet per man as opposed to an acceptable level of approximately 100 square feet per man.

Mr. SHEPPARD. Did we not have the basic square footage at our disposal to the extent that if 60 is not enough, we could have then increased the footage per man?

General CURTIN. That is correct and that is what we are doing.

Mr. SHEPPARD. Now?

General CURTIN. Yes, sir. In the first increment, and in this increment we will be providing additional space on a per man basis——

Mr. SHEPPARD. Then you have not gone into the first increment to the degree you cannot predetermine?

General CURTIN. That is right.

Mr. Chairman, the first increment is under construction at the present time and it has not been occupied. In fact, the construction is just coming out of the ground now.

Mr. SHEPPARD. Since there appears to be no further questions, that will be all for this item.

MILITARY AIR TRANSPORTATION COMMAND

We shall pick up the next item having to do with the Military Air Transportation Command and insert in the record page 391, along with the accompanying data.

(The matter referred to follows:)

	Command	Appropriation request (thousands)
McGuire Air Force Base	MATS	$269
Travis Air Force Base	MATS	730
Total		999

MILITARY AIR TRANSPORT SERVICE (ZONE OF INTERIOR)

The mission of the Military Air Transport Service is to provide: (1) Airlift required in support of joint war plans; (2) scheduled airlift for the Department of Defense within the continental United States, between the continental United States and oversea areas; and between and within oversea areas as directed by higher authority; (3) worldwide air transport, weather reconnaissance, and air recovery service systems; (4) flight service within the Zone of Interior; (5) organization and training of air resupply and all elements thereof; (6) supervision, control, and maintenance of primary facilities required for performing its assigned missions; and (7) theater jurisdiction in oversea areas where MATS units are stationed but which are outside the jurisdiction of any theater commander. This program contains a request for $999,000 for Military Air Transport Service (Zone of Interior) and provides facilities at two locations.

Included is one $659,000 project to alter the composite medical facility at Travis Air Force Base to support a 480-bed hospital. The remainder of the pro-

gram consists of projects for improved area search radar ($141,000) at two locations and one approach light project $199,000. There are no facilities included in this program in direct support of tenant command missions.

Mr. SHEPPARD. If you have a statement you wish to make pertaining to this, you may read it.

Colonel PARKHILL. Yes, Mr. Chairman.

This program provides four line items at two major locations at a cost of $999,000. The two operations items are at McGuire and Travis and there is also an item of alterations to the hospital at Travis.

Colonel CALL. Mr. Chairman, here again is a chart that shows all of our major support commands on the one chart. This is a little difficult to read but the headquarters of MATS is located at Scott. We have bases here [indicating] and the major aerial embarkation ports are located on the west coast at Travis and McChord. We are utilizing Moffutt Air Station and will still be in the 1965 time period. On the east coast, our major installations are Dover, McGuire, and Charleston, down to the south. Those are the major bases with which we will be dealing in the next few minutes.

M'GUIRE AIR FORCE BASE, N.J.

Mr. SHEPPARD. We will proceed to the next item having to do with McGuire Air Force Base, N J.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

				OFFICERS		AIRMEN			CIVILIANS	
STATION	MCGUIRE AFB	GOVT LEASED	0							
DIR FROM TOWN	1 MI S.E. WRIGHTSTOWN	GOVT OWNED	3,499							
		OTHER ACRES	68	BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
COUNTY, STATE	BURLINGTON, N. J									
COUNTRY		TOTAL ACRES	3,567	1,342	301	7,536	553	9,732		1,733
COMMAND	MATS									
		DATE OCC	1942	EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)	
PRINCIPAL MISSION										
TWO AIR TRANSPORT SQUADRONS (H)		ADC MISSILE	ADC	103,730	101,245	115	2,370	269	2,101	
EASTERN TRANSPORT AF HQ		HQ NEW YORK (SAGE DC)	ADS							
TWO AIR TRANSPORT SQUADRONS (M)		AIR REFUELING MED SQ.	ADC							
AIR TRANSPORT SQUADRON (LT)		TAC FT. SQUADRON	ANG							
AEROMEDICAL SQUADRON (LT)		TROOP CARRIER WING HQ & 1 SQUADRON	CNR							
NAVY TRAINING SQUADRON										
F.I.S	CNR									

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
AREA SEARCH RADAR	90		NEW	1		1	1	EA	70
LIGHTING APPROACH	137		NEW	4,500	3,000	1,500	1,500	FT	199
									269

McGuire Air Force Base

McGuire Air Force Base is located 2 miles east of Wrightstown, N.J. This base is the major east coast aerial port of embarkation for the Military Air Transport Service. An Air Defense Command fighter interceptor squadron and a BOMARC squadron are supported as well as a Strategic Air Command air refueling mission. The total program requested for this base consists of two projects at a total cost of $269,000.

The first item for $70,000 provides for replacement of the obsolete base area search radar equipment. The new facility provides adequate radar coverage for area control of aircraft within 70 nautical miles and 40,000 feet altitude.

The second item is for 1,500 feet of approach lighting for $199,000 to satisfy a deficiency on the alternate instrument approach to the primary runway. In addition to increased flying safety, this facility will provide all-weather departure and landing capability for the jet air transport fleet as well as other mission and transient aircraft.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$74, 150
Cumulative obligations, Mar. 31, 1962 (actual)	74, 086
Cumulative obligations, June 30, 1962 (estimated)	74, 130

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Area search radar	District engineer	$3	25
Lighting approach	do	9	15

Mr. Sheppard. This is a line item for search radar. Give us a brief explanation of this.

Colonel Parkhill. We are converting from an old style search radar set with limited height and range to a new set called the ASR–4 which is standard with the military services and FAA. It doubles the height and range capability and gives us a much more efficient and precise method of bringing our jet aircraft down and to support this program we must build a small building with power and utilities for installation of this equipment. The equipment is phased in with the construction timing.

Mr. Sheppard. What is salvagable in what you are going to replace?

Colonel Parkhill. In the way of equipment?

Mr. Sheppard. Yes. You have certain equipment there. Are you going to keep it there for some purpose or not?

Colonel Call. Sir, this radar equipment that is being replaced will be returned to Air Force stock and utilized—I do not know where else in the world, but it will still be——.

Mr. Sheppard. In other words, it will go into the inventory?

Colonel Call. And be used where it is needed somewhere else.

Travis Air Force Base, Calif.

Mr. Sheppard. Let us go to the next item, Travis Air Force Base in California.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: TRAVIS AFB
DIR FROM TOWN: 6 MI E FAIRFIELD
COUNTY, STATE: SOLANO, CALIFORNIA
COUNTRY:
COMMAND: MATS

GOVT LEASED: 301
GOVT OWNED: 4,721
OTHER ACRES: 1,118
TOTAL ACRES: 6,140

DATE OCC: 1943

PRINCIPAL MISSION

HQ WESTERN TRANSPORT AIR FORCE
FOUR AIR TRANSPORT (H)
HEAVY BOMB SQUADRON (SAC)
AIR REFUELING H. SQUADRON (SAC)
F. I. S. (ADC)
AIR TRANSPORT SQUADRON (MED)

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
1,753	118	10,920	313	13,104		2,020

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
130,640	113,326	11,866	5,448	730	4,718

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
AREA SEARCH RADAR	RPMT	91		NEW	1		1	1	EA	71
COMPOSITE MEDICAL FACILITY	ALT	300		NEW					LS	659
										730

(Revised 10 April 1962)

Travis Air Force Base

Travis Air Force Base is located 6 miles east of Fairfield, Calif. The programed mission for the base is Military Air Transport Service, west coast Aerial Port of Embarkation, SAC heavy bomber and air refueling squadrons, ADC fighter interceptor squadron. The amount requested for this base is $730,000.

The first item for $71,000 provides for replacement of the obsolete base area search radar equipment. The new facility provides adequate radar coverage for area control of aircraft within 70 nautical miles and 40,000 feet altitude.

The second item for $659,000 provides for alteration of existing substandard composite medical facilities in the main hospital building. At present these facilities are totally inadequate to support the 480-bed capacity.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$58, 699
Cumulative obligations, Mar. 31, 1962 (actual)	58, 662
Cumulative obligations, June 30, 1962 (estimated)	58, 685

KANSAS STATE UNIVERSITY MANHATTAN, KAN. JUN 12 1962

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Area search radar	District engineer	$9.8	0
Composite medical facility (alteration).	Not selected	75.6	0

Mr. Sheppard. What do you propose here in the way of alterations for the medical facility?

Colonel Parkhill. Colonel Carmichael, do you want to take that?

Colonel Carmichael. At Travis Air Force Base, we have a complex of three buildings where we are attempting to bring them up to standard. Basically, the main building was built as a hospital in 1949 and an NP addition was added to the main building, building No. 381 for identification, in 1954. In addition we have an airmen's dormitory and a nurses' quarters built on the hospital site.

When the requirement at Travis became acute and the need for additional beds was felt during the past few years, it was determined to make use of all three buildings for hospital purposes and bring the bed capacity up to about 385 beds plus 75 air medical evacuation holding beds. In doing this, it required a great deal of modification work and we did a complete utilization development plan study during calendar 1959 and determined the best use of the buildings. First, we developed the main hospital building for the general inpatient care. We would take the old airmen's dormitory and develop it as an Air Force clinic or outpatient department. We would take the old nurses' quarters and develop it into an air medical holding evacuation facility.

We started developing this plan under the O. & M. route and due to the change in the procedures of last year's public law, the alterations project now comes under the military construction program. What you have here is a major portion of our implementation of a utilization plan development for Travis.

Mr. Sheppard. Is it usual to provide TV antenna services for such buildings?

Colonel CARMICHAEL. This is a master TV antenna service and this would serve all of the rooms. This is customary, for all appropriate rooms, I should say.

Mr. SHEPPARD. Will this result in the loss of any bed space?

Colonel CARMICHAEL. Actually, we will gain in bed space by this utilization study. We will be able to provide from 185- up to 385-bed capacity, plus 75 air medical holding beds.

TACTICAL AIR COMMAND

Mr. SHEPPARD. Now we shall consider the Tactical Air Command. Please insert the installation summary sheet and the usual explanatory statement.

(The matter referred to follows:)

Installation:	*Appropriation request (thousands)*
Cannon Air Force Base	$300
England Air Force Base	140
George Air Force Base	392
Langley Air Force Base	3, 157
Luke Air Force Base	401
Nellis Air Force Base	3, 136
Pope Air Force Base	4, 753
Sewart Air Force Base	783
Seymour-Johnson Air Force Base	655
Total	13, 717

TACTICAL AIR COMMAND

The mission of the Tactical Air Command is to organize, equip, train, and administer the forces assigned or attached for participation in tactical air operations, including light and tactical bombardment, day fighter, tactical fighter, tactical missiles, troop carrier, reconnaissance and support units in liaison with Continental Army Command and for maintenance of the capability and development of plans for the deployment of mobile atomic strike forces for use in tactical air operations in any area of the world independent of or in concert with other land, air, naval, and/or amphibious forces. This program contains a request for $13,717,000 for Tactical Air Command and provides facilities at nine locations.

Included within the Tactical Air Command total program are facilities to support fighter aircraft capability totaling $1,903,000 at four bases and $4,526,000 for facilities at two bases in support of airlift operations. The balance of the program totaling $7,288,000 are for facilities in direct support of the TAC basic missions.

Mr. SHEPPARD. Do you have any comments on that? If so, proceed.

Colonel PARKHILL. For the Tactical Air Command we have a program that includes 33-line items for 9 locations at a total cost of $13.7 million. The program consists of operational facilities, $5.5 million; medical facilities, $5.3 million; maintenance facilities, $1.1 million; miscellaneous support facilities, $1.7 million; medical items will provide hospitals at Langley and Nellis and included in the operational facilities is an operational apron for Pope Air Force Base.

The repetitive items here are approach lights and weapons calibration shelters.

Colonel CALL. Mr. Chairman, the Tactical Air Command is shown on this chart and the headquarters of the Tactical Air Command, as you know, is located at Langley Air Force Base in Virginia.

Their bases are largely in the southern portion of the United States along the southeast part and extending across the south to California. The bases concerned are Seymour-Johnson, Pope, Myrtle Beach, Homestead, Orlando, McDill, Eglin, Sewart, England, McConnell, which we are adapting to Tactical Air Command use.

This is a Strategic Air Command Base and Eglin is coming into the the picture here with tactical utilization.

We have joint utilization here at Homestead with the Strategic Air Command and, of course, Cannon, Luke, Nellis, and George out to the west. These additional bases utilized by the Tactical Air Command are largely occasioned by the build-up in our tactical forces which is beginning this year and next.

Mr. SHEPPARD. What, if any, further shifting in Tactical Air Command personnel is contemplated under the program in the coming fiscal year?

Colonel CALL. Off the record.

(Discussion off the record.)

Mr. SHEPPARD. We shall insert in the record at this point the material relative to the projects set out on pages 398, 399, 401, and 403.

(The matter referred to follows:)

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	CANNON AFB
DIR FROM TOWN	7 MI WSW CLOVIS (170 MI SE SANTE FE)
COUNTY, STATE	CURRY, NEW MEXICO
COUNTRY	
COMMAND	TAC
PRINCIPAL MISSION	2 TACTICAL FIGHTER WINGS CENTRAL AIR RESCUE CENTER

GOVT LEASED	7,868
GOVT OWNED	3,460
OTHER ACRES	55
TOTAL ACRES	11,383
DATE OCC	1942/1951

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
476		3,083		3,559		339

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
28,256	23,396	1,560	3,300	300	3,000

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
LIGHTING APPROACH DFRP	145		NEW	3,000		3,000	3,000	FT	300

Cannon Air Force Base

Cannon Air Force Base is located 7 miles west-southwest of the city of Clovis, N. Mex. The mission of this base is the support of two tactical fighter wings. The program requested amounts to $300,000 and consists of an item for 3,000 feet of standard approach lights on the 03 end of the primary instrument runway to meet U.S. standards criteria. The project is essential for safety and highly advantageous to pilots flying modern high-performance aircraft.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$15, 340
Cumulative obligations Mar. 31, 1962 (actual)	15, 062
Cumulative obligations June 30, 1962 (estimated)	15, 205

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Light approach	District engineer	$23	10

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	ENGLAND AFB	GOVT LEASED	8
DIR FROM TOWN	5 MI W ALEXANDRIA (175 MI NW NEW ORLEANS)	GOVT OWNED	2,232
		OTHER ACRES	8,905
COUNTY, STATE	RAPIDES PARRISH, LA.	TOTAL ACRES	11,145
COUNTRY			
COMMAND	TAC	DATE OCC	1942/1950

PRINCIPAL MISSION

TACTICAL FIGHTER WING
CENTRAL AIR RESCUE CENTER

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
318		2,636		2,954		308

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
22,275	21,057	178	1,040	140	900

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
LIGHTING APPROACH DFRP	146		NEW	4,400	3,000	1,400	1,400	FT	140

England Air Force Base

The next base to be considered is England Air Force Base which is located 5 miles west of Alexandria, La. The primary mission of this base is a tactical fighter wing. The program requested amounts to $140,000 and consists of one item: The construction of 1,400 feet of standard approach lights on the approach end (32) of the primary instrument runway, to meet U.S. standards criteria. While 3,000 feet exists, the requirement is for an additional 1,400 feet to insure flying safety of the programed century series aircraft at this base.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$18, 661
Cumulative obligations Mar. 31, 1962 (actual)	18, 616
Cumulative obligations June 30, 1962 (estimated)	18, 647

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Lighting, approach	District engineer	$7	20

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

				OFFICERS		AIRMEN			CIVILIANS	
STATION	GEORGE AFB	GOVT LEASED	1							
DIR FROM TOWN	1 MI E ADELANTO (100 MI N SAN DIEGO)	GOVT OWNED	4,825							
		OTHER ACRES	7,554							
COUNTY, STATE	SAN BERNARDINO, CALIF	TOTAL ACRES	12,380	BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
COUNTRY				526		4,448		4,974		353
COMMAND	TAC	DATE OCC	1941/1950							

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
42,036	36,336	1,608	4,092	392	3,700

PRINCIPAL MISSION

TACTICAL FTR WING
FTR INTERCEPTOR SQ
AIR RESCUE HELICOPTER DET
COMBAT CREW TRAINING SQ

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
LIGHTING APPROACH	139		NEW	3,000		3,000	3,000	FT	300
SHELTER AIRCRAFT WPNS CALIB	I		NEW	7,733	3,202	4,531	3,202	FT	92
									392

GEORGE AIR FORCE BASE

The next base to be considered is George Air Force base located 1 mile east of Adelanto, San Bernardino, Calif. The mission of the base is to support a tactical fighter wing, a fighter interceptor squadron (ADC), combat crew training squadron, and air rescue helicopter detachment (MATS). The program requested amounts to $392,000 and consists of two items as follows:

The first item for 3,000 feet of standard approach lighting is required for the 16 end of the primary approach instrument runway, plus certain modification work on the existing threshhold lights. The work is required for flying safety of fighter interceptor aircraft assigned to this base as well as precluding the possibility of damage to aircraft using the overrun area during emergencies

The last item for a two-position aircraft weapons calibration shelter containing 3,202 square feet is needed for calibration and harmonization of installed fixed forward firing control systems on assigned aircraft. The completion of the requested facility will meet 80 percent or provide shelter facilities for four aircraft of the total base requirement.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$17, 563
Cumulative obligations, Mar. 31, 1962 (actual)	17, 316
Cumulative obligations, June 30, 1962 (estimated)	17, 450

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Lighting approach	Quinton engineers	$38. 1	5
Shelter aircraft weapons	District engineer	11. 7	15

LANGLEY AIR FORCE BASE, VA.

Mr. SHEPPARD. The first project that we shall consider is Langley Air Force Base, Va.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	LANGLEY AFB	GOVT LEASED	193
DIR FROM TOWN	5 MI N HAMPTON (30 MI N NORFOLK)	GOVT OWNED	8,084
		OTHER ACRES	1,139
COUNTY, STATE	HAMPTON, VIRGINIA	TOTAL ACRES	9,416
COUNTRY			
COMMAND	TAC	DATE OCC	1916

PRINCIPAL MISSION

HEADQUARTERS, TACTICAL AIR COMMAND
TROOP CARRIER MED SQ
FTR INTERCEPTOR SQ
AIR DEFENSE MISSILE SQ
EASTERN AIR RESCUE CENTER

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
1,142		5,288		6,430		1,429

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
67,415	54,921	87	12,407	8,407*	4,000

*Includes 300 units of Family Housing requested in the Military Family Housing Act of 1963, $5,250,000.

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
WASHRACK AIRCRAFT	247		NEW	1		1	1	EA	79
COMP MED FAC DFRP	61		NEW	87,025		87,025	87,025	SF	3,078
									3,157

Langley Air Force Base

The next base to be considered is Langley Air Force Base which is located 5 miles west of Hampton, Va. The mission of this base is Headquarters Tactical Air Command, Troop Carrier Squadron, Fighter Interceptor Squadron (ADC), Air Defense Missile Squadron (ADC) and Eastern Air Rescue Center (MATS). The program requested amounts to $3,157,000 and consists of two items as follows:

The first item is construction of a washrack to accommodate the assigned aircraft. There are no facilities of this type available, and the requested facility will complete the total base requirement.

The last item is construction of a permanent three story brick 125-bed hospital to provide medical care to the three armed services and their dependents for a total of approximately 23,000 persons in the tidewater area of Virginia. The present structures were built in the period from 1932 to 1942 and are structurally unsafe, beyond economical repair and are scheduled for removal. The requested hospital of 87,025 square feet will meet the total base requirements.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$18, 448
Cumulative obligations Mar. 31, 1962 (actual)	18, 413
Cumulative obligations June 30, 1962 (estimated)	18, 437

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Washrack, aircraft	District engineer	$6.0	15
Composite medical facility	Marcellus Wright & Son, Merrill C. Lee, associate architects.	206.0	0

Mr. Sheppard. What are you using for hospital facilities here at the present time, and what will be done with these facilities if the new one is funded and constructed?

Colonel Carmichael. Mr. Chairman, at the present time we are using two permanent buildings and five temporary buildings in our operation of the hospital itself. Upon completion of our new hospital, we will destroy the temporary buildings and the two permanent buildings will be used for nonmedical administrative uses.

Mr. Sheppard. How does the construction of this hospital relate to other facilities in this area, including those of both the Navy and the Army?

Colonel Carmichael. There is a tie-in, Mr. Chairman. In fact, there is an OSD triservice study for the area. The Navy Hospital at Portsmouth is the area hospital. Eustis has constructed a station hospital and this hospital at Langley will provide on-base direct support to Langley Air Force Base and inpatient care to Fort Monroe. It is the third phase of an OSD study.

Mr. Sheppard. Your justifications indicate you are requesting a 125-bed hospital. I wish you would provide the committee the allocation of beds to the different categories of personnel authorized hospital facilities.

Colonel Carmichael. Mr. Chairman, I will give the average daily patient load in the dispersion of beds at the end.

Mr. Sheppard. If you will.

Colonel Carmichael. Air Force military, 36; Army military, 1; this is on-base military.

Navy military, 1; Air Force dependents, 36; Army dependents, 1; Navy dependents, 3; for a total daily patient load of 78, and dispersion of beds, 26, giving us a total on-base requirement of 104 beds.

In addition, we will build 25 inpatient beds to support Fort Monroe. Fort Monroe will reduce its medical capability to a dispensary level upon completion of the Langley Hospital.

Mr. SHEPPARD. How will your curtailment at Fort Monroe be affected?

Colonel CARMICHAEL. They will reduce their inpatient care and we will provide all inpatient care for military and dependents at Langley.

Mr. SHEPPARD. Insofar as any other aspect of their present operational requirement is concerned, that is the only line of reduction you contemplate at the moment?

Colonel CARMICHAEL. That is correct, sir. They would continue to operate an outpatient service on Fort Monroe.

Mr. SHEPPARD. How about dependents in the new operation?

Colonel CARMICHAEL. They would be provided inpatient care at Langley Air Force Base.

Mr. SHEPPARD. What is the distance between Langley and the Army hospital at Fort Eustis, Va.?

Colonel CARMICHAEL. Fort Eustis, sir, is 26 miles or 1 hour driving time, approximately.

LUKE AIR FORCE BASE, ARIZ.

Mr. SHEPPARD. If there are no further questions, we shall proceed to the next item, Luke Air Force Base, Ariz.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: LUKE AFB
DIR FROM TOWN: 30 MI NW PHOENIX
COUNTY, STATE: MARICOPE, ARIZONA
COUNTRY
COMMAND: TAC

PRINCIPAL MISSION

PHOENIX AIR DEFENSE SECTOR
AIR RESCUE SQ
AIR RESCUE HELICOPTOR DET
USAF ADVANCED FLYING SCHOOL

GOVT LEASED	100,446
GOVT OWNED	2,564,665
OTHER ACRES	18,327
TOTAL ACRES	2,683,438
DATE OCC	1941/1951

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
665		3,123		3,788		1,413

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
65,584	59,485	2,698	3,401	401	3,000

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
COMMUNICATIONS BASE	DFRP	163		NEW	4,587		4,587	4,587	SF	151
SHOP A/C ENG I&R	ADDN	246		NEW	40,628	29,559	11,069	11,069	SF	250
										401

Luke Air Force Base

The next base to be considered is Luke Air Force Base which is located 1 mile north of Litchfield Park, Ariz. The mission of this base is for the U.S. Air Force Advanced Flying School, the Phoenix air defense sector (SAGE), an air rescue squadron (Reserve), and air rescue helicopter detachment (MATS). The program requested amounts to $401,000 and consists of the following two items:

The first item for a base communications building, of 4,587 square feet will replace the present unusable structure and is needed to provide adequate capacity for the expanded communications facilities in support of SAGE and a large family housing complex recently completed. The completion of the requested facility will meet the total base requirements for base communications functions.

The last item for an addition to the existing aircraft engine inspection and repair facility is needed to provide the space needed for the programed jet aircraft at this base, and will satisfy 100 percent of the total base requirement for this vital functional operation.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$15, 536
Cumulative obligations, Mar. 31, 1962 (actual)	14, 527
Cumulative obligations, June 30, 1962 (estimated)	15, 224

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Communications, base	Henry M. Arnold	$20.6	5
Shop aircraft engineering, inspection, and repair.	do	27.3	5

Mr. Sheppard. Is the existing communications facility on this base owned by the Air Force or private industry?

Colonel Parkhill. The equipment is owned by industry and the building is our responsibility. We own the present building and we propose to build a new one.

Mr. Sheppard. Why is the Air Force constructing buildings for the operation of private industry or private operators? That appears to be the condition here.

Colonel Parkhill. It is a basic policy of the Air Force and of OSD that this is the way we should operate. We should own all buildings on our bases, even though they may be used by, or have installed equipment owned by, private companies.

Mr. Sheppard. What is the circumstance that places you in that position? There must be some reason for it; but what is it? Why in the world are you building buildings for private industry unless you are getting some remuneration for it? Your answer to the question is that it is your job. Please put an explanation in the record so that it will be understandable and available for those who may want it.

Colonel Parkhill. Yes, sir.

General Minton. Let me answer that.

This is an answer I would like to check later and furnish for the record.

We furnished this facility and generally we have other functions, such as cryptographic functions, extremely military functions, in the same building. We get a special rate on telephone rates, and what not, by furnishing the building to the telephone company. If they had to come in and build their own building, the rate would be somewhat higher, but we have a fixed rate based upon lines into the place and the number of telephones we run in. On this again, I would like to check to be certain and supply it for the record.

Mr. SHEPPARD. I wish you would because this is a very pertinent question being asked by people outside.

(The information follows:)

POLICY GOVERNING CONSTRUCTION AND OPERATION OF COMMUNICATIONS BUILDINGS AT AIR FORCE BASES

Air Force bases are intended to be equipped, manned, and operated as integrated command organizations to respond to national defense needs. Communications are an essential element of that command. Control of communications operations by the commander is essential to assure accomplishment of his assigned mission at all times and under all circumstances. Accordingly, private branch exchange telephone systems on Air Force bases are under the operational control of the installation commander and are operated and administered by Air Force personnel. This requirement stands regardless of whether the telephone system is owned by the Government or by the local telephone company. Ownership affects the responsibility of installation and maintenance of the telephone plant only, and does not alter the operational responsibility of the installation commander. Government-owned systems on Air Force bases are installed and maintained by the Air Force. Commercially owned systems are installed and maintained by the telephone company and serve the Air Force base at regular tariff rates. Under normal circumstances, the facility housing the telephone exchange also houses the base communications center, including teletype nets, crypto, communications maintenance, and supply activities.

The regularly established tariff rates for on-base service from commercially owned private branch exchange systems are based on equipment and service costs only. It is the responsibility of the customer to furnish suitable space for the exchange facility and also operate the system. This is a normal industrial practice and it applies to the Government the same as to commercial organizations, such as hotels, apartments, and business concerns having private branch exchange service furnished by the local telephone company.

Commercial ownership of a building occupied and used by the Government on an Air Force installation would present extensive and continuing difficulties in the management, utilization, and disposal of real property facilities. Such an arrangement would require the Government to underwrite the commercial investment by guaranteeing complete amortization and investment profit to the commercial owner under any and all conditions. An arrangement of this type would not be desirable for a telephone building on a military installation and used by the Government.

The Air Force supports the basic principle that free competitive enterprise should be fostered by the Government. The factors established by DOD Directive 4100.15 which justify the continued use or establishment of Government owned administrative telephone systems within the United States are as follows:

(*a*) The absence of private facilities.
(*b*) Military demand or mobilization need.
(*c*) Security requirements.
(*d*) Training of personnel.
(*e*) Economy.

Mr. SHEPPARD. As I interpret your answer, there is certain compensation derived from this kind of an operation?

General MINTON. Yes, sir. We get a better rate on our communications.

We use this for other strictly military functions.

Mr. SHEPPARD. Will you draw a couple of parallels for the purpose of the record when you supply your answer.

General MINTON. Yes, sir.

Mr. SHEPPARD. Will this communications facility meet all of your needs, and allow you to dispose of the inadequate existing facility?

Colonel PARKHILL. Yes, sir.

Mr. SHEPPARD. Questions on the item?

(No response.)

NELLIS AIR FORCE BASE, NEV.

Mr. SHEPPARD. The next item is Nellis Air Force Base, Nev.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	NELLIS AFB
DIR FROM TOWN	8 MI NE LAS VEGAS
COUNTY, STATE	CLARK, NEVADA
COUNTRY	
COMMAND	TAC
PRINCIPAL MISSION	

AIR DEMONSTRATION FLIGHT
AIR RESCUE HELICOPTOR DET
USAF ADVANCED FLYING SCHOOL

GOVT LEASED	275
GOVT OWNED	2,920,289
OTHER ACRES	172
TOTAL ACRES	2,920,736
DATE OCC	1941/1948

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
555		4,177		4,732		1,129

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
51,066	39,449	3,481	8,136	3,136	5,000

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
SHLTR A/C WEAPON CAL	ADDN	I		NEW	9,680	3,358	6,322	3,202	SF	125
SHOP GRND POWRD EQIP		I		NEW	10,340		10,340	10,340	SF	190
WHSE SUP & EQUIP BAS	DFRP	130		NEW	165,075	99,056	66,019	41,105	SF	345
COMP MED FAC	RPMT	70		NEW	55,936		55,936	55,936	SF	2,230
WATER WELLS		I		NEW	3,063	1,941	1,122	1,122	TD	246
										3,136

Nellis Air Force Base

The next installation to be considered is Nellis Air Force Base which is located 8 miles northeast of Las Vegas, Nev. The mission of this base is for USAF advanced flying school, air demonstration flight, and air rescue helicoper detachment (MATS). The program requested amounts to $3,136,000 and consists of the following:

The first item for an addition to the existing aircraft weapons calibration shelter is needed to provide the space for performing base sighting and harmonization of installed fixed forward firing control systems on assigned aircraft. The completion of the requested facility will meet 100 percent of the total base requirement.

The second item for 10,340 square feet ground-powered equipment shop is required to provide the minimum shop space needed for maintenance of assigned ground-powered equipment, and will alleviate the necessity of utilizing badly needed hangar space. The requested facility will satisfy 100 percent of the total base requirement.

The third item is to provide a 41,105-square-foot warehouse needed to provide covered storage and protection for a large quantity of equipment, spares, and parts. While 99,000 square feet of warehouse exists, the completion of the requested facility will only meet 80 percent of the total base warehousing requirement.

The fourth item for a composite medical facility will provide a 50-bed plus 14 dental operating room facility to replace an existing wood frame unusable structure. The project is required to provide medical care and services for military personnel and their dependents assigned to Nellis Air Force Base, Lake Mead Naval Station, Las Vegas Air Force Station, and Indian Springs Air Force Base.

The last item for construction of two water wells is to obviate the necessity for water rationing at this base. The existing wells only furnish 70 percent of the requirement. With the scheduled expansion of this base, the requested facility will meet the total base requirement.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$17, 623
Cumulative obligations Mar. 31, 1962 (actual)	15, 667
Cumulative obligations June 30, 1962 (estimated)	16, 961

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Aircraft weapons calibration shelter	District engineer	$13.9	5
Ground-powered equipment shop	d'Autremont-Helms	19.6	5
Warehouse	do	21.4	5
Composite medical facility	Jones & Emmons & Rosenfield & Rosenfield	98.1	45
Water well	C. F. Hostrup & Associates	33.3	0

Mr. Sheppard. Will the water wells which you are requesting here meet all of your foreseeable requirements?

Colonel Parkhill. Yes, sir. These wells will provide our requirement.

Mr. Sheppard. Are the wells on the base?

Colonel Parkhill. Yes, sir; they are on the base.

Mr. Sheppard. How closely have these water wells been surveyed for the purpose of determining whether or not they are drawing from a basin where riparian suits might eventually be instituted because of encroachment of water rights on other areas, or out of the same basin?

Colonel Stephens. In regard to your question, Mr. Chairman, the survey we make in connection with our water wells is related to the effective drawn-down that we are now getting on our existing wells on

base, and we're not faced with the problem we normally term riparian rights, surface water, and so forth. At that time, there was no indication there would be any conflict of interests in water rights by our adding these wells to Nellis.

Mr. SHEPPARD. I interpret you answer to mean one thing, that the water rights situation as it pertains in the State of Nevada, and within the basin content from which these waters are being taken, have been surveyed to the degree there is no possibility of encroachment? I assume that is what you mean by your answer; is that right or wrong? You had better watch this pretty carefully because we find some of your people say something is all right and the next thing we know we run into difficulties because we are encroaching upon riparian water rights as established by both Federal and State law.

We have found those conditions, and that is what motivated the question here.

Has it been surveyed to that degree? If it has, it has; and if it has not, it has not.

General CURTIN. I do not think we can answer your question firmly in the affirmative. I am not satisfied we can do this from the information I have seen on this project but I would like to verify this and insert the scope of the survey and the conclusions in the record later, if I may.

Mr. SHEPPARD. If you will, please.

(The information follows:)

NEVADA WATER LAW

Nevada water law recognizes all water rights perfected under prior law. The Nevada State engineer has complete control over all wells driven in the State. Action has been taken through the Air Force regional civil engineer and the Army district engineer to process the necessary application to obtain a permit from the State of Nevada to drill the two wells proposed in the fiscal year 1963 program. The application for a permit states the amount of water that will be required. When the application is received, the State engineer will determine if there is unappropriated water available to accommodate the new demand. The granting of the permit gives assurance that there is unappropriated water available and that any prior vested rights will not be affected. The two additional wells required at Nellis have been discussed with the State engineer and it is anticipated that the permit to drill will be granted.

Mr. SHEPPARD. You obviously protect yourself against later suits and everything else?

General CURTIN. Yes, sir.

Mr. SHEPPARD. While you have to have water, and I realize that, there are certain prerequisites that follow under legal procedure that can be provided for at the time you walk into the situation rather than afterwards.

General CURTIN. This is rather technical and complex and I think we had better be sure on this, Mr. Chairman.

Mr. SHEPPARD. I know it is and I will appreciate it if you will consult the local engineer and be careful about this.

General CURTIN. Yes, sir.

Mr. SHEPPARD. Will the warehouse you propose here meet your total requirements?

Colonel PARKHILL. Yes, sir.

Mr. SHEPPARD. What is the hospital situation here at the present time, and what will be done with these facilities if the new ones are constructed?

General CURTIN. The present facilities are wood frame type and they will all be deleted, Mr. Chairman.

Colonel PARKHILL. I would like to go back to the warehouse, Mr. Chairman.

Mr. SHEPPARD. Very well. Let us get this clear.

Colonel PARKHILL. The theoretical deficiency is 66,019 square feet and we have elected, in our analysis of this problem, to solve the problem with a lesser scope, 41,105 square feet.

Mr. SHEPPARD. In other words, you resolved this and you will not come back here next year to correct an error?

Colonel PARKHILL. When we faced the issue, we solved the problem as we saw it at that time and this supports the mission for the programed period.

Mr. SHEPPARD. You now feel you have actually determined you will not be back here next year for another increase in this particular requirement?

Colonel PARKHILL. We will not be back until there is a change of mission that expands our requirements.

Mr. SHEPPARD. Does this medical facility provide dependent care?

Colonel CARMICHAEL. Yes, sir.

Mr. SHEPPARD. Will you breakdown the allocation of beds in the usual manner, please?

Colonel CARMICHAEL. Yes, sir. Air Force military, 18. Navy military, 1. Air Force dependents, 19. Army dependents, 1. Navy dependents, 4. The total figure, 43. Dispersal beds, 14, giving a total bed requirement of 57.

Mr. SHEPPARD. Are there any further questions, gentlemen?

POPE AIR FORCE BASE, N.C.

The next item is Pope Air Force Base, N.C.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	POPE AFB	GOVT LEASED	291
DIR FROM TOWN	3 MI WNW SPRING LAKE (40 MI SW RALEIGH)	GOVT OWNED	29
		OTHER ACRES	1,673
COUNTY, STATE	CUMBERLAND, N. C.	TOTAL ACRES	1,993
COUNTRY			
COMMAND	TAC	DATE OCC	1918

PRINCIPAL MISSION

TROOP CARRIER MEDIUM WING

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
339		2,166		2,505		275

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
27,454	14,092	359	13,003	10,003*	3,000

*Includes 300 units of Family Housing requested in the Military Family Housing Act of 1962, $5,250,000.

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
APRON OPERATIONAL	ADDN	36		NEW	465,000	154,921	310,079	274,180	SY	3,085
PAD POWER CHECK	ADDN	37		NEW	16,400	10,504	5,896	5,896	SY	84
WASHRACK AIRCRAFT		253		NEW	1		1	1	EA	87
COMM BASE/AACS MAINT	DFRP	316		NEW	8,000		8,000	8,000	SF	201
INSTRUMENT LANDING SYSTEM		77		NEW	1		1	1	EA	150
LIGHTING APPROACH	EXTD	140		NEW	3,000		3,000	3,000	FT	170
LIGHTING TAXIWAY	ADDN	149		NEW	17,981	9,081	8,900	8,900	FT	71
SQUADRON OPERATIONS	ADDN	255		NEW	25,203	7,953	17,250	17,250	SF	313
AUTO MAINT SHOP	ADDN	256		NEW	21,298	11,298	10,000	10,000	SF	174
ADMIN WG MAINT CTROL	DFRP	257		NEW	7,850		7,850	7,850	SF	158
OQ MEN		258		NEW	139	56	83	40	MN	260
										4,753

Pope Air Force Base

The next installation is Pope Air Force Base, located 3 miles west northwest of Spring Lake, N.C. The assigned mission is three medium troop carrier squadrons. The program requested amounts to $4,753,000 and consists of the following 11 items:

The first item for additional rigid operational apron is required to provide adequate paved apron area in support of normal mission operations, joint Air Force-Army maneuvers, and tactical operational plans. The requested facility will meet 90 percent of the total base requirement.

The second item for additional power check pad, with a scope of 5,896 square yards, is needed to provide adequate, safe paved areas for holding aircraft during warmup and instrument checks prior to takeoff. The requested facility will satisfy the total base requirement for this item.

The third item for an aircraft washrack is required for washing the assigned cargo-type aircraft. There are no facilities available at the installation to meet this requirement.

The fourth item for a base communication maintenance facility will replace an existing unusable building to provide the needed space to house communication and electronic equipment. The requested facility will meet the total base requirement.

The fifth item for an instrument landing facility (ILS) will provide an automatic instrument landing system, which is needed to support assigned mission aircraft utilizing the landing facilities at this base.

The sixth item for extension of approach lighting on the approach end of the primary instrument runway is required to provide an adequate approach lighting system for aircraft during inclement weather and hours of darkness. The existing system is obsolete and does not conform to U.S. standards criteria.

The seventh item for additional taxiway lighting is needed for taxiways on the southwest end and northwest end of the taxiway system. It will service aircraft moving to and from their parking areas and will eliminate an operational hazard.

The eighth item for an addition to the squadron operations building is needed to provide operations space for the cargo-type aircraft operational activities. The operations are currently being performed in part in an unusable building which is beyond economical repairs and is to be razed. The requested facility will satisfy 100 percent of the total base requirement.

The ninth item for an addition to the auto maintenance shop is required for adequate maintenance space for the vehicles assigned to the base. The project when completed will meet 100 percent of the total base requirement. At present, major maintenance on large equipment must be performed outdoors, which is an unsatisfactory condition.

The 10th item will replace an unusable building currently being utilized for administration wing maintenance control functions which act as the nerve center in the control of all aircraft maintenance work performed on the cargo type aircraft at this base. Upon completion of this project, the total base requirement will be satisfied.

The last item for officers quarters will in part meet the current deficiency for officer housing and when completed, will satisfy 70 percent of the total housing deficit, provided there is no future increase in mission at this installation.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$10, 406
Cumulative obligations Mar. 31, 1962 (actual)	10, 390
Cumulative obligations June 30, 1962 (estimate)	10, 400

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Apron operational (addition)	District engineer	$95.1	8
Pad power check (addition)	do	5.6	10
Washrack aircraft	do	6.5	10
Communication base/AACS	Henningson, Durham, Richardson, Inc.	12.3	15
ILS	District engineer	11.0	10
Lighting approach	do	12.8	10
Lighting, taxiway	do	4.3	10
Squadron operations	William F. Freeman & Associates	18.9	10
Auto maintenance shop	Henningson, Durham, Richardson, Inc.	12.5	10
Administration wing, maintenance	William F. Freeman & Associates	11.3	10
Officers quarters, men	Not selected	5.7	0

Mr. SHEPPARD. This is rather a large buildup at this base. Just what is your overall requirement and proposal here?

Colonel PARKHILL. This is our main base for supporting Army troop airlift. Particularly their maneuvers. This base is adjacent to Fort Bragg. We have been supporting the Army here with smaller aircraft. Now we are going to the C–130's, the C–124's. We require an adequate base in order to give the Army the proper support.

Mr. SHEPPARD. Will this heavy expansion meet your total operational apron requirement?

Colonel PARKHILL. Yes, sir. Based on the number of aircraft we have planned, this will satisfy our requirements.

Mr. SHEPPARD. It will take care of all of your planned airlift aircraft including the new C–141?

Colonel PARKHILL. Yes, sir. It will handle the C–141. It will handle all of the heavy aircraft we will be using in airlift maneuvers.

Mr. SHEPPARD. What are you using for squadron operations facilities here at the present time, and what will be done with these facilities if the new ones are constructed?

Colonel PARKHILL. We have squadron operations buildings built originally for squadrons that were equipped with small aircraft. We propose to construct additions to these three buildings and be able to consolidate each squadron into its own building and pull them out of temporary buildings which will be demolished.

Mr. SHEPPARD. What consideration have you given to the utilization of the automotive maintenance facilities available at Fort Bragg? Has any consideration been given?

Colonel KELLY. Would you repeat your question, sir?

Mr. SHEPPARD. What consideration have you given to utilizing the automotive maintenance facilities available at Fort Bragg?

Colonel KELLY. Considerable, sir. To no avail over 5 consecutive years. This is one of the key items necessary to bring this base up to date.

Mr. SHEPPARD. What consideration have you given to the utilization of Fort Bragg for bachelor officers' quarters?

Colonel PARKHILL. Sir, I would like to back this up by double checking but I am certain we have also considered Fort Bragg because we have tried to lean on Fort Bragg as heavily as possible in all areas.

(The information requested follows:)

A deficiency of BOQ spaces exists at Fort Bragg, thus precluding utilization of the facilities by the Air Force.

SEWART AIR FORCE BASE, TENN.

Mr. SHEPPARD. The next item is Sewart Air Force Base in Tennessee.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	SEWART AFB	GOVT LEASED	
DIR FROM TOWN	1 MI N SMYRNA (20 MI SE NASHVILLE)	GOVT OWNED	2,792
		OTHER ACRES	1,796
COUNTY, STATE	RUTHERFORD, TENN	TOTAL ACRES	4,588
COUNTRY			
COMMAND	TAC	DATE OCC	1942/1948

PRINCIPAL MISSION

TROOP CARRIER WING
COMBAT CREW TRAINING SQ

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
391		2,554		2,945		350

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
41,559	38,776		2,783	783	2,000

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
RUNWAY OVERRUN		299		NEW	33,000		33,000	33,000	SY	158
LIGHTING APPROACH	ALT	143		NEW	3,000	1,500	1,500	3,000	FT	260
DORMITORY AIRMEN	RPMT	350		NEW	1,005	805	200	200	MN	365
										783

Sewart Air Force Base

The next installation is Sewart Air Force Base located 1 mile north of Smyrna, Tenn. The mission of this base is troop carrier wing and combat crew training squadrons. The program requested amounts to $783,000 and provides for the following items:

The first item is for construction of 33,300 square yards of stabilized runway overrun which is required for the assigned aircraft. It will provide needed length for deceleration area for aircraft overrunning the end of the runway because of takeoff or touchdown difficulties, or inadvertent undershooting on approaches.

The second item is for alteration work on approach lighting to the primary instrument runway at this base. The work involved will serve to correct the existing lighting to bring it up to U.S. Air Force criteria, and will greatly improve safety and flying operations.

The last item for replacement of unusable airmen dormitory housing constructed in 1942, is needed to complete the total base housing requirement for assigned personnel.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$14, 061
Cumulative obligations 31 March 1962 (act)	14, 053
Cumulative obligations 30 June 1962 (estimate)	14, 059

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Runway overrun	District Engineer	$9	10
Lighting approach	do	9	15
Dormitory, Airmen	do	8	10

Mr. Sheppard. What is the dormitory situation at this installation?

Colonel Parkhill. We have World War II dormitories. These particular dormitories we propose to replace are not suitable for modernization and we will demolish them.

Mr. Sheppard. What are your comments on the runway overrun?

Colonel Parkhill. We have an 8,000-foot runway and here we propose to build a stabilized overrun—that is asphalt-concrete light pavement—for a thousand feet on the end of the runway to serve both for undershoots and for catching aircraft who hit the barrier.

Seymour Johnson Air Force Base, N.C.

Mr. Sheppard. We will proceed to the next item, Seymour Johnson Air Force Base, N.C.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	SEYMOUR JOHNSON AFB	GOVT LEASED	10
DIR FROM TOWN	2 MI SSE GOLDSBORO (45 MI SE RALEIGH)	GOVT OWNED	3,109
COUNTY, STATE	WAYNE, N. CAROLINA	OTHER ACRES	909
COUNTRY		TOTAL ACRES	4,028
COMMAND	TAC	DATE OCC	1942/1956

PRINCIPAL MISSION

HEADQUARTERS, 19TH AIR FORCE
TACTICAL FTR WING
HEAVY BOMB SQ
HEAVY AIR REFUEL SQ
FTR INTERCEPTOR SQ
EASTERN AIR RESCUE CENTER

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
724		5,116		5,840		522

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
67,933	60,823	2,455	4,655	655	4,000

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
SHLTR A/C WEAPON CAL		I		NEW	6,323		6,323	3,202	SF	150
SHOP ARM & ELECT	ADDN	197		NEW	15,553	12,378	3,175	3,175	SF	69
LAB PREC MEAS	ADDN	198		NEW	3,025		3,025	3,025	SF	76
SHED SUP & EQP BASE		199		NEW	13,550		13,550	13,550	SF	77
ADMIN OFFICE	ADDN	200		NEW	19,165	9,165	10,000	10,000	SF	203
STORM DRAINAGE DISPS	ALT	205		NEW					LS	80
										655

Seymour Johnson Air Force Base

The next installation is Seymour Johnson Air Force Base located 2 miles south-southeast of Goldsboro, N.C. The mission of this base is Headquarters, 19th Air Force, a tactical fighter wing, heavy bombardment squadron, heavy air refueler squadron, and a fighter interceptor squadron. The program requested amounts to $655,000 and consists of the following:

The first item is for a 3,202-square-foot aircraft weapons calibration shelter needed to perform boresighting and harmonization of installed fixed forward firing control systems on assigned aircraft. No facility exists that can be utilized for this purpose, and the requested facility will meet 50 percent of the total base requirement.

The second item for an addition of 3,175 square feet to the armament and electronic shop is required to service and calibrate components of the electronic weapons systems of the assigned fighter aircraft. The completion of this facility will complete the total base requirement.

The third item for an addition of 3,025 square feet to the precision measurement equipment laboratory is required to test, calibrate, and service components on the fighter aircraft assigned to this base, and upon completion will satisfy the total base requirement.

The fourth item for a supply and equipment shed is for the storage of bulk supplies, electrical equipment, fuel tanks, and building materials, in support of the weapon systems at this base, including missiles. Upon completion of the requested facility, it will satisfy total base requirements.

The fifth item for addition to the administration office is required to provide administrative space for 166 office personnel engaged in maintaining and processing supply documents, activities related to electronic data processing records, and inventory stock controls. The requested facility will satisfy the total base requirement for this type of facility.

The last item for alteration work on the storm drainage disposal system is required to alleviate the dangerous unsanitary, unsightly, and unhealthful conditions currently existing in the Capehart housing area on this base.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$40, 471
Cumulative obligations Mar. 31, 1962 (actual)	39, 652
Cumulative obligations June 30, 1962 (estimated)	40, 217

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete Apr. 15, 1962
Aircraft weapons shelter	District engineer	$6.5	18
Armament and electronic shop	Holloway, Reeves & Associates	5.8	7
Precision measurement laboratory	do	6.1	7
Supply and equipment shed	District engineer	6.3	10
Administration office	Holloway, Reeves & Associates	14.8	7
Storm drainage	District engineer	4.1	10

Mr. Sheppard. This reflects a series of six line items. What are you using for administrative space here at the present time?

Colonel Parkhill. Sir, we have only one-half of the required space and we are operating under extremely crowded conditions.

Mr. Sheppard. This is in addition to the present requirements?

Colonel Parkhill. Yes.

Mr. Sheppard. You have just finished the Capehart housing program at this installation. Now you are asking to put in additional storm drainage. Why wasn't this accomplished in the regular housing program and under the usual design concept? Why do we have to come back and provide for a storm drain operation now?

Colonel PARKHILL. The information we have indicates that the open ditches and various elements of this drainage system have been damaged by heavy rains and the proposal here is to spend $80,000 to instal pipe and catch basins, to repair these open ditches and to put this into a permanently usable condition.

Mr. SHEPPARD. Let me ask General Minton this question: May I assume that so far as the topography and the drainage is concerned in back of, or to the side of the housing, that that has been taken care of, and this is a result of what I call downflow? We all know that you have flood conditions in that area.

General MINTON. I am familiar with this project. Seymour Johnson is in a swampy kind of area. I think this is one of two things. Either some damage has occurred to these drainage ditches due to unsually heavy rainfall—and I believe it is $80,000—or it is just poor design on the part of the architect and engineer originally. It could be only these two things, I think. This will be checked out and if we may we will supply it for the record.

Mr. SHEPPARD. It could have been a poor design, but it would have been a much worse acceptance.

General MINTON. He should have anticipated that in his design.

(Information referred to follows:)

STORM DRAINAGE, SEYMOUR-JOHNSON AIR FORCE BASE

The 1,500 unit Capehart-Rains housing project at Seymour-Johnson Air Force Base, N.C., was designed under the provisions of Public Law 345, 84th Congress, which had an average unit cost limitation of $13,500. The design of the project was necessarily austere and storm drainage was provided by open drainage ditches rather than underground piping. Construction of the project was completed on January 15, 1959. Our experience over the past 3 years indicates that during heavy rains, ponding of water results in some areas from the open ditch method of draining and is a hazard to children. The present project corrects the drainage situation by providing an underground drainage system to eliminate storm water ponding.

AIRCRAFT CONTROL AND WARNING SYSTEM

Mr. SHEPPARD. The next area for consideration is the Aircraft Control and Warning System. Please place the usual pertinent data in the record at this point.

(The matter referred to follows:)

Installation	*Appropriation request (thousands)*
Adair Air Force Station	79
Fort Fisher Air Force Station	32
Hancock Field	384
Houma Air Force Station	140
Sundance Air Force Station	122
Topsham Air Force Station	55
Total	812

AIRCRAFT CONTROL AND WARNING SYSTEM—ZI

The A.C. & W. system, ZI, is part of the continental A.C. & W. system whose function is to detect and identify hostile targets and commit and control air defense weapons against them and to provide for the safe passage of SAC and other operational aircraft during the air battle. This program contains a request for $812,000 for the improvement of the A.C. & W. system in the United States and includes facilities at six locations.

Mr. SHEPPARD. Do you have a general statement you wish to make?

Colonel PARKHILL. Yes, sir.

This program includes seven line items at six locations for a total cost of $812,000. The major item is an officers' quarters project for $384,000.

We do not have the deployment chart.

Mr. SHEPPARD. Please place in the record the material relative to the projects appearing on pages 443, 444, 446, and 450.

(The material follows:)

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: ADAIR AFS
DIR FROM TOWN: 5 MI SE OF ALBANY (65 MI SSW PORTLAND)
COUNTY, STATE: BENTON, OREGON
COUNTRY
COMMAND: ADC
PRINCIPAL MISSION: PORTLAND AIR DEFENSE SECTOR HEADQUARTERS (SAGE DIRECTION CENTER)

GOVT LEASED
GOVT OWNED
OTHER ACRES
TOTAL ACRES
DATE OCC 1942
REACTIVATED 1959

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
146	7	833	11	997		115

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
12,957	11,534	494	929	79	850

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
CE PAVEMENT & GRND FAC	337		500	4,200		4,200	4,200	SF	79

Adair Air Force Station

The first installation is Adair Air Force Station, Oreg., located about 65 miles south-southwest of Portland, Oreg. The mission of this station is that of headquarters of the Portland Air Defense Sector (SAGE Direction Center). One project, a civil engineering pavement and grounds facility for $79,000, is requested. The 4,200 square-foot civil engineering pavements and grounds facility is needed to provide a structure for the maintenance and storage of all types of equipment used in maintaining the roads and grounds at this base. Equipment includes tractors, gang mowers, road sweepers, pavement roller, seeding equipment, sprayers and miscellaneous small tools. Currently, most of this equipment is stored outdoors. Failure to provide this facility will result in deterioration of costly equipment, ineffectual roads and grounds support and inadequate preventative maintenance procedures.

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Civil engineering pavement and grounds facility	District engineer	$4.7	10

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: FT. FISHER AFS
DIR FROM TOWN: 14 MI S OF WILMINGTON
COUNTY, STATE: NEW HANOVER, NO CAROLINA
COUNTRY
COMMAND: ADC
PRINCIPAL MISSION: RADAR SQ

GOVT LEASED
GOVT OWNED: 32
OTHER ACRES: 205
TOTAL ACRES: 237
DATE OCC: 1956

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
13	3	167	4	187		9

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
3,466	2,621	486	359	284 *	75

*INCLUDES 18 UNITS OF FAMILY HOUSING REQUESTED IN THE MILITARY FAMILY HOUSING ACT OF 1962 $252

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
SEWAGE TREMT & DISP	166		NEW	23		23	23	TD	

32

309

Fort Fisher Air Force Station

The second installation is Fort Fisher Air Force Station located 14 miles south of Wilmington, N.C. The mission of this site is that of a radar squadron in the SAGE system. The request in this program is for $32,000 for one project, a sewage treatment and disposal plant.

This project is required to eliminate the direct flow of untreated sewage into the Cape Fear River. This condition is very unsanitary and hazardous to the health of military personnel as well as to the local community.

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Sewage treatment	District engineer	$3.3	10

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	HOUMA AFS	GOVT LEASED	2
DIR FROM TOWN	5 MI SE HOUMA (55 MI SW NEW ORLEANS	GOVT OWNED	93
		OTHER ACRES	
COUNTY, STATE	TERREBONNE, LOUISIANA	TOTAL ACRES	95
COUNTRY			
COMMAND	ADC	DATE OCC	1942
PRINCIPAL MISSION			
RADAR SQ			

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
11	3	180	4	198		12

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
3,972	3,119	353	500	140	360

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
STORM DRNG DISPL	339		NEW	A/R		L/S		LS	140

Houma Air Force Station

The next installation is Houma AFS, La., located about 55 miles southwest of New Orleans, La. The mission of the site is that of a radar squadron in the SAGE system.

The request in this program is for $140,000 for one project, a storm drainage disposal system. The existing open-ditch drainage system is not adequate to collect and discharge storm water at this site which is located in a very low area. This project will provide a drainage system that will prevent serious flooding and its attendant hazards to personnel and equipment.

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Storm drainage disposal	District engineer	$7.5	10

HANCOCK FIELD, N.Y.

Mr. Sheppard. The next item is Hancock Field in New York.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	HANCOCK FLD	GOVT LEASED	59
DIR FROM TOWN	2 MI ESE N.SYRACUSE (6 MI DOWNTOWN SYRACUSE)	GOVT OWNED	1,076
		OTHER ACRES	1
COUNTY, STATE	ONONDAGA, NEW YORK	TOTAL ACRES	1,136
COUNTRY			
COMMAND	ADC	DATE OCC	

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
439	16	1,310	16	1,781		340

PRINCIPAL MISSION	EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
HQS SYRACUSE AIR DEFENSE SECTOR (SAGE DIRECTION CENTER) HQS 26TH AIR DIVISION (SAGE COMBAT CENTER) TACTICAL FIGHTER SQ (ANG)	31,589	25,916	354	5,319	* 2,134	3,185

*Includes 100 units of Family Housing requested in the Military Family Housing Act of 1962, $1,750.

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
OQ MEN	338		NEW	64	16	48	48	MN	

Hancock Field

The next installation is Hancock Field, N.Y., located about 6 miles from downtown Syracuse, N.Y. The primary missions of this base consist of the Headquarters of the 26th Air Division and SAGE combat center; Headquarters, Syracuse Air Defense Sector and SAGE direction center; and an Air National Guard tactical fighter squadron. This base is one of our most important defense installations. The SAGE combat center here is in overall control of air defense over the entire northeastern part of the United States.

One project is included in this program for providing bachelor officers quarters at a cost of $384,000.

This project will provide quarters for 48 bachelor officers, many of whom are key personnel and should be instantly available in the event of an emergency. Only 16 officers spaces are available versus a requirement of 64, which requires personnel to live off base in inadequate high rental quarters. The requested facility will complete the total base officer housing requirement.

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
OQ, men	Not selected	$6.5	0

Mr. Sheppard. What type of officers quarters do you propose to construct at this location at $7,000 per man?

Colonel Parkhill. For family type residential quarters. We will build 12 of those.

Mr. Sheppard. How far is this field located from the Metropolitan Syracuse area?

Colonel Parkhill. Six miles.

Sundance Air Force Station, Wyo.

Mr. Sheppard. Let us proceed to the next item which is Sundance Air Force Station, Wyo.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	SUNDANCE AFS
DIR FROM TOWN	6 MI NNW OF SUNDANCE (65 MI WNW RAPID CITY
COUNTY, STATE COUNTRY	CROOK, WYOMING
COMMAND	ADC
PRINCIPAL MISSION	RADAR SQ

GOVT LEASED	
GOVT OWNED	48
THER ACRES	38
TOTAL ACRES	86
DATE OCC	1961

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
14	3	169	4	190		19

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
5,665	4,415	794	456	206*	250

*INCLUDES 6 UNITS OF TRANSPORTABLE FAMILY HOUSING REQUESTED IN THE MILITARY FAMILY HOUSING ACT OF 1962 $84

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
TECH & SQUADRON SUPPLY (ADDN)	309		NEW	5,750	1,800	3,950	3,950	SF	63
OPEN MESS, NCO	167		NEW	1,500		1,500	1,500	SF	59
									122

Sundance Air Force Station

The next location is Sundance Air Force Station, Wyo., located about 65 miles west-northwest of Rapid City, S. Dak. The mission of this site is that of a radar squadron in the SAGE system. Also located at this installation is a new 1,000-kilowatt nuclear powerplant which will serve as the prime electrical power source for the site's technical equipment. The plant is expected to be operating this spring. This will be the first Air Force installation to utilize nuclear power. Two projects totaling $122,000 are included in this year's request.

The first project is for additional 3,200 square feet of storage space for spare electronic parts and equipment needed to maintain the complex radar and communications sytesms. Lack of this facility at this isolated site would result in shutdown of the equipment for lack of parts. This additional space is needed because of a change to the new frequency diversity radar. Also included in this project is 750 square feet of storage space for daily supplies as no such space exists.

The second project is for an open mess facility of 1,500 square feet which will provide a place for parties, dances, meetings, and other recreational activities. This facility, which all personnel can use for relaxation in their off duty hours, will contribute toward achieving the top physical and mental condition required for performing the strenuous and complicated, 24-hour-a-day, air defense functions

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Technical squadron supply (addition)	District engineer	$4.3	75
Open mess, NCO	do	4.6	60

Mr. Sheppard. It is indicated that you only have 169 airmen at this installation. What club facilities do you have for these personnel?

Colonel Parkhill. We have no club, sir. We are proposing a small open mess, we call it. It will actually be used as a social club for all people on station.

Mr. Sheppard. You do not think it would be more efficient to combine it with the NCO and the airmen?

Colonel Parkhill. It will be one club for everybody. That is our policy at these small stations.

Topsham Air Force Station, Maine

Mr. Sheppard. We will go to the next item, Topsham Air Force Station, Maine.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: TOPSHAM AFS
DIR FROM TOWN: 3 MI N OF TOPSHAM (25 MI NE PORTLAND)
COUNTY, STATE: SAGADAHOC, MAINE
COUNTRY:
COMMAND: ADC

GOVT LEASED	
GOVT OWNED	125
OTHER ACRES	9
TOTAL ACRES	134
DATE OCC	1957

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
139	6	586	10	741		71

PRINCIPAL MISSION	EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
HEADQUARTERS, BANGOR AIR DEFENSE SECTOR (SAGE DIRECTION CENTER)	11,096	10,681	160	255	55	200

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
AUTO STORAGE FAC	336		NEW	5,940		5,940	2,970	SF	

55

Topsham Air Force Station

The next location is Topsham AFS, Maine, located 25 miles northeast of Portland, Maine. The mission of this station is that of the headquarters of the Bangor air defense sector (SAGE direction center).

One project, an automotive vehicle storage facility of 2,970 square feet, is requested at cost of $55,000. Project will provide unheated storage for 12 of the 40 vehicles assigned so that those operations which require use of vehicles can be performed during the severe winter weather. Very limited storage exists.

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Auto storage facility	Wadsworth & Boston	$6	10

Mr. Sheppard. Will this auto storage facility meet your requirement?

Colonel Parkhill. No, sir, it won't meet the full theoretical requirement. They have no auto storage. They have 40 vehicles and we would propose to construct storage for only 12 of these vehicles.

Military Construction Outside United States

Mr. Sheppard. Now, we come to the construction program outside the United States.

Please place in the record at this point the summary of the program by commands which appears on page 458.

(The summary follows:)

Command	*Appropriation request (thousands)*
Air Defense Command overseas	$2,642
U.S. Air Force, Europe	5,540
Caribbean Air Command	1,747
Military Air Transport Service	112
Pacific Air Forces	11,560
Strategic Air Command	271
U.S. Security Service	9,400
Various	13,714
Total	44,986

Air Defense Command Overseas

Mr. Sheppard. The first area of the overseas program is the Air Defense Command.

Please place the usual appropriate information in the record at this point.

(The matter referred to follows:)

Installation	Command	Appropriation request (thousands)
Cape Dyer DEW	ADO	$169
Cape Parry DEW	ADO	169
Cartwright Air Station	ADO	410
Hall Beach DEW	ADO	152
Hopedale Air Station	ADO	410
Melville Air Station	ADO	225
Sondrestrom Air Base	ADO	707
St. Anthony Air Station	ADO	250
Thule Air Base	ADO	150
Total		2,642

Aircraft Control and Warning, OS

The A.C. & W. system, overseas, includes the main DEW line and its Greenland extension, and the Pinetree line in Canada. DEW line consists of a line of radar stations across northern Canada and Greenland and its function is to furnish early warning information. The Pinetree line consists of a network of radar stations in southern and northeastern Canada and it is a portion of the continental A.C. & W. system, whose function is to detect and identify hostile targets, commit and control air defense weapons against them, and to provide for the safe passage of SAC and other operational aircraft during the air battle.

This program includes $2,642,000 for A.C. & W., overseas, at nine locations, subdivided as follows:

DEW line stations, 3 locations	490, 000
Pinetree stations, 4 locations	1, 295, 000
Support bases	857, 000
Total	2, 642, 000

Status of funds, DEW line stations

	Thousands
Cumulative appropriations through fiscal year 1962	$393, 498
Cumulative obligations Mar. 31, 1962 (actual)	390, 699
Cumulative obligations June 30, 1962 (estimated)	392, 679

Mr. Sheppard. We shall insert in the record the data for several items in this command.

(The matter referred to follows:)

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION CAPE DYER DEW STATION
DIR FROM TOWN 291 MI NE FROBISHER BAY
COUNTY, STATE NORTHWEST TERRITORY
COUNTRY CANADA
COMMAND ADO
PRINCIPAL MISSION
DEW LINE SITE (MAIN STATION)

GOVT LEASED
GOVT OWNED
OTHER ACRES 23,288
TOTAL ACRES 23,288
DATE OCC 1957

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
12	6			18	260	

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
26,026	23,075	582	2,369 *	769*	1,600

* Incl. 600 HI-POWER UHF PACKAGE

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
WALKWAY COVERED	335		NEW	813		813	813	SY	

169

(Revised 10 April 1962)

Cape Dyer DEW Station

The first installation is Cape Dyer DEW station which is located 300 miles southwest of Sondrestrom. This site is one of the six main stations of the main DEW line, and provides support for several outlying smaller stations. Cape Dyer is also the eastern terminal of the main DEW line and is a major communications relay center. One project is included for a covered walkway for $169,000. This project is required so as to provide a safe, all-weather access to and from the main operations building and the communications center one-half mile away. During the winter months when temperatures are as low as minus 64° and when winds up to 138 knots have been experienced, travel either on foot or by vehicle is virtually impossible. This isolates the personnel in the communications center for several days at a time, requires that they subsist on short rations and in inadequate sleeping quarters, and precludes sending any aid in case of an emergency.

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Covered walkway	Fay, Spofford & Thorndike	$10.4	5

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	THULE AB
DIR FROM TOWN	39 MI S THULE
COUNTY, STATE	
COUNTRY	GREENLAND
COMMAND	ADO

PRINCIPAL MISSION

BMEWS SITE
FTR. INTERCEPTOR SQ
AC&W SQ
AIR RESCUE SQ

GOVT LEASED	
GOVT OWNED	
OTHER ACRES	338,884
TOTAL ACRES	338,884
DATE OCC	1951

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
282	52	3,261	506	4,101	1,100	237

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
355,217	348,697	570	5,950	3,750 *	2,200

* Includes $3,600 from HI-Power UHF and No. American Troposcatter Packages.

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
AREA SEARCH RADAR RPMT	86		NEW	1	1		1	EA	

150

322

Thule Air Base

The next installation is Thule Air Base, located 39 miles south of Thule, Greenland. This is the major Air Force installation in the north and its primary missions are BMEWS, fighter-interceptor squadron, and A.C. & W. squadron.

One project is requested in this program. This is for an area search radar costing $150,000. This project will replace an obsolete facility and provide a more effective means of guiding and controlling aircraft approaching this base.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$235, 550
Cumulative obligations, Mar. 31, 1962 (actual)	233, 463
Cumulative obligations, June 30, 1962 (estimated)	234, 904

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Area search radar	District engineer	$9. 7	5

CAPE PARRY, CANADA

Mr. Sheppard. The first item we shall consider specifically is Cape Parry, Canada.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION CAPE PARRY DEW STATION
DIR FROM TOWN 348 MI N NORMAN WELLS
COUNTY, STATE NORTHWEST TERRITORY
COUNTRY CANADA
COMMAND ADO
PRINCIPAL MISSION
DEW LINE SITE (MAIN STATION)

GOVT LEASED
GOVT OWNED
OTHER ACRES 2,607
TOTAL ACRES 2,607
DATE OCC 1957

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
7	6			13	204	

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
13,624	11,898	357	1,369	769*	600

* Incl. 600 HI-POWER UHF PACKAGE

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
DORMITORY AIRMEN DFRP	330		NEW	100		100	100	MN	169

Cape Parry DEW Station

The next installation is the Cape Parry DEW Station, which is located 700 miles northeast of Fairbanks, Alaska. Cape Parry is a main DEW Line station and provides logistical support for several smaller outlying stations.

One project is included in this request which is a 100-man airmen dormitory for $169,000. This facility is required to house the transient and temporarily assigned military and civilian personnel at this station who are presently quartered in inadequately heated, substandard construction-camp type buildings that are beyond economical repair and are fire hazards. An average of about 100 such type personnel are on duty here continuously for over 7 months each year.

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Dormitory, airmen	Fay, Spofford & Thorndike	$10.1	5

Mr. Sheppard. What are you using for dormitory space here at the present time for your permanent personnel?

Colonel Parkhill. We are using camp-type shacks left over by the construction contractor.

Mr. Sheppard. What type of temporary duty personnel utilize this station and for what length of time?

Colonel Parkhill. Covering a 2-month period—approximately 2 months during the summer—we will have as high as 50 transient personnel in there at one time who make up construction maintenance crews, equipment maintenance crews, the pilots and the aircraft people who maintain small aircraft operating through the area to take advantage of the short summer season.

Mr. Sheppard. What is the general length of time they are there?

Colonel Parkhill. The men operating the station are there 12 months.

Mr. Sheppard. Do you have a fluctuating load or not?

Colonel Parkhill. Yes, sir. During the summer months we have approximately 50 more people over and above the normal who come in just to do special work and then leave.

General Curtin. They will be there for a couple of months during the summer.

Cartwright Air Station, Labrador, Canada

Mr. Sheppard. The next item is Cartwright Air Station, Canada.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	CARTWRIGHT AS	GOVT LEASED	
DIR FROM TOWN	139 MI NNW ST ANTHONY (132 MI NNE OF GOOSE AB)	GOVT OWNED	
		OTHER ACRES	2,042
COUNTY, STATE	LABRADOR		
COUNTRY	CANADA	TOTAL ACRES	2,042
COMMAND	ADO		
		DATE OCC	1953

PRINCIPAL MISSION

AC&W SQ

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
12	2	121	4	139	28	41

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
10,570	9,900	60	610	410	200

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
DORMITORY AIRMEN	40		NEW	183	140	43	43	MN	160
RCTN MULTI/PURP	262		NEW	6,250		6,250	6,250	SF	250
									410

Cartwright Air Station

The next installation is Cartwright Air Station, 132 miles north-northeast of Goose Air Base. Cartwright is a Pinetree line site. The mission of this station is that of an aircraft control and warning squadron. Two projects are requested, totaling $410,000.

The first project is a 43-man airmen dormitory for $160,000, and it is needed to provide housing for the permanent and transient airmen and airmen grade civilians at this extremely isolated cold climate location. Shortage of space has caused crowding in existing quarters.

The next project is for a multipurpose recreational facility for $250,000, which will be used for physical training and indoor sports and will provide a place for mass gatherings, movies, and other recreational activities. All of these activities are very important to the morale and welfare of personnel assigned to this isolated site. Recreational, physical conditioning, and morale facilities do not exist at this site except such as using a corner of the motor pool for basketball and using storage and other urgently needed space for a theater or physical-conditioning area.

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Dormitory, airmen	Giffels & Valet	$9.6	50
Multipurpose recreation facility	do	15.0	50

Mr. Sheppard. What are you using for dormitory space here at the present time for your permanent and transient personnel?

Colonel Parkhill. We have standard dormitories for 140 men. We have a requirement for 43 additional. We will construct a 43-man dormitory and provide 10 rooms for a permanent party and an open bay type dormitory for 33 transients.

Mr. Sheppard. What is the length of time temporary personnel spend at this location?

Colonel Parkhill. It would be approximately 2 months.

Mr. Sheppard. What is the complete tour of duty at the station?

Colonel Parkhill. Twelve months.

Hall Beach DEW Station, Canada

Mr. Sheppard. Gentlemen, the next item is Hall Beach Air Force Base.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	HALL BEACH DEW STATION	GOVT LEASED		OFFICERS		AIRMEN			CIVILIANS		
DIR FROM TOWN	322 MI N CORAL HARBOR (600 MI SW THULE AB GREENLAND)	GOVT OWNED									
		OTHER ACRES	2,880	BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF	
COUNTY, STATE	NORTHWEST TERRITORY	TOTAL ACRES	2,880	9	6	3		18	254		
COUNTRY	CANADA										
COMMAND	ADO	DATE OCC	1957								

PRINCIPAL MISSION	EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
DEW LINE SITE (MAIN STATION)	21,392	17,954	486	2,952	2,752 *	200

* Including 2600 HI-Power UHF and No. American Troposcatter Packages.

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
DORMITORY AIRMEN	RPMT	329		NEW	100		100	100	MN	

152

Hall Beach DEW Station

The next installation is Hall Beach DEW Station located 600 miles southwest of Thule, Greenland. Hall Beach is a main DEW station which provides support for several smaller outlying stations.

One project is included in this request, which is a 100-man airmen dormitory for $152,000. This facility is requested to house the transient and temporarily assigned military and civilian personnel at this station who are presently quartered in inadequately heated, substandard construction camp-type buildings that are beyond economical repair and are fire hazards. An average of about 100 such type personnel are on duty there continuously for over 7 months each year.

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Dormitory, airmen	Fay, Spofford & Thorndike	$3.0	5

Mr. Sheppard. What are you using here for dormitory space for your permanent personnel at this time?

Colonel Parkhill. We are proposing here to replace camp-type contractor shacks to provide space for transients.

Mr. Sheppard. How long do your temporary people spend at this base?

Colonel Parkhill. Two months. We indicated 100 such personnel are present for duty over a 7-month period. However, the bulk of these would be during the construction working season.

Hopedale Air Station, Labrador, Canada

Mr. Sheppard. The next item is Hopedale Air Station.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

				OFFICERS		AIRMEN			CIVILIANS	
STATION	HOPEDALE AS	GOVT LEASED		BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
DIR FROM TOWN	293 MI NNW ST. ANTHONY (135 MI NW GOOSE AB)	GOVT OWNED								
		OTHER ACRES	3,351							
COUNTY, STATE	LABRADOR	TOTAL ACRES	3,351	12	4	136	4	156	28	39
COUNTRY	CANADA									
COMMAND	ADO	DATE OCC	1953							

PRINCIPAL MISSION	EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
AIRCRAFT CONTROL & WARNING SQUADRON	20,711	19,238	263	1,210	1,010 *	200

* Including 600 HI-Power UHF Package.

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
DORMITORY AIRMEN	41		NEW	195	160	35	35	MN	160
RCTN MULTI/PURP	263		NEW	6,250		6,250	6,250	SF	250
									410

HOPEDALE AIR STATION

The next installation is Hopedale Air Station, a Pinetree site which is located about 135 miles northwest of Goose Air Base. The mission of this station is that of an air control and warning squadron. Two projects are requested, totaling $410,000.

The first project is a 35-man airmen dormitory at an estimated cost of $160,000 that is needed to provide housing for the permanent and transient airmen and airmen grade civilians at this extremely isolated cold climate location. Shortage of space has caused crowding in existing quarters.

The next project is for a 6,250 square-foot multipurpose recreational facility at a cost of $250,000, which will be used for physical training and indoor sports and provides a place for mass gatherings, movies, and other recreational activities. All of these activities are very important to the morale and welfare of the personnel assigned to this isolated site. Recreational, physical training, and morale facilities do not exist at this site except such as a corner of the motor pool for basketball and using storage and other urgently needed space for a theater or physical-conditioning area.

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Dormitory, airmen	Giffles & Valet	$9.6	50
Multipurpose recreation facility	do	5.0	50

Mr. SHEPPARD. What are you using at this station for dormitory facilities?

Colonel PARKHILL. We have 140 standard spaces. We are short 35 spaces. We propose to relieve the crowded conditions with this project.

Mr. SHEPPARD. How much of this requirement is based on transient personnel and how long is their average stay at this base?

Colonel PARKHILL. I don't have a breakdown on that.

Mr. SHEPPARD. Provide it for the record.

(The information follows:)

This project is based on a transient personnel requirement. At the present time, facilities exist to house the permanent personnel but no facilities exist for transients. The latter consists of unloading and supply storage crews, mobile maintenance teams, and contract civilian teams to overhaul diesel generators and overhaul and calibrate radar and communications equipment. In addition, there are administrative visits by the Inspector General, operational readiness teams, and tactical evaluation teams.

All transient personnel, with few exceptions, are on station during the summer months. Accordingly, all transient personnel must be housed concurrently. The heavy seasonal travel to this station is due to the extremely adverse climatic conditions during the remaining months of the year which prevent the type of work that must be done as well as normal access to this isolated station in northern Labrador. Of course, there are no off-base facilities to support this requirement.

The following list indicates the type, number, and length of stay:

Transients	Number of transients	Length of stay
IG, operational readiness teams, other staff visits	10	1 week.
Diesel maintenance crews	6	2 months.
Unloading and supply storage crews, mobile maintenance teams, and radar and communications calibration teams.	31	4 months.
Contract employees	2	8 months.

MELVILLE AIR STATION, LABRADOR, CANADA

Mr. SHEPPARD. We shall consider next Melville Air Station in Labrador.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	MELVILLE AS	GOVT LEASED		OFFICERS		AIRMEN			CIVILIANS			
DIR FROM TOWN	221 MI NW ST.ANTHONY (7 MI GOOSE AB)	GOVT OWNED										
		OTHER ACRES	210	BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF		
COUNTY, STATE	LABRADOR	TOTAL ACRES	210	22	2	274	1	299	25	22		
COUNTRY	CANADA											
COMMAND	ADO	DATE OCC	1953									
PRINCIPAL MISSION				EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)			
AC&W SQ				5,862	5,151	236	475	225	250			

GOOSE NORAD SECTOR COMBAT OPERATIONS CENTER

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
DORMITORY AIRMEN	42		NEW	252	224	28	28	MN	225

MELVILLE AIR STATION

The next installation is Melville Air Station, a Pinetree site, which is located 7 miles from Goose Air Base. The mission of this site is the headquarters of the Goose-Norad sector and A.C. & W. squadron.

One project for $225,000 is requested in this program for a dormitory, airmen, which will help to relieve a serious space shortage problem which requires assigning several men per room in rooms designed to provide minimum space for two.

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Dormitory, airmen	Giffles & Valet	$13.5	50

Mr. SHEPPARD. What is the nature of construction in this location which requires a unit cost of $6,600 per man?

Colonel PARKHILL. It is to relieve crowded conditions.

Mr. SHEPPARD. The question is: What is the nature of construction at this location which requires a unit cost of $6,600 per man?

Colonel LATSON. This dormitory is completely partitioned into rooms similar to an officers' BOQ. Whereas, the other dorms we have looked at back along the way are not completely partitioned off. They have an open bay area for transients, whereas, the permanent personnel have rooms. The cost factor at this base is also 2.7. In other words, this is about three times what we would pay in the United States for comparable construction.

Mr. SHEPPARD. What is the requirement specifically that makes it necessary to have it partitioned off?

Colonel PARKHILL. This is all for permanent party personnel.

Mr. SHEPPARD. What is the difference between this and Cartwright, for example?

Colonel PARKHILL. There are 10 rooms for a permanent party and an open bay for 33 transients at Cartwright. Nine transients are crowded into a smaller square foot allowance. Approximately 40 to 50 square feet per man for the transients. We allow for more room and the privacy for the permanent personnel.

Mr. SHEPPARD. You are getting along with a lesser requirement because of it being temporary?

Colonel PARKHILL. Yes, sir.

Mr. SHEPPARD. I notice the station is only 7 miles from Goose Air Force Base. What consideration has been given to housing these men at Goose, if any?

Colonel CALL. I have visited both Goose and Melville. Although the distance is only about 7 miles most of this 7 miles is practically straight up. The road is very, very poor and in the wintertime is practically impassable. They have some terrifically high winds, bad snow and ice conditions which makes it impossible sometimes for 2 or 3 days at a time to make the trip from Goose to the A.C. & W. site at Melville. For these reasons it is practically imperative that the people who operate the A.C. & W. site live on site.

SONDRESTROM AIR BASE, GREENLAND

Mr. SHEPPARD. All right, gentlemen, we shall go to the next item which is Sondrestrom Air Base in Greenland.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	SONDRESTROM AB	GOVT LEASED		OFFICERS		AIRMEN			CIVILIANS		
DIR FROM TOWN	70 MI E HOLSTEINSBURG	GOVT OWNED									
		OTHER ACRES	477,342	BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF	
COUNTY, STATE											
COUNTRY	GREENLAND	TOTAL ACRES	477,342	68	26	823	314	1,231	221	8	
COMMAND	ADO										
		DATE OCC	1941/1951	EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)		
PRINCIPAL MISSION											
EASTERN DEW LINE SUPPORT				86,912	84,660	45	2,207	707	1,500		

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
LAUN DRY CLEAN BSE CONV	332		NEW	5,033		5,033	5,033	SF	421
SAN SEWAGE MAIN	333		NEW	9,952	4,852	5,100	5,100	FT	143
WATER MAINS	334		NEW	23,155	18,455	4,700	4,700	FT	143
									707

SONDRESTROM AIRBASE

The next installation is Sondrestrom Airbase which is located 70 miles east of Holsteinburg, Greenland. The primary mission of Sondrestrom is to provide support for the eastern portion of the DEW line. Three projects totaling $707,000 are requested in this program.

The first project is for conversion of a former theater building at a cost of $421,000 into a laundry and drycleaning facility. Existing laundry is a temporary World War II frame tar paper structure which has deteriorated to such an extent that the facility is shut down about half the time. Failures of the existing plant result in critical shortages of clean linen for the hospital and dormitories.

The second project for $143,000 is for connecting 15 buildings into the sanitary sewage disposal system. Sewage is currently collected in tanks in these buildings and hauled away periodically by truck. This is a costly and unsanitary procedure.

The next project is for water mains to connect these same 15 buildings into the base water supply. Currently, water is hauled to these buildings by truck which is a highly unsanitary and costly process and an extremely difficult operation in winter.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$67, 154
Cumulative obligations Mar. 31, 1962 (actual)	66, 957
Cumulative obligations June 30, 1962 (estimate)	67, 102

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Laundry, drycleaning facility	Not selected	$40.0	0
Sanitary sewage mains addition	District engineer	7.2	5
Water mains addition	do	11.8	5

Mr. SHEPPARD. What are you using for laundry and drycleaning space here at the present time, and what will be done with this if the new project is authorized?

Colonel PARKHILL. We are using a temporary tar paper cover shack built in World War II. We will move the equipment out of that and tear it down.

Mr. SHEPPARD. What will you do for a theater building here if you convert the building as proposed to a laundry and drycleaning facility?

Colonel PARKHILL. We have adequate theater facilities. This is a surplus building.

ST. ANTHONY AIR STATION, NEWFOUNDLAND, CANADA

Mr. SHEPPARD. All right, we shall go to the next item which is St. Anthony Air Station, Newfoundland.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	ST. ANTHONY AS	GOVT LEASED	
DIR FROM TOWN	2 MI W ST. ANTHONY (200 MI SE GOOSE AB)	GOVT OWNED	
		OTHER ACRES	1,324
COUNTY, STATE	NEWFOUNDLAND	TOTAL ACRES	1,324
COUNTRY	CANADA		
COMMAND	ADO	DATE OCC	1953

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
12	2	102	4	120	26	43

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
10,086	9,636		450	250	200

PRINCIPAL MISSION

AIRCRAFT CONTROL & WARNING SQUADRON

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
RCTN MULTI PURPOSE	264		NEW	6,250		6,250	6,250	SF	250

(Revised 10 April 1962)

St. Anthony Air Station

The next installation is St. Anthony A.S., a Pinetree site located 300 miles southeast of Goose Air Base. The mission of this station is that of an A.C. & W. squadron. One project is requested in this program which is a multipurpose recreational facility for $250,000.

This project will be used for physical training and indoor sports and provides a place for mass gatherings, movies, and other recreational activities. All of these activities are very important to the morale and welfare of the personnel assigned to this isolated site. Recreational, physical conditioning, and morale facilities do not exist at this site except such as using a corner of the motor pool for basketball and using storage and other urgently needed space for a theater or physical conditioning area.

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Multipurpose recreation	Giffles & Valet	$5	50

Mr. Sheppard. What recreational facilities exist here at the present time?

Colonel Parkhill. Well, they have a bowling alley. They are presently borrowing storage space for such things as a hobby shop and that sort of thing.

What we propose to do is build a small gymnasium and also provide for library, game room, and lounge.

Mr. Sheppard. I would like to ask you a general question at this point: With reference to all of the various sites that we have discussed up to now, just how permanent is the mission of each of these sites that are presently in this program?

Colonel Parkhill. Where we have construction in this program, these are long range and we will need them as far into the future as we can see.

U.S. Air Forces in Europe

Mr. Sheppard. We come now to the U.S. Air Forces in Europe.

Please insert in the record the data relative to the installations appearing on page 482.

(The matter referred to follows:)

Installation	Command	Appropriation request (thousands)
Ankara ASN	U.S. Air Forces in Europe	$2,000
Aviano AB	do	105
Bentwaters RAF	do	1,564
Evreux Fauville AB	do	50
Incirlik AB	do	822
Kalteneggolsfeld	do	102
Lakenheath RAF	do	514
Laon AB	do	93
Sembach RS	do	70
Spangdahlem	do	70
Wethersfield RAF	do	85
Woodbridge RAF	do	65
Total		5,540

U.S. Air Forces in Europe

The mission of the U.S. Air Forces in Europe is to support the Supreme Allied Command, Europe; U.S. commander in chief, Europe, and the other component commanders under U.S. commander in chief in their assigned missions; to fulfill responsibilities assigned by the Joint Chiefs of Staff in areas not included in either the NATO or the U.S. commander in chief's, Europe, area of responsibility; and to support commanders operating directly under the Joint Chiefs of Staff. This program contains a request for $5,540,000 for U.S. Air Forces in Europe and provides facilities at 12 locations.

Included in the program are support facilities at three bases totaling $2,775,000 to provide tactical fighter capability; communications, navaids and weapon control facilities at seven bases totaling $553,000. The remainder of the program totaling $2,212,000 at three installations is composed of general support items to satisfy the basic U.S. Air Forces in Europe mission.

Mr. Sheppard. I understand you have a statement and perhaps slides. If you do, you may proceed.

Colonel Parkhill. For the U.S. Air Forces in Europe, we propose 27 line items at 12 locations totaling $5,540,000.

The program consists of operational facilities, maintenance facilities, supply and storage, troop housing and various support items.

Included in this program are three projects for the Ankara, Turkey, complex totaling $2 million.

Colonel Call. Mr. Chairman, this is a pretty heavily populated, densely populated area and for clarity and in order to be able to see and recognize the items on the chart, I have broken out the United Kingdom, which is a part of U.S. Air Forces in Europe. This shows only the continental deployments of U.S. Air Forces in Europe.

(Discussion off the record.)

Mr. Sheppard. Does that Spanish situation at the present time create a problem, to your knowledge?

Colonel Call. Sir, we have no reason to be greatly apprehensive over our future tenure in Spain. We do have an agreement which is due to be renegotiated in the near future; what is the date on this Carl?

Colonel Zeigler. Next year; 1963 will be the first automatic 5-year extension.

Mr. Sheppard. What created the inquiry was a small item in the paper about a week ago on Sunday. Apparently somebody downtown picked up the information from the State Department that there would have to be a renegotiation of the concept in the new lease as against the lease of the past. I wondered whether that information came from official sources or whether it had not.

(Discussion off the record.)

Colonel Call. The Headquarters of the U.S. Air Forces, Europe is located at Wiesbaden about 25 miles from Rhein Main, sir.

Now, over in the United Kingdom, these bases belong also to U.S. Air Forces in Europe.

We have some TAC fighters which will be located at Lakenheath, Bentwaters, Woodbridge, and Wethersfield. We will have two squadrons of tactical reconnaissance located at Alconbury. There will be some squadrons of tactical reconnaissance located on the Continent in France.

Also within the U.S. Air Forces in Europe, we have a category of bases which we refer to as DOB's, or dispersed operating bases. These

bases are occupied by small, caretaker-type detachments varying in size depending on the size of the mission which the base is designed to support.

We will have some major dispersed operating bases within U.S. Air Forces in Europe.

Now these will have anywhere from about 100 people on the dispersed operating base up to about 400 to keep the base operational and ready to receive augmentation forces from the Zone of Interior, either rapid reaction TAC or, as was the case last year when we sent National Guard units over, to receive and support immediate operations for these units.

Over in the United Kingdom also we have Strategic Air Command reflex bases.

We have an air refueling squadron presently located at Sculthorpe, a tactical air refueling squadron which is scheduled to move from Sculthorpe when the B–66 wing goes out in the last quarter of this fiscal year, and Sculthorpe reduces to a dispersed operating base.

Mr. SHEPPARD. As a matter of policy, what will we do when we are up against a marginal situation? I mean by that, we want to go ahead with a construction program if it is necessary, but we don't literally know whether or not our agreements have been converted into facts.

Is it the policy to refrain from going ahead with the construction and taking a chance on what happens?

General MINTON. Yes, sir.

Mr. SHEPPARD. That is your policy?

General MINTON. Yes, sir. Sometimes we have to do a minor bit of construction. Sometimes major items such as runways.

Mr. SHEPPARD. What has been your extent of guessing correctly on the extension up to now?

General MINTON. Well, I think actually it has been rather good because here about 3 years ago we had quite a plan to phase back on the B–47's. We were rather slow on the construction on those bases. As it happened we did not phase back as rapidly as we planned on the B–47's. We are getting by pretty well with it. Now we have had more of a turnover over in Europe, particularly in France and England for a number of different reasons, than I think perhaps any place else in the world. I think we have done fairly well there, too. We have built some monuments, yes, sir.

Mr. SHEPPARD. I wish you would provide for the committee if it is obtainable—not for the record, but for the committee's scrutiny—the total amount of capital assets that have been left in foreign areas (1) by not being able to consummate agreements; (2) by our own volition.

Can that information be obtained?

General MINTON. Yes, sir. I believe it may take a bit of time and to get it down to the last iota it may be a little difficult.

Colonel CALL. It would make it easier if we could have a time frame within which to work.

General MINTON. Should he go back to 1955?

Mr. SHEPPARD. How about 1952?

General MINTON. We would have problems going back that far. If we could go back and pick up the European buildup and then everything else from 1955——

Colonel CALL. We did not really abandon anything in Europe of any great significance until 1955. That was the big pullout there.

General CURTIN. I think, in terms of abandoning bases, the 1955 time period would essentially pick up everything.

General MINTON. We will pick up the Spain-North Africa problem regardless of how far we have to go back.

Mr. SHEPPARD. I am inclined to think it may have a good psychological effect, based on the representations being made about the extravagance of the military and their lack of knowledge of what they actually want. If you could pick it up within the bounds of reasonable time and at not too much expense, I think it would be advisable to have it.

(The information to be furnished to the committee by letter at a later date.)

Please place in the record at this point the appropriate information relative to the projects appearing on pages 482, 487, 498, 507, 511, 514, 516, 518, and 520.

(The matter referred to follows:)

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION AVIANO AB
DIR FROM TOWN 2 MI NNW OF ROVEREDO IN PIANO
COUNTY, STATE UDINE,
COUNTRY ITALY
COMMAND AFE

GOVT LEASED
GOVT OWNED
OTHER ACRES 886
TOTAL ACRES 886

DATE OCC 1955

PRINCIPAL MISSION

TACTICAL FTR SQ (ROT)
AIR RESCUE SQ
SUPPORT GROUP

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
163		1,335		1,498		386

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
6,068	1,276	187	4,605	105	4,500

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
SHOP PARA & DINGHY	348		NEW	4,000		4,000	4,000	SF	105

Aviano Air Base

Aviano Air Base is located approximately 50 miles north of Venice and the flying mission is tactical fighter squadron (rotation), Air Rescue Squadron (MATS), and support group. The program required for Aviano totals $105,000 and involves construction of a 4,000-square-foot parachute and dinghy shop.

This project is needed to provide space for field maintenance activities and servicing of parachutes at this installation. There are no facilities existing that can be utilized for this function. In the interim, chutes are being hung on exposed building rafters for drying, which is highly unsatisfactory. The requested item will satisfy the total base requirement for this facility.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$189
Cumulative obligations Mar. 31, 1962 (actual)	113
Cumulative obligations June 30, 1962 (estimated)	166

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Shop parachute	Pederson Tilney	$5.7	0

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: EVREUX-FAUVILLE AB
DIR FROM TOWN: 1 MI E OF FAUVILLE (80 MI WNW OF PARIS)
COUNTY, STATE: EURE
COUNTRY: FRANCE
COMMAND: AFE

PRINCIPAL MISSION

TROOP CARRIER WING HEADQUARTERS
4-TROOP CARRIER MEDIUM SQDNS

GOVT LEASED	54
GOVT OWNED	
OTHER ACRES	3,116
TOTAL ACRES	3,170
DATE OCC	1954

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
459		2,553		3,012	479	21

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
51,858	48,167	641	3,050	50	3,000

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
LIGHTING APPROACH (AIT)	142		NEW					LS	50

Evreux-Fauville Air Base

The next installation is Evreux-Fauville Air Base located 1 mile east of Evreux, France. The mission of this base is troop carrier wing headquarters and four troop carrier squadrons. The program requested totals $50,000 and provides for alteration work on the existing approach lighting system on the primary instrument approach end of the runway. The requested project will result in a system meeting current USAF criteria, and will enable pilots approaching under instrument conditions to transition from instrument to visual flight procedures.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$6, 962
Cumulative obligations Mar. 31, 1962 (actual)	6, 792
Cumulative obligations June 30, 1962 (estimated)	6, 826

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Lighting approach alterations	Not selected	$3.5	0

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION KALTENEGGOLSFELD RR SITE
DIR FROM TOWN KALTENEGGOLSFELD
COUNTY, STATE BAYERN
COUNTRY GERMANY
COMMAND AFE
PRINCIPAL MISSION

GOVT LEASED
GOVT OWNED
OTHER ACRES 1
TOTAL ACRES 1
DATE OCC 1960

	OFFICERS		AIRMEN			CIVILIANS	
	BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
			6		6		

	EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
RADIO RELAY SQ	102			102	102	

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
COMMUNICATIONS & OPERATIONS	106		NEW	1,200		1,200	1,200	SF	102

Kalteneggolsfeld Radio Relay Site

The next base is Kalteneggolsfeld radio relay site located near Pforzheim, Germany. Its principal mission is a radio relay squadron. The program consists of one item for a communications and operations facility of 1,200 square feet at a cost of $102,000. The project is required to provide operations, administration, billeting, and necessary facilities at this remote site. The facility is in support of the tactical aircraft weapons system in the area, and there are no structures existing that can be utilized for this purpose.

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Communication operations	Not selected	$9	0

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	LAON AB
DIR FROM TOWN	1 MI ESE COUVRON (15 MI NW OF PARIS)
COUNTY, STATE	AISNE
COUNTRY	FRANCE
COMMAND	AFE

GOVT LEASED	
GOVT OWNED	
OTHER ACRES	1,253
TOTAL ACRES	1,253
DATE OCC	1952

PRINCIPAL MISSION

TACTICAL RECON WING
4 TACTICAL RECON PHOTO SQDNS
AIR RESCUE SQ (ROT)

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
241		2,375		2,616	413	8

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
33,219	27,946	180	5,093	93	5,000

PROJECT TITLE		PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
					TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
INSTRUMENT LANDING SYSTEM		78		NEW	1		1	1	EA	31
HOT WATER MAINS	ADDN	298		NEW	67,275	62,275	5,000	2,050	FT	62
										93

(Revised 10 April 1962)

Laon Air Base

The next base is Laon Air Base located approximately 75 miles northeast of Paris, France, with a principal flying mission of four tactical reconnaissance photo squadrons, a tactical reconnaissance wing of four squadrons, and a rotational air rescue squadron (MATS). The program consists of two items, for a total request of $93,000.

The first item for an instrument landing system will provide an automatic instrument landing system (ILS). This facility is necessary to support assigned mission aircraft utilizing the landing facilities at this base.

The last item for 2,050 feet of additional hot water mains is for servicing the existing buildings, and also to provide a connection to the main boiler plant. The requested project will satisfy 95 percent of the total base requirement heating system.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$2, 796
Cumulative obligations, Mar. 31, 1962 (actual)	2, 778
Cumulative obligations, June 30, 1962 (estimated)	2, 790

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Instrument landing system	Not selected	$1.7	0
Hot water mains (addition)	do	1.5	0

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION SEMBACH AB
DIR FROM TOWN 1 MI S SE SEMBACH

COUNTY, STATE RHEINLAND-PFALZ
COUNTRY GERMANY
COMMAND AFE

PRINCIPAL MISSION

TACTICAL MISSILE SQ (MACE)
MISSILE MAINT SQ
SUPPORT

GOVT LEASED 21
GOVT OWNED
OTHER ACRES 841
TOTAL ACRES 862

DATE OCC 1953

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
211		2,006		2,217		56

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
3,142	1,072		2,070	70	2,000

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
AREA SEARCH RADAR (RPMT)	87		NEW	1	1		1	EA	70

Sembach Air Base

The next base to be considered is Sembach Air Base, which is located 7 miles southwest of Wartenberg, Germany. The mission of this base is tactical missile squadron (MACE), missile maintenance squadron, and area support. The program requested amounts to $70,000, and is for the construction of an area search radar to replace an existing search radar that is obsolete and does not have the required range capability. The requested new radar will have a 75-mile range capability and is the new-type dual-channel, high-powered radar design incorporating the latest state of the art development.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$1, 490
Cumulative obligations Mar. 31, 1962 (actual)	1, 490
Cumulative obligations June 30, 1962 (estimated)	1, 490

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Area search radar	Not selected	$4.2	0

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: SPANGDAHLEM AB
DIR FROM TOWN: 1 MI SE SPANGDAHLEM
COUNTY, STATE: RHINELAND-PFALZ
COUNTRY: GERMANY
COMMAND: AFE

GOVT LEASED: 6
GOVT OWNED:
OTHER ACRES: 1,177
TOTAL ACRES: 1,183

DATE OCC: 1952

PRINCIPAL MISSION

3 TACTICAL FTR SQ
AIR RESCUE SQ

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
268		2,262		2,530	846	39

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
7,267	3,989	208	3,070	70	3,000

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
AREA SEARCH RADAR (RPMT)	88		NEW	1	1		1	EA	

70

Spangdahlem Air Base

The next base to be considered is Spangdahlem Air Base which is located 1 mile southeast of Spangdahlem, Germany. The mission of this base is three tactical fighter squadrons. The program requested amounts to $70,000 involving the construction of an area search radar to replace an existing search radar that is obsolete and does not have the required range capability. The new radar requested in this program will have a 75-mile range capability and is the new-type dual-channel, high-powered radar design incorporating the latest state of the art development.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$2, 445
Cumulative obligations, Mar. 31, 1962 (actual)	2, 306
Cumulative obligations, June 30, 1962 (estimated)	2, 403

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Area search radar	Not selected	$4.2	0

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: WETHERSFIELD RAF
DIR FROM TOWN: 1 MI N WETHERSFIELD
COUNTY, STATE:
COUNTRY: UNITED KINGDOM
COMMAND: AFE
PRINCIPAL MISSION: 2 TACTICAL FIGHTER SQ SUPPORT

GOVT LEASED:
GOVT OWNED:
OTHER ACRES: 862
TOTAL ACRES: 862
DATE OCC: 1952

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
213		2,258		2,471	91	36

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
18,222	16,044	93	2,085	85	2,000

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
SHOP WPNS MAINT	293		NEW	2,176		2,176	2,176	SF	

85

RAF Wethersfield Station

The next installation is RAF Wethersfield Station located 8 miles west northwest of Braintree, England; the principal mission being two tactical fighter squadrons and a dispersed operating base. The program requested amounts to $85,000 for the construction of a 2,176-square-foot weapons maintenance shop needed to comply with Air Ministry and RAF explosive regulations for storage of explosives in the United Kingdom. Failure to provide this facility could result in the withdrawal by the United Kingdom of the license for the continued use of this storage in this area. The existing 2,570-square-foot structure is unusable for this type of operation because it does not meet Air Ministry requirements. It will revert to use as an auto maintenance shop and storage area for vehicles in the area, when the requested facility is constructed.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$7,541
Cumulative obligations, Mar. 31, 1962 (actual)	7,487
Cumulative obligations, June 30, 1962 (estimated)	7,525

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Shop, weapons maintenance	British Air Ministry	$4.7	0

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	WOODBRIDGE RAF	GOVT LEASED		OFFICERS		AIRMEN			CIVILIANS	
DIR FROM TOWN	3 MI E WOODBRIDGE	GOVT OWNED								
		OTHER ACRES	918	BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
COUNTY, STATE	SUFFOLK									
COUNTRY	UNITED KINGDOM	TOTAL ACRES	918	79		418		497	11	19
COMMAND	AFE									
		DATE OCC	1952							

PRINCIPAL MISSION	EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
2 TACTICAL FIGHTER SQUADRONS COMMUNICATIONS SQUADRON	12,634	8,478	591	3,565	65	3,500

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
STOR BSE M/CUBIC MAG	I		NEW	1,843		1,843	1,843	SF	

65

RAF Woodbridge Station

The next base is RAF Woodbridge Station located 3 miles east of Woodbridge, England. The mission of the base is two tactical fighter squadrons. The program requested amounts to $65,000 and involves the construction of 1,843-square-foot multicubicle storage magazine to house the individual components and the completely assembled explosive weapons. There are no facilities available that can be utilized for this purpose. The completion of the requested project will meet 100 percent of the total base requirement.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$6, 733
Cumulative obligations, Mar. 31, 1962 (actual)	6, 286
Cumulative obligations, June 30, 1962 (estimated)	6, 606

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Storage, base multicubicle magazine	British Air Ministry	$3.7	0

ANKARA, TURKEY

Mr. Sheppard. The first item which we shall take up is Ankara Air Station, Turkey.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	ANKARA AS	GOVT LEASED	10
DIR FROM TOWN	ANKARA (IN CITY LIMITS)	GOVT OWNED	
		OTHER ACRES	15
COUNTY, STATE			
COUNTRY	TURKEY	TOTAL ACRES	25
COMMAND	AFE		
		DATE OCC	1956
PRINCIPAL MISSION			

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
486		1,194		1,680		649

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
8,146	1,146		7,000	2,000	5,000

HQ U. S. LOGISTICS GROUP
FOREIGN MISSION
SUPPORT SQ (INCL EMBASSY SUPPORT)
JOINT U. S. MILITARY MISSION FOR AID TO TURKEY (ARMY/NAVY)

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
CONSOLIDATED SUPPLY MAINT FAC (RPMT)	295		NEW	59,239		59,239	59,239	SF	1,000
CONSOLIDATED PERSONNEL SUPPORT FAC	296		NEW	39,900		39,900	39,900	SF	700
UTILITIES	297		NEW					LS	300
									2,000

ANKARA AIR STATION

The first installation is Ankara Air Station, Turkey. It is located within the city limits of Ankara. The principal mission is Headquarters, U.S. Logistics Group, Foreign Missions Squadron, support squadron including Embassy support, school activity and Joint U.S. Military Mission for Aid to Turkey (Army and Navy). The program request totals $2 million and includes three items as follows:

The first item for a 59,239-square-foot consolidated supply maintenance facility is required to replace leased facilities in the carbarn area, said lease expiring June 30, 1962. The project includes 23,359 square feet of auto maintenance shop, 5,880 square feet for a milk plant and the balance of 30,000 square feet for a warehouse facility, all in one building.

The second item for a consolidated personnel support project, totaling 39,900 square feet is to replace the leased carbarn facilities, and is required for a post exchange facility of 23,400 square feet and a commissary of 16,500 square feet.

The last item for utilities is needed to support the above facilities and will provide the necessary water supply, sanitary sewage, and electrical work.

Status of funds

Cumulative appropriations through fiscal year 1962	0
Cumulative obligations Mar. 31, 1962 (actual)	0
Cumulative obligations June 30, 1962 (estimated)	0

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete Apr. 15, 1962
Consolidated supply maintenance facility.	Architect-engineers consultants	$34.7	0
Consolidated personnel support facility.	do	34.7	0
Utilities	do	15.5	0

Mr. SHEPPARD. You are requesting certain consolidated facilities here to replace existing facilities utilized on a lease basis.

Would you explain to the committee exactly what you utilize at the present time in the way of facilities, including the square footage for each type of facility and what you propose for this program?

Colonel PARKHILL. The facilities we are proposing to replace are a part of all our facilities in Ankara, and this part is referred to as the carbarn area. It is in downtown Ankara. It is immediately in the path of the expansion of the Turkish Federal buildings. They are particularly anxious for us to move out of that carbarn area. That area contains our auto shop, our milk plant, our post exchange, and our warehouses.

In working with the Turkish Government, we have obtained 128 acres of land on the outskirts of the city in exchange for equipment with the idea that we would move out of these leased facilities and construct replacement facilities on the edge of the city rather than in the middle of their Government complex.

Mr. SHEPPARD. What is the nature of the lease on the carbarn, and what consideration have you given to renewing the lease?

Colonel PARKHILL. It expires June 30, 1962.

Mr. SHEPPARD. I wish you would provide a cost breakdown for each of these items.

Colonel PARKHILL. We will do that.

(The information follows:)

CONSOLIDATED FACILITIES, ANKARA AIR STATION

The activities listed below are currently included in the "carbarn" area. The design is based on providing replacement facilities in composite buildings. The scopes and related costs by activity shown below may be expected to vary somewhat upon final definition of the building layout and flow patterns, but the overall totals are considered appropriate estimates.

Consolidated supply and maintenance facility, $1,000,000

	Square feet	Amount
Auto maintenance shop	23,359	$600,000
Milk plant	5,880	165,000
Warehouse	30,000	235,000

Consolidated personnel support facility, $700,000

	Square feet	Amount
Base exchange	23,400	$400,000
Commissary	16,500	300,000

The space in the carbarn, which must be vacated, corresponds very closely to that planned in the new area. The one exception where there is an appreciable increase is the auto maintenance shop. This is a completely justifiable increase, as all U.S. Government vehicles, including all special purpose vehicles in the Ankara area, are maintained here. The areas currently occupied are:

	Square fee
Auto maintenance shop	14,219
Milk plant	4,928
Warehouse	31,929
Base exchange	24,458
Commissary	17,291

Mr. SHEPPARD. I notice that of the total square footage here, almost half of it is for dependents or minor personnel support items, including civilians. What is the tour of duty at this location with and without dependents?

Colonel PARKHILL. Thirty months with dependent, eighteen months without dependents. This is a supply mission of the Air Force to support foreign missions, and Army, Navy, Air Force, and State Department personnel.

BENTWATERS RAF STATION, ENGLAND

Mr. SHEPPARD. We shall take up the next item, Bentwaters RAF Station, England.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: BENTWATERS RAF
DIR FROM TOWN: 2 MI NE OF EYKE (15 MI NE OF IPSWICH)
COUNTY, STATE
COUNTRY
COMMAND: AFE
PRINCIPAL MISSION: 2 TACTICAL FTR SQDNS; SCHOOL ACTIVITY

GOVT LEASED
GOVT OWNED
OTHER ACRES: 804
TOTAL ACRES: 804
DATE OCC: 1951

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
243		2,675		2,918	261	36

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
15,056	10,043	1,949	3,064	1,564	1,500

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
LIGHTING APPROACH (ALT)	141		NEW					LS	79
SHOP A/C GENRL PURPS (DFRP)	I		NEW	28,080	12,888	15,192	15,192	SF	332
SHOP AMMO MAINT	I		NEW	2,176		2,176	2,176	SF	79
STOR IGLOO	I		NEW	5	3	2	2	EA	134
DORMITORY, AIRMEN (RPMT)	201		NEW	1,750	1,068	682	420	MN	560
SEWAGE TREMT & DISP (ADDN)	202		NEW	289	150	139	139	TD	176
WATER STOR TANK	203		NEW	280	80	200	200	TG	120
ROAD	204		NEW			10,700	10,700	SY	84
									1,564

Bentwaters RAF Station

The next installation is Bentwaters RAF Station, located approximately 15 miles northeast of Ipswich, England. The principal flying mission consists of two tactical fighter squadrons. The request in this program totals $1,564,000 and provides for the construction of eight items:

The first item for alteration of approach lighting is needed to provide adequate facilities for pilots approaching under instrument conditions to safely transition from instrument to visual flight procedures.

The second item for a 15,192-square-foot aircraft general purpose shop is to replace World War II nissen or quonset huts which are beyond economical repair and will be demolished. The completion of the requested facility together with the existing 12,888-square-foot shop space will meet 100 percent of the base requirement.

The third item for a 2,176-square-foot ammunition maintenance shop, is required to meet the safety requirements criteria of the Air Ministry for storage of explosives in the United Kingdom.

The fourth item for two storage igloos is needed to comply with Air Ministry criteria and RAF regulations for explosive storage areas in the United Kingdom. This project, together with the three existing igloos will satisfy the total base requirement.

The fifth item will provide for replacement of existing unusable airmen dormitories constructed during World War II. This facility, when completed, will satisfy 85 percent of the total airmen housing requirements for this base.

The sixth item for addition to the existing sewage treatment plant, which was built in 1951, is required to service the assigned military population and when completed will comply with the present population control standards in force by the British Government.

The seventh item for 200,000 gallons of water supply storage is required to meet the fire protection demand and will provide increased water pressures for effective services at all times.

The last item is for the construction of approximately three-fourths of a mile of perimeter road around one end of the main runway, and will insure safe and uninterrupted access for about 700 to 800 people per day to the maintenance areas at this installation.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$8, 289
Cumulative obligations Mar. 31, 1962 (actual)	8, 224
Cumulative obligations June 30, 1962 (estimated)	8, 269

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Approach lights	British Air Ministry	$1.4	5
Shop, aircraft general purpose	do	19.1	5
Shop, ammunition maintenance	do	4.8	0
Storage igloo	do	10.0	0
Dormitory, airmen	do	34.2	0
Sewage treatment and disposal plant	do	10.8	0
Water storage	do	7.5	0
Road	do	4.8	5

Mr. SHEPPARD. What are you using for general purpose shop space at the present time, and what will be done with this if the new shop is constructed?

Colonel PARKHILL. This will replace scattered deteriorated World War II nissen huts.

Mr. SHEPPARD. What are you going to do with them?

Colonel PARKHILL. We are going to tear them down, sir.

Mr. SHEPPARD. What are you using for dormitory space at the present time?

Colonel PARKHILL. We will replace huts that were built in World War II and we will demolish the huts.

Mr. SHEPPARD. Will the sewage treatment and the water storage facilities take care of all your needs for the foreseeable future?

Colonel PARKHILL. For the mission as planned, yes.

INCIRLIK AIR BASE, TURKEY

Mr. SHEPPARD. We shall now take up the next item, Incirlik Air Base, Turkey.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

				OFFICERS		AIRMEN			CIVILIANS	
STATION	INCIRLIK AB	GOVT LEASED		BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
DIR FROM TOWN	2 MI NW OF INCIRLIK	GOVT OWNED								
		OTHER ACRES	3,538							
COUNTY, STATE	ADANA									
COUNTRY	TURKEY	TOTAL ACRES	3,538	250		2,011		2,261		149
COMMAND	AFE									
		DATE OCC	1955							

PRINCIPAL MISSION	EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
TACTICAL FTR SQ (ROT) AREA SUPPORT AIR RESCUE SQ SCHOOL ACTIVITY	63,532	54,598	3,112	5,822	822	5,000

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
RUNWAY OVERRUNS RPMT	I		NEW	44,444		44,444	44,444	SY	213
COMM RECEIVER RPMT	101		NEW	1,994		1,994	1,994	SF	75
COMM TRANSMITTER RPMT	102		NEW	1,994		1,994	1,994	SF	76
SHOP ARM & ELECT	I		NEW	12,290		12,290	12,290	SF	331
LAB PREC MEAS EQ	294		NEW	3,488		3,488	3,488	SF	70
ROAD	156		NEW			16,000	16,000	SY	57
									822

Incirlik Air Base

The next base to be considered is Incirlik Air Base, which is located near Adana, Turkey. This base has a rotational tactical fighter mission, air rescue squadron (MATS), and the responsibility of supporting special missions of other services in the area. The program requested amounts to $822,000 and consists of the following six items:

The first item is for replacement of existing unusable stabilized overrun, which was originally constructed during the Lebanon crisis in September 1958 and has badly deteriorated. The tactical fighter aircraft using this runway require safe operational conditions to meet the mission of the base.

The second and third items for communication receiver and transmitter buildings are required to house NAVAID electronic equipment at this base. The present facilities are quonset huts constructed in 1953, and are beyond economical repair and are scheduled for demolition. Since the equipment must be operational and in peak condition 24 hours a day, failure to provide the requested facility will seriously hamper the assigned mission of the base.

The fourth item for a 12,290-square-foot armament and electronic shop is required for the assigned fighter type aircraft to provide a facility capable of completely checking and calibrating the complex electronic gear on these aircraft. At the present time, makeshift facilities consisting of a quonset and a tent, together with temporary use of one end of the commercial transportation building, are being utilized for this work, which is wholly unsatisfactory. The requested facility when completed will meet the total base requirement for this important function.

The fifth item for a precision measurement equipment laboratory is required for shop space for organization and field level maintenance, calibration, and certification of precision measurement equipment for assigned, tenant, and off-base units and other installations located in the Turkish area. If the requested facility is not provided, this work, of necessity, must await transportation to either the United States, France, or Germany with consequent delays. Nothing exists on base that can be modified or converted for this specialized air-conditioned structure.

The last item for widening and surfacing of a mile of road is required for the ammunition storage area, for safety and security purposes. Seasonal weather conditions turn the existing road into a mud area, and the safe transportation of ammunition, rockets, and high explosives is impossible under these conditions, as well as degrading the combat capability of the base.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$29,858
Cumulative obligations Mar. 31, 1962 (actual)	27,023
Cumulative obligations June 30, 1962 (estimated)	28,985

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Runway overrun	District engineer	$10.1	5
Communications receiver	Not selected	3.0	0
Communications transmitter	do	3.0	0
Shop, A. & E	Architect Engineers Consultants	13.9	0
Laboratory, precision measurement	do	2.9	0
Road	District engineer	3.0	5

Mr. Sheppard. What are you using for automotive and electronics space here at the present time, and what will be done with these facilities if the new shop is approved?

Colonel Parkhill. That is the armament and electronics shop. We are presently using tents and borrowing space. We feel it is essential to construct an adequate electronic shop for the maintenance of the fighter-bomber aircraft.

Lakenheath RAF Station, England

Mr. Sheppard. The next item is the Lakenheath RAF Station, England.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: LAKENHEATH RAF
DIR FROM TOWN: (1 MI SSE LAKENHEATH
COUNTY, STATE: SUFFOLK
COUNTRY: UNITED KINGDOM
COMMAND: AFE
PRINCIPAL MISSION

GOVT LEASED
GOVT OWNED
OTHER ACRES: 1,729
TOTAL ACRES: 1,729
DATE OCC: 1950

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
317		2,458		2,775	190	104

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
27,396	12,020	9,862	5,514	514	5,000

TACTICAL FTR WING
HOSPITAL
SCHOOL ACTIVITY
MEDIUM & HEAVY BOMB SQDNS (MANEUVERS)

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
DORMITORY, AIRMEN (DFRP)	349		NEW	1,561	1,213	348	348	MN	514

RAF Lakenheath

The next base is RAF Lakenheath located 5 miles north-northeast of Mildenhall, England. Its principal mission is three tactical fighter squadrons with necessary area support. The program consists of one item at a cost of $514,000, for an airmen dormitory urgently required to eliminate unsatisfactory living conditions on the base. The existing World War II structures are substandard and overcrowded. The requested facility will meet 100 percent of the total troop housing requirement.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$13, 324
Cumulative obligations Mar. 31, 1962 (actual)	11, 584
Cumulative obligations June 30, 1962 (estimated)	12, 950

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Dormitory, airmen	British Air Ministry	$28	2

Mr. Sheppard. What are you using for dormitory space here at the present time?

Colonel Parkhill. We have permanent-type dormitories, but less than half of what we require.

We also have been using up until recently World War II temporary huts. They became so deteriorated we actually have already moved our men out of them, and crowded them into the permanent dorms. They are the British version of the quonset, even more austere.

Right now, I can say we are actually more than doubled up with our men.

Mr. Sheppard. What portion of this dormitory requirement is based on personnel not permanently assigned to this base?

Colonel Parkhill. I would think it would be quite small.

Mr. Sheppard. If you do not have the answer, supply it for the record.

(The information follows:)

The entire dormitory requirement is based on personnel permanently assigned to this base. None of the requirement is based on transient personnel.

Caribbean Air Command

Mr. Sheppard. The next item is the Caribbean Air Command. Do you have a general statement?

Colonel Parkhill. Yes, we have one project at the Howard Air Force Base to extend the runways.

The mission of the Caribbean Air Command is to provide supervision, guidance, and administrative control of the USAF missions in Latin America; provide supervision, guidance, and administrative control of the Air Force phase of the Mutual Defense Assistance Program (MDAP) for Latin American countries; conduct a USAF school for Latin America; provide logistic support for air attachés and USAF missions in Latin America; provide airlift within Latin America for the Intra-American Geodetic Survey Team, and provide administrative control of the U.S. Air Force Section, Joint Brazil-United States Military Commission. This program contains a request for $1,747,000 for the Caribbean Air Command and provides an extension of the primary runway at Howard Air Force Base.

HOWARD AIR FORCE BASE, C.Z.

Mr. Sheppard. We shall take up the Howard Air Force Base.

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DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: HOWARD AFB
DIR FROM TOWN: 4 MI SW BALBOA
COUNTY, STATE / COUNTRY: CANAL ZONE
COMMAND: CAIRC

GOVT LEASED:
GOVT OWNED: 4,237
OTHER ACRES:
TOTAL ACRES: 4,237
DATE OCC: 1928/1954

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
INCLUDED IN ALBROOK AFB						

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
40,056	29,890	1,419	8,747	1,747	7,000

PRINCIPAL MISSION

AIR BASE GROUP
TRANSITION FLYING
TRAINING FLIGHTS
TRANSIENT AIR TRANS OPERATIONS
HQ EAST AIR RESCUE

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
RUNWAY INSTRUMENT EXTD	157		NEW	166,667	116,667	50,000	25,000	SY	1,747

HOWARD AIR FORCE BASE

Howard Air Force Base is located 4 miles southwest of Balboa in the Canal Zone. The mission of this base is transition flying, training flights, and transient air transport operations (MATS). The program requested amounts to $1,747,000 and provides the construction of a 1,500 foot extension to the existing 7,000 foot primary runway required to support the airlift aircraft in contingency support missions. The requested 25,000 square yards will provide an 8,500 foot runway considered to be the minimum length needed for jet type aircraft.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$1,736
Cumulative obligations Mar. 31, 1962 (actual)	1,470
Cumulative obligations June 30, 1962 (estimated)	1,653

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Runway instrument extended	District engineer	$52	0

Mr. SHEPPARD. Will this runway extension meet the criteria for aircraft operating through and out of this base.

Colonel CALL. Mr. Chairman, the answer to that question is no; it will not fully meet our criteria.

It will be considerably better than what we now have. Presently we have two bases in the Canal Zone, Albrook, where we have located the headquarters of the Caribbean Air Command. It is 6,950 feet long and is not extendable. It now runs fence to fence and it is boxed in with a pretty good-sized hill on one end of it, and a school built on the other end. The civilian community has built right up to the end of the runway.

The approaches on this runway at Albrook are very, very poor and do not even come close to meeting Air Force criteria.

The south approach to Howard is excellent. It does meet our 1-to-50 glide angle requirement. The north approach is something less than this 1 to 50. I would estimate when we complete this runway extension, or the proposed runway extension at Howard, we will have about a 1-to-30 glide angle to the north which is safe, but it is not within Air Force criteria.

Mr. SHEPPARD. Why is it necessary that this base extension be of all portland cement concrete?

The 1961 program contemplated the use of an asphalt type of overlay. Why the switch?

General CURTIN. I cannot answer completely because I do not think there is a complete and good answer. Part of the answer is the fact that it has been our policy, as you know, to provide 1,000 feet of concrete at each end of the runway despite the fact that the center sections are flexible pavement.

Mr. SHEPPARD. I think I can understand the concrete aspect. I do not understand why it has to be exclusively portland cement. You have a lot of cement comparable on the market. Why portland cement?

General MINTON. I think this is poorly stated in the justifications. What we normally built was a taxiway with portland cement because of the spillage of the jet fuel, and the end of the runway we built out of portland cement concrete, but the runway itself with whatever is cheaper of the two. In some places we have found the concrete is cheaper than the asphalt. That is our policy.

Mr. SHEPPARD. Just because you do use cement, that does not mean you have necessarily to specify portland cement.

General MINTON. The average layman understands concrete or asphalt runways.

Mr. SHEPPARD. Can the committee take this literally, when this bid goes out for construction, we are not going to carry a specific name of a cement?

General MINTON. We will not. We will construct a runway of of either asphalt, or cement concrete.

Mr. SHEPPARD. That is right.

Colonel PARKHILL. With a 1,500-foot extension, we would normally built 1,000 feet with concrete.

Mr. SHEPPARD. We all concede the concrete aspect. There is no question about the concrete, but why portland cement. Because of operations, you had to switch to cement?

General CURTIN. You recall, Mr. Chairman, when you visited the Canal Zone last fall, I think you brought up the question at that time as to the propriety of strengthening the pavement, and if so, why were we not extending it and making the field fully capable.

Mr. SHEPPARD. That is correct.

General CURTIN. The commander of the Caribbean Air Force at that time said he had explored this. This has been done in the interim. This is a project to give us measurably improved capabilities in the Caribbean. It does not give us all the capability we would like to have.

Our present thinking is that to provide a 10,000-foot, fully jet capable airfield, would cost us something of the order of $15 million. This is a lesser acceptable improvement in our capability at a very modest cost.

General MINTON. The difference in cost will be in the neighborhood of some $6 to $9 a square yard for asphalt versus $12 or $13 a square yard for cement concrete. We may find, and we found this in the past in a few cases, it will be cheaper to build the entire thing with concrete than part with concrete and part with asphalt.

Mr. SHEPPARD. At the time you requested the strengthening of the existing runway, were you aware of the necessity of the extension requirement?

General MINTON. No, sir.

Mr. SHEPPARD. Under the circumstances, do you not think it might have been advantageous to all of us if we had been informed of the total cost of the project at its inception?

General CURTIN. At the time we were here with last year's program, it was the Air Force's view that we would not extend this runway in its present alinement. If we were to do any further work, we should perhaps go to a completely new alinement. The cost of this was of the order I previously indicated. Since that time the

decision has been made, because of the factors that General Minton pointed out, to take another bite of extending this and measurably improve our capability.

Mr. SHEPPARD. Could you operate F–100's from a 7,000-foot runway?

Colonel CALL. The operation on a 7,000-foot runway for F–100's would be extremely marginal.

There is a good possibility that a group of well-trained pilots that are really sharp could fly an operation off of a 7,000-foot runway and we would not lose an aircraft. There is also an equally good chance we would lose one or more aircraft by landing short or overshooting the runway, attempting to operate from the 7,000-foot runway, so it would not be fair to say we could not operate F–100's from the 7,000-foot runway, but the 8,500 feet gives us a greater margin of safety in operating the Century series fighter——

Mr. SHEPPARD. Can you operate F–100's?

Colonel CALL. Off the 8,500-foot runway we can satisfactorily operate F–100's, F–101's, F–102's, F–105's, C–130's, and C–124's at full operating weight. We could operate the KC–135 or the C–135 at something less than maximum gross weight.

Mr. SHEPPARD. And you do not have to have an especially sharp group of pilots?

Colonel CALL. That is correct. We could take practically any combat-ready group and satisfactorily operate the aircraft from the 8,500-foot runway. It would be extremely hazardous with the 7,000 feet.

MILITARY AIR TRANSPORT SERVICE

Mr. SHEPPARD. Now we turn to Military Air Transport Service. Please place the statement appearing on page 125 in the record at this point.

(The statement follows:)

MILITARY AIR TRANSPORT SERVICE (OVERSEAS)

The mission of the Military Air Transport Service is to provide an airlift capability in support of approved joint war plans, scheduled airlifts for the Department of Defense between and within oversea areas, worldwide air transport, weather reconnaissance, and air rescue service systems, and organization and training of air resupply and all elements thereof. This program contains a $112,000 project for area search radar for the Military Air Transport Service and provides a facility at one oversea location to satisfy the basic mission requirements.

KINDLEY AIR FORCE BASE, BERMUDA

Mr. SHEPPARD. We shall take up the Kindley Air Force Base, Bermuda.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

				OFFICERS		AIRMEN			CIVILIANS	
STATION	KINDLEY AFB	GOVT LEASED	1194					TOTAL		
DIR FROM TOWN	1 MI S ST. GEORGES	GOVT OWNED								
		OTHER ACRES	309	BASE	TRANS/ROT	BASE	TRANS/ROT	MILITARY	NATIONALS	DAF
COUNTY, STATE										
COUNTRY	BERMUDA	TOTAL ACRES	1503	220	62	1885	125	2292		754
COMMAND	MTS-OS									
		DATE OCC	1941							

PRINCIPAL MISSION	EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
WEAPON RECON GP	53,770	51,825	42	1903	112	1791
AIR RECOVERY SQ						
AIR MOVEMENT ROUTE						
AIRCRAFT DEL GP						
TAC AIR MOVEMENT ROUTE						
AIR REFUEL SQ (M) MNVRS (SAO)						
AIR REFUEL SQ M (SAO)						

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
AREA SEARCH RADAR RPMT	89		NEW	1		1	1	EA	

112

Kindley Air Force Base

Kindley Air Force Base is located 1 mile south of St. Georges, Bermuda. The base provides support for SAC strategic air refueling operations, TAC rotational units, weather reconnaissance, and air recovery operations. The item for $112,000 requested for this base provides for replacement of the obsolete base area search radar equipment. The new facility provides adequate radar coverage for area control of aircraft within 70 nautical miles and 40,000 feet altitude.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$30, 478
Cumulative obligations Mar. 31, 1962 (actual)	30, 409
Cumulative obligations June 30, 1962 (estimated)	30, 457

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Area search radar	Von Storch & Burkavage	$7	5

Mr. Sheppard. This is merely an area search radar replacement of the type we discussed on several occasions before and I do not have specific questions.

Pacific Air Forces

Next we have the Pacific Air Forces.

Please place in the record at this point the appropriate matter relative to this category.

(The matter referred to follows:)

Installation	Command	Appropriation request (thousands)
Clark Air Base	Pacific Air Force	$4, 089
Ie Shima auxiliary field	do	95
Itazuke Air Base	do	61
Kadena Air Base	do	1, 851
Kunsan Air Base	do	258
Misawa Air Base	do	784
Naha Air Base	do	2, 157
Osan Air Base	do	860
Tachikawa Air Base	do	810
Tainan Air Station	do	165
Taipei Air Station	do	430
Total		11, 560

Pacific Air Forces

The mission of the Pacific Air Forces is to conduct tactical and strategic air operations, the air defense of Hawaii, Japan, Ryukyus, Mariannas, Korea, Wake Island, Formosa (Taiwan), and the U.S. installations in the Philippines; provide air transportation for combat troops and supplies in the Pacific and Far East areas. The requested program totals $11,560,000 comprising operational and support-type facilities at 11 bases.

Included within the Pacific Air Force program are facilities at five bases totaling $4,303,000 to provide a tactical fighter capability; $481,000 for facilities at one base to support cargo airlift operations; $1,579,000 at two locations in direct support of tenant activities of the U.S. Air Forces Security Service operation.

The remainder of the program totaling $5,197,000 is composed of general support items to satisfy the basic Pacific Air Force mission.

Mr. SHEPPARD. Give us your general statement at this point.

Colonel PARKHILL. This program includes 37 line items at 11 locations at a total cost of $11,560,000. This program provides $5,153,000 for operational facilities, including an AFSS operations facility for $1,447,000 at Clark and an aircraft painting facility for $1,534,000 at Kadena.

There is additionally provided $1,876,000 for maintenance and storage facilities; $2,925,000 for troop housing and community facilities, and $1,606,000 for various support type facilities.

Repetitive items including three multicubicle magazine storage facilities, $599,000; five dormitories, $1,322,000; three OQ, $966,000; and two multipurpose recreational facilities, $330,000.

Colonel CALL. The headquarters of the Pacific Air Forces is located at Hickam Air Force Base, Honolulu.

Most of the installations in the Pacific are located in Honshu and Kyushu, the two southernmost of the three main islands of Japan, in the Ryukyu Islands, and in the Philippines.

In Japan we have Misawa with tactical fighter units. We have troop carrier operations at Tachikawa, a tactical fighter unit at Yokota, a tactical fighter unit at Itazuke, and a tactical fighter unit at Kadena, troop carrier operations at Naha. Kadena and Naha are located in the Ryukyu Islands on Okinawa. We have a tactical fighter unit located at Clark.

(Additional discussion off the record.)

Mr. SHEPPARD. We shall insert in the record at this point the data relative to the projects appearing on pages 539 and 546.

(The matter referred to follows:)

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

				OFFICERS		AIRMEN			CIVILIANS	
STATION	ITAZUKE AIR BASE	GOVT LEASED						TOTAL MILITARY		
DIR FROM TOWN	2 MI ESE FUKUOKA (700 MI SW TOKYO)	GOVT OWNED		BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
COUNTY, STATE		OTHER ACRES	5,051							
COUNTRY	JAPAN	TOTAL ACRES	5,051	454		3,607		4,061	2,398	62
COMMAND	PACAF	DATE OCC	1945							

PRINCIPAL MISSION	EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
TACTICAL FIGHTER WING	38,765	32,464	1,240	5,061	61	5,000
FIGHTER INTERCEPTOR SQUADRON						
AIR RESCUE SQUADRON						

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
PAD POWER CHECK AND HOLDING	195		NEW	27,942	5,286	22,656	1,056	SY	61

Itazuke Airbase

The first Pacific Air Force installation to be considered is Itazuke Airbase which is located 2 miles southeast of Fukouko in Japan. The planned use of this base is for the air defense of southern Japan, a tactical fighter wing of three squadrons, fighter interceptor squadron and air rescue squadron. The requested program amounts to $61,000 and consists of a 1,056-square yard power check pad required to maintain the high performance of assigned aircraft. Combat effectiveness and flying safety will increase to a greater degree by providing this facility. There is no facility available that can be utilized for this operational function.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$8, 484
Cumulative obligations Mar. 31, 1962 (actual)	7, 650
Cumulative obligations June 30, 1962 (estimated)	8, 227

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Pad, power check	Daniel, Mann, Johnson & Mendenhall.	$3.6	20

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	KUNSAN AIR BASE	GOVT LEASED		OFFICERS		AIRMEN			CIVILIANS		
DIR FROM TOWN	10 MI SW KUNSAN (275 MI S SEOUL)	GOVT OWNED									
		OTHER ACRES	2,308	BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF	
COUNTY, STATE											
COUNTRY	KOREA	TOTAL ACRES	2,308	60		785		845	321	20	
COMMAND	PACAF										
		DATE OCC	1946								

PRINCIPAL MISSION	EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
TACTICAL FIGHTER SQUADRON (ROT)	15,773	9,331	3,084	3,258	258	3,000
TACTICAL RECON PHOTO JET SQUADRON (ROT)						
TACTICAL BOMB SQUADRON (ROT)						

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
RADIO RELAY (DFRP)	265		NEW	1,433		1,433	1,433	SF	54
SHOP NAV/AIDS (DFRP)	267		NEW	2,550		2,550	2,550	SF	67
ELECTRICAL EMERGENCY POWER PLANT (RPMT)	60		500	500		500	500	KW	137
									258

KUNSAN AIR BASE

The next Pacific Air Force installation to be considered is Kunsan Air Base which is located 10 miles southwest of Kunsan, Korea. The mission of the base is a rotational tactical bomb squadron, tactical jet photo reconnaissance squadron, and a rotational tactical fighter squadron. The program requested amounts to $258,000 and consists of the following three items:

The first item for a deficiency replacement of a radio relay is required to house the electronic terminal equipment used for conversion of two-wire input into two-wire output. Present equipment is housed in a temporary prefabricated shelter which is inadequate due to space limitations, excessive dust, inadequate temperature control and circuit stability, and is scheduled for demolition. This electronic equipment represents the airbase's primary source of communications with higher headquarters and base operational control.

The next item is for a 2,550-square-foot base Navaids shop and is required to provide adequate working space for radio, radar, and teletype maintenance personnel. Presently these functions are performed in two widely separated buildings that are structurally unsound and inadequate in size and are subject to flood damage during heavy rains. The requested facility will meet the total base requirement.

The last item for 500-kilowatt electric emergency powerplant is required to furnish emergency backup power for the critical operational and communications facilities in support of the base mission. There is no reliable source of commercial power to meet the demand. The completion of the requested facility will meet 100 percent of the total base requirement.

Status of funds

	Thousands
Cumulative appropriations through fiscal year 1962	$5, 573
Cumulative obligations, Mar. 31, 1962 (actual)	3, 666
Cumulative obligations, June 30, 1962 (estimated)	4, 985

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Radio relay	Daniel, Mann, Johnson & Mendenhall.	$3.1	20
Shop Navaid	do	4.0	20
Electric emergency powerplant	do	8.1	20

Mr. SHEPPARD. This committee will stand adjourned until 10 o'clock tomorrow morning.

WEDNESDAY, MAY 2, 1962.

CLARK AIR FORCE BASE, PHILIPPINES

Mr. SHEPPARD. The committee will come to order.

The next item has reference to our base in the Philippine Islands.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	CLARK AFB
DIR FROM TOWN	3 MI NNW ANGELES (55 MI N MANILA
COUNTY, STATE / COUNTRY	PHILLIPPINES
COMMAND	PACAF
PRINCIPAL MISSION	

HQ. 13TH AIR FORCE
FIGHTER INTERCEPTOR SQUADRON
THREE TACTICAL FIGHTER SQUADRONS
MEDIUM BOMB MANEUVERS SQUADRON
TACTICAL COMMUNICATIONS SQUADRON
AIR RESCUE SQUADRON

GOVT LEASED	147
GOVT OWNED	
OTHER ACRES	277,318
TOTAL ACRES	277,465
DATE OCC	1903/1945

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
664		5,640		6,304	3,298	

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
128,201	107,881	11,188	9,132	4,089	5,043

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
OPERATIONS AFSS (ADDN)	28		NEW	47,200	17,440	29,760	29,760	SF	1,447
TERM TROOP STAGING (DFRP)	279		NEW	28,700		28,700	17,500	SF	501
STORAGE BASE M/CUBIC MAGAZINE	24		NEW	15,680	7,840	7,840	7,840	SF	172
STORAGE IGLOOS	26		NEW	26	11	15	15	EA	685
OFFICERS QUARTERS MEN (RPMT)	59		NEW	592	373	219	40	MN	280
ELECTRICAL POWER-ODONNELL (ADDN)	43		NEW	3,500	1,500	2,000	2,000	KW	570
ELECTRICAL PRIMARY POWER (RPMT)	289		NEW	19,500	10,000	9,500	2,500	KW	434
									4,089

Clark Air Force Base

The first Pacific Air Forces installation to be considered is Clark Air Force Base which is located 3 miles northwest of Angeles, Philippines. The mission of this base is headquarters, 13th Air Force, three tactical fighter squadrons, fighter interceptor squadron, support and Strategic Air Command support, and air rescue squadron (MATS). The program requested amounts to $4,089,000 and consists of the following seven items:

The first item is for 29,760-square-foot Air Force security service operations building addition to the present structure. The requested facility when completed will meet 100 percent of the base equipment for providing the space needed for the high-frequency-range equipment programed for installation at this base.

The second item for 17,500-square-foot terminal troop staging building is needed to support the expanded passenger requirements of personnel processing, vital to both national defense and to meet SEATO area requirements. The existing World War II quonsets currently being utilized are inadequate and are scheduled for demolition. The requested facility will meet 60 percent of the total base requirement.

The third item is for a 30-bay multicubicle magazine which is needed to provide weapons storage for mission aircraft programed for this base. This project at Clark Air Force Base is necessary due to scheduled relocation of certain weapon-storage requirements from Iwo Jima and will meet 100 percent of base requirements.

The fourth item for 15 storage igloos is needed for stockage of war munitions and together with the existing 11 igloos will complete the base ammunition storage requirements.

The fifth item for 40 officers' quarters is needed to replace existing unusable quonsets and World War II prefabricated buildings which are scheduled for removal upon completion of this project. The requested facility when constructed will satisfy 80 percent of the officer housing requirements on this base.

The sixth item provides 2,000 kilowatts of electric power required for the joint Army-Air Force communications facilities at Camp O'Donnell, located some 14 miles from Clark Air Force Base. It will support the worldwide network radio system that provides vital circuits under assignment to the various services and to the commander in chief, Pacific Air Forces.

The last item provides a 2,500-kilowatt generator required to replace high-speed World War II generators. These units are unreliable and have deteriorated, resulting in breakdown of service vital to operation of the base.

Status of funds, Clark Air Base

	Thousands
Cumulative appropriations through fiscal year 1962	$18, 348
Cumulative obligations, Mar. 31, 1962 (actual)	15, 810
Cumulative obligations, June 30, 1962 (estimated)	17, 472

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Operations Air Force security service addition.	Adrian Wilson & Associates	$73.3	20
Terminal troop staging	American Engineering & Architect	22.0	20
Storage base multicubicle magazine	BuDocks	4.0	20
Storage igloos	Adrian Wilson	9.0	20
Officers' quarters, men	BuDocks	11.7	20
Electric power	O'Donnell Engineering & Development Corp.	21.3	20
Electric primary power	Adrian Wilson	9.9	20

Mr. SHEPPARD. I notice that there is an increase of $28 million in the total estimated cost of this base since last year. What is the reason for the increase, gentlemen?

Colonel PARKHILL. We picked up $34 million worth of offbase sites and that is offset by a reduction in our future estimate, which accounts for our $28 million difference.

Mr. SHEPPARD. What are you using for troop staging facilities here at the present time, and what will be done with these facilities if the new project is constructed?

Colonel PARKHILL. We are using the quonset huts that were constructed in World War II and we propose to tear these down. There is one other building which we are using, a butler type, which is needed for expansion of the base operations activities.

Mr. SHEPPARD. You have a lot of that stuff tied up in your warehouses now, haven't you?

General CURTIN. Yes, sir; they have been used as warehouses.

Mr. SHEPPARD. I mean you have no problem. It is an off-the-shelf operation, and I understand you have considerable stock in that field.

You did say you propose to take your quonset huts out of circulation. That is not a good answer before this committee. Are you or are you not going to do it?

Colonel PARKHILL. We will demolish those quonsets.

Mr. SHEPPARD. What is the requirement for additional storage igloos at this location?

Colonel PARKHILL. We have half of the requirement to support the programed mission. We are proposing to construct the other half.

Mr. SHEPPARD. What is the situation with reference to bachelor officers quarters at the location?

Colonel PARKHILL. We are very, very short of quarters. We have a deficiency of spaces. We propose to relieve the pressure and take care of the worst situation by constructing OQ's for 40 officers.

Mr. SHEPPARD. What type of construction do you propose for this BOQ requirement?

Colonel PARKHILL. These will be the residential-type OQ's, using existing residential-type plans.

Mr. SHEPPARD. Will the electric power facilities you are requesting meet all the needs here for the foreseeable future?

Colonel PARKHILL. Our report does not reflect a complete satisfaction of the theoretical requirements. However, we feel that the elements programed here will put us in good shape for the program mission.

Mr. SHEPPARD. You contemplate you will have to come back for something additional?

Colonel PARKHILL. No, sir; we feel this will serve the purposes, from what we know today as the requirement.

IE SHIMA AUXILIARY AIRFIELD, OKINAWA

Mr. SHEPPARD. We will take up the next item, Ie Shima Field, Okinawa.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: IE SHIMA AUX AIRFIELD
DIR FROM TOWN: 1 MI W AGARII
COUNTY, STATE: OKINAWA, RYUKUS
COUNTRY: PACAF
COMMAND:
DATE OCC: 1945

GOVT LEASED	3, 156
GOVT OWNED	
OTHER ACRES	246
TOTAL ACRES	3, 402

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
1		39		40	39	

PRINCIPAL MISSION

GUNNERY RANGE

COMMUNICATIONS SQUADRON

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
863	568	0	295	95	200

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
DORMITORY AIRMEN (DFRP)	58		NEW	67	47	20	20	MN	95

Ie Shima Auxiliary Field

The next Pacific Air Force installation to be considered is Ie Shima Auxiliary Airfield, located on an isolated island 25 miles from Kadena Airbase, Okinawa. The planned use of this base is for communications squadron and a gunnery range. The requested program amounts to $95,000 and consists of the following item:

A 20-man dormitory building with recreational area. This dormitory will replace a deteriorated quonset hut designed to accommodate only eight men. There is no other facility that can be utilized for this purpose. The requested facility will complete the total base troop housing requirement.

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Dormitory, airmen	Maruyama Arch Co., Ltd	$5.0	5

Mr. Sheppard. How does the construction of this type of dormitory compare to that utilized by the Marines on Okinawa? Has there been any comparison made?

Colonel Parkhill. Sir, we have not made a direct comparison with the Marine Corps construction. However, the Corps of Engineers does our work as well as the work of the other services and generally the standards conform.

Mr. Sheppard. Is there any way of establishing whether or not we are building something of a comparable character?

General Curtin. We will su pply something for the record.

Mr. Sheppard. Very well.

(The information follows:)

The comparison requested is between proposed Marine barracks and an Air Force dormitory. The purpose of these facilities is significantly different in that the Marine barracks are of an austere character in keeping with Marine Corps troop training objectives. The Air Force dormitory is to provide living and recreational space for technical operations crew personnel on a small site.

The comparison requested follows:

Factor	Air Force	Marine
Number stories	1	1.
Type frame	Reinforced concrete	Precast concrete.
Walls exterior	Concrete block	Tilt-up concrete panel.
Walls interior	Painted finish	Exposed concrete.
Interior partitions	Dormitory-type	Open bay.
Roof	Concrete slab	Concrete slab.
Floors	Concrete with asphalt tile	Finished concrete.
Total programed scope, square feet	4,930	6,420.
Less recreational area, square feet	2,500	
Living space, square feet	2,430	6,420.
Estimated cost, per square foot	$16.46	$18.35.
Estimated cost per man	$2,000	$1,340.

For an appropriate comparison, the cost per man for the Air Force dormitory should be $2,000 in lieu of the $3,750 shown. This compares to $1,340 for the Marine Corps. The major reasons for this difference are explained above.

KADENA AIR BASE, OKINAWA

Mr. Sheppard. We have Kadena Air Base, Okinawa.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	KADENA AIR BASE
DIR FROM TOWN	1 MI SW KOZO (10 MI N NAHA
COUNTY, STATE	OKINAWA, RYUKUS
COUNTRY	
COMMAND	PACAF

PRINCIPAL MISSION

TWO TACTICAL FIGHTER WINGS
TACTICAL RECON PHOTO JET SQUADRONS
REPLEX MEDIUM BOMB SQUADRON (ROT)

GOVT LEASED	10,986
GOVT OWNED	
OTHER ACRES	721
TOTAL ACRES	11,707
DATE OCC	1945

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
649	47	6,412	120	7,228	2,512	400

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
119,394	101,397	1,889	16,108	* 10,601	5,507

* Includes 500 units of Family Housing requested in Family HOUSING ACT OF 1962 $8,750

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
A/C PAINTING FACILITY	I		NEW					LS	1,534
TARGET INTELLIGENCE TRAINING	129		NEW	5,360		5,360	5,360	SF	144
SHELTER A/C WEAPONS CAL	196		NEW	21,120		21,120	21,120	SF	105
STORAGE BASE M/CUBIC MAGAZINE	I		NEW	3,096		3,096	3,096	SF	68
									1,851

KADENA AIR BASE

The next Pacific Air Force installation is Kadena Air Base located 1 mile west of Koza on Okinawa. The planned use of this base is for two tactical fighter wings, tactical reconnaissance photo jet squadron, Strategic Air Command rotational medium bomb squadron and two tactical missile squadrons. The requested program amounts to $1,851,000 and consists of the following four items:

The first item is an aircraft painting facility. Corrosion problems are so acute that extensive and continuous protection treatment is required on aircraft and missile weapons to maintain them in a combat ready status. The requested facility must be environmentally controlled and constructed to perform acrylic finishes on assigned aircraft and painting of missiles, not included at the time of manufacture.

The second item is a 5,360-square-foot target intelligence building required for the protection and safekeeping of highly classified target materials and intelligence maps. The present Butler building, constructed in 1946, has outlived its normal 10-year expectancy and is highly vulnerable to damage by typhoons, which create a grave and unacceptable security risk due to the large amount of classified material maintained within the structure.

The third item for a 6,323-square-foot aircraft weapons calibration shelter is required for the calibration of installed radar and associated systems, necessary to the navigation and fire control systems on the assigned tactical aircraft at this base. When completed, it will meet one-third of the total base requirement.

The last item requested is for a 12-bay multicubicle magazine of 3,096 square feet, to store high explosive ammunition, detonating explosives, and rocket missiles for the aircraft programed at this base. Previously, this type of storage was accomplished at Iwo Jima and must now be stored in part at this base. The completion of the requested facility will satisfy the total base requirement.

Status of funds—Kadena Air Base

	Thousands
Cumulative appropriations through fiscal year 1962	$82, 746
Cumulative obligations, Mar. 31, 1962 (actual)	82, 514
Cumulative obligations, June 30, 1962 (estimated)	82, 623

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Aircraft painting facility	Not selected	45.0	5
Target intelligence training	Trans-Asia Engineering Associates	7.0	5
Shelter, aircraft weapons calibration	Associated American Engineers, Inc.	6.0	5
Storage, base multicubicle magazine	Bourne Associates	3.0	5

Mr. SHEPPARD. What other aircraft painting facilities exist at this or other locations on Okinawa, including the Marines and the Navy?

Colonel KELLY. Within the total area there are two facilities which have the ability to apply the acrylic lacquer and the resin paints. First is the Japan Aircraft Manufacturing Co. It has a small environmentally controlled hangar which is saturated by the Navy requirements. We are advised that the Navy plans to continue full utilization of this facility indefinitely and that the location of this hangar will not permit expansion. The Shin Mitsubishi plant is building a small environmentally controlled paint booth to accommodate the manufacturing of the F–104 under the MAP program for a very small number of fighters. Aside from this there is no capability in the Pacific area to accommodate aircraft. The facility that we propose will support more than 500 PACAF fighter aircraft. Based on the necessity to paint every other year, about 290 fighters will be cycled through this facility every year. About 50 C–130

type aircraft must be cleaned and painted each year and the facility will also accommodate the short-range missiles in that theater. This paint facility is programed on about a 2.6 shift per day and will barely accommodate the Air Force workload in PACAF. The reasons I believe are clear. We have waged a losing battle with salt corrosion. We must effectively coat these aircraft. Our costs for corrosion repair have risen sharply and will continue to rise. We will have spent by the end of 1963 over $3.7 million in taking care of the 52 fighter aircraft in this theater which suffered major corrosion deterioration.

Mr. SHEPPARD. The committee has been under the impression that the Air Force has been engaged in a rather extensive painting program for corrosion control of aircraft prior to their being shipped to the Pacific area. Are you going to paint one here, and one over there?

Colonel KELLY. Even with painting the aircraft prior to shipment to the Pacific area, it will be necessary to strip and repaint the aircraft every 2 years, in the judgment of the laboratories and the paint manufacturers. The aircraft in the Pacific now are not painted.

Mr. SHEPPARD. Those that are there now are not painted?

Colonel KELLY. That is correct.

Mr. SHEPPARD. But these others will be?

Colonel KELLY. The F–105 will be painted before delivery starting with article 302.

Mr. SHEPPARD. Assuming you have a workload which must be painted to protect it against erosion, at the moment it is difficult to see why we have to have facilities at both places.

Are you going to have a continuing load in the Pacific that will not be diverted to the United States to be painted in a stateside operation?

Colonel KELLY. This is correct. The aircraft in the Pacific will remain in the Pacific because the availability loss, the ferry cost and the delivery cost back for heavy maintenance are prohibitive not only in dollars but in combat capability. Two years is the necessary paint cycle.

Mr. SHEPPARD. What does the Air Force consider a general workload on painting requirements in 1 fiscal year? Have you any idea of the total percentage of planes involved?

Colonel KELLY. Our depot expenditure for painting of aircraft in the next fiscal year will be about $17 million. We do not have a breakout for field level type painting. It is not this high, obviously.

Mr. SHEPPARD. Is it indicated that by doing the painting in the South Pacific you can reduce the stateside painting workload?

Colonel KELLY. No, sir. The painting cost that we have incurred to date in the depots has been primarily associated with the strategic forces in maintaining the reflective, protective coating on the underside of the bombers, medium and heavy, and in doing the necessary touchup work on aircraft coming through the depots for heavy maintenance. This factor will not decrease.

Mr. SHEPPARD. The facility for painting that you presently have, will that take care of your requirements in the South Pacific for the future? What you are building now will take care of everything?

Colonel KELLY. Yes, sir.

Mr. SHEPPARD. What is the particular reason it has to be a specially designed building as compared to a stateside building?

Colonel KELLY. The application of this lacquer, or the resin, requires precisely controlled humidity and temperature. If it is not applied under these conditions there is no point in putting it on in the first place. It will peel and flake off.

Actually, we can anticipate requirements in the future for some additional stateside painting facilities. We are encountering corrosion in fighter aircraft stateside, and Ogden at the present time has the only truly environmentally controlled paint facility in the Air Force today.

Mr. SHEPPARD. With regard to your painting requirements, are you using a cold application or a heat application?

Colonel KELLY. We are using the hot spray technique.

Mr. SHEPPARD. That is all, are there any questions?

Mr. JONAS. Of what does this damage consist?

Colonel KELLY. In the case of the aircraft at Kadena on 20 RF–101's, external corrosion fed down through the rivet heads on the aircraft skins and into the structural members of the wings. The aircraft were so structurally weakened it was considered necessary to restrip the entire wing skin and go into the structural members and rebuild the wing.

Mr. JONAS. How long will this lacquer preserve the aircraft against corrosion?

Colonel KELLY. The laboratories believe we can get 2 years of protection on these aircraft provided we continue to wash frequently and reduce the deposits on the skins.

Mr. JONAS. Do you mean this is a laboratory theory and has not been put into practice?

Colonel KELLY. No, sir. We have used acrylic lacquers up through the X–15.

Mr. JONAS. What has been your experience? How long will it preserve against corrosion?

Colonel KELLY. Depending on the type of aircraft it is applied to ——

Mr. JONAS. Well, we have aircraft in other areas where salt spray is existent. What has been our experience in those places?

Colonel KELLY. The Navy particularly in this area has the bulk of the experience on the surfaces ——

Mr. JONAS. What does their experience show?

Colonel KELLY. They are using both acrylic lacquer and resin paint, about 50–50. Their laboratories say the lacquer has the longest life, has the best gloss finish and resists cracking and the normal problems of corrosion better than resin. Their fleet aircraft are recycled and repainted as they come back into the States. Their airfields float and ours do not. They are taken care of when they come back. It is a preventive measure. Two years is our best estimate of paint life. Obviously, some aircraft will be repainted within a year. Some we hope will go 3 years.

Mr. JONAS. What will it cost to operate this facility?

Colonel KELLY. Our best estimates of workflow in this facility are based on approximately 200 man-hours for stripping off old paints and cleaning, and about 200 man-hours for paint application for each of the fighters.

Mr. JONAS. Per what?

Colonel KELLY. Per aircraft.

Mr. JONAS. What does that add up to for a year's operation?

Colonel KELLY. We presently plan to process 294 fighters per year; say a $3,000 to $5,000 average, manpower and paint; 53 C–130's, say, $6,000 to $8,000, manpower and paint; 22 small missiles per year, $1,500, manpower and paint.

Mr. JONAS. That amounts to $2 million or $3 million a year?

General CURTIN. In that order of magnitude from the figures given; yes, sir.

Mr. JONAS. Do you not rotate these aircraft?

Colonel KELLY. No, sir. They are assigned to the theater and remain permanently and we are doing our heavy maintenance cycle on all the fighters in that area because the loss in capability in running to the States is prohibitive.

Mr. SHEPPARD. Why do you say "prohibitive," if you consider your capital investment, and figure it out on an amortization basis, and also consider your flying time back here?

Colonel KELLY. We must consider the loss of operational ready capability to start out with, detracting from the size of our force, and the extreme ferry time to the States and back. This is probably the most significant factor. The actual ferry time and loss of hours, fuel and oil will run about $7,000 to $8,000 on a round-trip basis.

Mr. SHEPPARD. Those ships are not to be used in stateside missions of any character, to bring them here for stateside maintenance; is that correct?

Colonel KELLY. The only aircraft being painted at this time that will be stateside will be some of the F–105D's.

Mr. SHEPPARD. Your present program indicates these will be maintained and operated in that particular area, and you will not operate them elsewhere.

Colonel KELLY. That is right.

Mr. JONAS. Is this the first time the Air Force has asked for this?

Colonel KELLY. Yes, sir. We have been asking for wash racks and facilities to clean our aircraft for many years. When we hit this high salt content it is not enough just to wash, we have to protect.

Mr. JONAS. How long have we been in this area with aircraft?

Colonel KELLY. The aircraft we are speaking of have been assigned to the area for 3 or 4 years.

Mr. JONAS. How long have we had aircraft on this base?

Colonel KELLY. Since World War II.

Mr. JONAS. That is many years. Why are we just now finding out we need to paint these aircraft?

Colonel KELLY. The problem on protecting aircraft is aggravated by the type aircraft we are now operating. The aircraft we operated in World War II, if they survived long enough to have corrosion damage, could be repaired in a matter of hours. Any sheet metal mechanic could rip off a few plates and quickly replace damaged parts. Our structural integrity requirement was not nearly as severe. The use of dissimilar metals in aircraft design was not as prominent. Now we have aircraft that at 1.8 to 2 mach have skin temperatures of 320 to 350 degrees. This does not help the paint surface. The structure is

a very important thing. We have had corrosion all along. It is just an aggravated situation with higher performance aircraft.

Mr. JONAS. Do you mean that has increased the susceptibility of the skin and other parts of the aircraft to corrosion?

Colonel KELLY. The 75–ST heat-treated metals are more susceptible to corrosion initially, but once corrosion has set in, they are subject to catastrophic structural disintegration.

Mr. JONAS. What is the difference between this spray that you plan to use, and that used in garages that make cracked-up fenders look like new?

Colonel KELLY. This is a lacquer to which acrylic has been added in a precise measurement to give the hardest gloss surface possible and still retain the quality to prevent cracking or popping around the rivets. It was worked out principally by the Navy laboratory, with the paint industries, with the Air Force laboratories working in cooperation.

Mr. SHEPPARD. I understand you now use a certain type of metallic ingredient which is a part of the paint process presently used.

Colonel KELLY. Yes, sir; zinc chromate primer.

MISAWA AIR BASE, JAPAN

Mr. SHEPPARD. We will proceed to the next item which is Misawa Air Base in Japan.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	MISAWA AIR BASE
DIR FROM TOWN	2 MI NNE MISAWA (430 MI NE TOKYO)
COUNTY, STATE	
COUNTRY	JAPAN
COMMAND	PACAF

PRINCIPAL MISSION

THREE TACTICAL FIGHTER SQUADRONS
TACTICAL RECON PHOTO JET SQUADRON
AIR RESCUE SQUADRON

GOVT LEASED	
GOVT OWNED	
OTHER ACRES	4,932
TOTAL ACRES	4,932
DATE OCC	1946/1948

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
405		4,205		4,610	2,119	57

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
23,894	16,908	1,202	5,784	784	5,000

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
OPERATIONS MISSION TRAINING (DFRP)	128		NEW	19,474		19,474	11,340	SF	240
SHOP HEAVY EQUIPMENT	280		NEW	3,200		3,200	3,200	SF	101
DORMITORY AIRMEN (ALT)	282		NEW					LS	208
SEWAGE TREATMENT AND DISPOSAL	291		NEW	110		110	110	TD	103
WATER MAINS	315		NEW	204,082	189,582	14,500	14,500	FT	132
									784

Misawa Air Base

The next Pacific Air Force installation to be considered is Misawa Air Base which is located 2 miles north-northeast of Misawa in northern Japan. The mission of this base is tactical fighter wing of 3 squadrons, a jet tactical reconnaissance photo squadron and an air rescue squadron (MATS). The program requested amounts to $784,000 and consists of the following five items:

The first item for 11,340 square feet operations mission training building is required to house the field training detachment and instrument training support functions. The large number of assigned and programed high performance aircraft require extensive training support facilities to protect the enormous investment involved and to assure the higher maintenance and operational proficiency of assigned personnel. Existing facilities are not reparable and are scattered in various buildings throughout the base, and will be razed coincident with project completion.

The second item is for a 3,200-square-foot heavy equipment shop required to protect refueling vehicles from the weather while maintenance is being performed. This base maintains 77 pieces of equipment utilized daily in support of aircraft. The existing temporary wooden frame building is not of sufficient size, which necessitates that better than 30 percent of scheduled maintenance be performed out of doors. The requested item will satisfy total base requirements for this type of facility.

The third item is for the alteration of 12 two-story frame buildings to provide 816 airmen dormitory housing spaces. These units were constructed during 1948–49 under temporary construction criteria. Continued occupancy by Air Force personnel and increased utilization of electrical equipment make this general repair and modernization program mandatory to provide acceptable living quarters for assigned airmen.

The fourth item provides for a complete 110,000-gallon-per-day sewage treatment and disposal plant in the Air Force security service area which services about 1,200 military personnel. Currently, only partial sewage treatment is accomplished by seven overtaxed septic tanks and these separate systems are totally inadequate. Failure to provide this facility would necessitate dumping of raw sewage into an adjacent lake, increasing contamination of the entire base water supply system.

The last item provides 14,500 feet of water mains connecting the Air Force security service area system to the main base water system. The present single well, with a rate of 120 gallons per minute, is too small to support the vast expansion of facilities and population in this area. Sewage runoff is presently being discharged in close proximity to existing wells, thereby creating a hazardous health problem.

Status of funds, Misawa Airbase

	Thousands
Cumulative appropriations through fiscal year 1962	$13,015
Cumulative obligations, Mar. 31, 1962 (actual)	8,396
Cumulative obligations, June 30, 1962 (estimated)	11,592

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Operations mission training	Daniel, Mann, Johnson & Mendenhall.	$14.1	20
Shop, heavy equipment	do	5.9	20
Dormitory, airmen (alteration)	do	21.5	20
Sewage treatment and disposal	do	5.8	90
Water mains	do	13.5	90

Mr. Sheppard. What are you using for training support facilities here at the present time?

Colonel Parkhill. We are using scattered temporary deteriorated hut-type structures that we will tear down.

Mr. Sheppard. Will the sewage-treatment system and the water mains meet all of the requirements for this base in the foreseeable future?

Colonel PARKHILL. Yes, sir.

Mr. SHEPPARD. We have a reprograming item that has to do with the particular base under consideration to the extent of $3,965,000. Give us your statement as to the source of funds for this reprograming requirement at this time, please.

Colonel REEVES. The project for Misawa provides for a building to house and operate communications.

During the year 1961 the Department of Defense directed the Air Force to install newer equipment, to have it installed by the summer of 1964 rather than 1965. We reprogramed this for 1964.

Funds for the purchase of equipment required have been released and should be available for installation and checkout in July 1963. Design for the facility has been completed. We are prepared to advertise and award the contract as soon as possible.

Mr. SHEPPARD. This was originally funded, but because of the design problem apparently developed later on, it was deferred. That is what the material we have on this indicates.

Colonel REEVES. Yes, sir.

Mr. SHEPPARD. I wish you would include in the record where the funds are coming from.

Colonel REEVES. I will be glad to give that for the record.

Mr. SHEPPARD. Take them up one at a time and give the amount of money.

Colonel REEVES. For Selfridge, shop, aircraft engine inspection and repair, $252,000. This project was deleted because of reduction in mission from 18 to 12 F–106's.

Cartwright, electric power for $681,000. This project has been deleted because of elimination from this station of a mission known as the frequency diversity radar mission. This additional power, then, is not required.

Mr. SHEPPARD. It is not anticipated to reoccur?

Colonel REEVES. It is not anticipated.

Yuza Dake and Miyako Jima, both of which are tropospheric scatter missions. These two projects have been built using P–800 funds. This is a turnkey job and we have improved our expenditure about $200,000 over the total cost estimated including construction.

Mr. SHEPPARD. It will not reoccur?

Colonel REEVES. No, sir.

Mr. SHEPPARD. Go ahead.

Colonel REEVES. Lake City. A sewage-treatment plant, $60,000. This was as a result of the primary training school being taken out of Lake City.

K. I. Sawyer, storage base, jet fuel, $128,000. The future SAC fuel consumption for this base has been recomputed and the present storage is adequate. This project has been deleted and will not be requested later.

Forbes. Runway lighting, $350,000. This project was deleted when the SAC B–47 mission was scheduled out of Forbes.

Mountain Home, headquarters group, air base, for $519,000. With the proposed reduction in the SAC mission at Mountain Home, this headquarters air base group is not required.

At Wurtsmith, we plan to purchase our liquid oxygen rather than generate it ourselves.

Now, for the next four projects at March, the hangar alert for $934,000, the shelter weapons calibration for $82,000, the storage base rocket assembly for $60,000 and the electrical outlets for $150,000 were all in support of the ADC mission at March. This mission will not go to March.

At Whiteman, a maintenance dock for large aircraft, $376,000. With the schedule-out of the KC–135 mission, these docks are no longer required.

Onna Point, fire station, $52,000. Review of the facilities at this station showed that we can provide this function with facilities on the base. This project has been deleted and will not be programed.

Mr. SHEPPARD. None of these projects appear because of a change of mind and not necessarily a change in workload; is that correct?

Colonel REEVES. That is correct, sir.

Mr. SHEPPARD. Are there any questions?

Mr. JONAS. Colonel, you recomputed your storage requirements at K. I. Sawyer and reduced your requirements in order to pick up $128,000. Have you recomputed them everywhere else?

Colonel REEVES. That has to do with the long-range mission peculiar to this base only.

Mr. JONAS. I want to know whether you did this recent computation in order to pick up the $128,000, and whether you recomputed your requirement elsewhere.

Colonel PARKHILL. No, sir. We are continuously reviewing our requirements.

Mr. JONAS. I want to ask why, if you can recompute your requirement when you need money for reprograming, you cannot pick up additional surplus money if you would recompute your requirements across the board.

Colonel PARKHILL. No, sir. This was not done to get the money for reprograming. This was done due to a change in the configuration of the war mission profiles of the assigned unit.

Mr. JONAS. This recomputation was made before you came up with this programing?

Colonel REEVES. Yes, sir. This was done before this project was known.

Mr. JONAS. How many other cases can you cite where you reduced your requirements?

General CURTIN. I certainly know these items personally and I know the decision to delete or reduce was made prior to this need for funds for this particular reprograming. As Colonel Parkhill points out, any time the Air Force programing document shifts we get with the proper staff agencies, in this case the materiel people, and have the basis for the requirement recomputed.

Mr. JONAS. You are picking up a little money at Wurtsmith by deciding to purchase your liquid oxygen instead of producing it yourself. Have you analyzed that elsewhere and made similar decisions?

Colonel PARKHILL. Yes, sir. Colonel Kelly——

Colonel KELLY. There is a specific policy that wherever possible we will purchase the liquid oxygen required for aircraft use. It is a matter of time, distance, and availability.

Mr. JONAS. How many other places and installations has that been done?

Colonel KELLY. We will have to furnish that for the record. It will not be difficult. It is a significant number of stations, including my old station at Little Rock Air Force Base. We will furnish that for you.

(The information follows:)

Under current policy, a base having a requirement for liquid oxygen for breathing purposes will normally satisfy that requirement by procurement from commercial sources. As soon as adequate liquid oxygen storage tanks are installed, bases will conform to this policy unless commercial sources are unable to meet quantitative or qualitative requirements or are unable or unwilling to provide routine delivery to the base.

Tankage to store peacetime and war reserve requirements is being procured and it is expected that by the end of fiscal year 1963 77 continental U.S. bases will have been converted from on-base generation to commercial procurement.

Mr. JONAS. Are we to understand that all of these changes that are recited and listed on page 3 were made irrespective of the need for this new money and not for the purpose of raising the $3.9 million?

Colonel REEVES. Yes, sir.

Mr. JONAS. And they would have been put into effect and the reductions would have been made if you had not come up with this new requirement?

Colonel Reeves. This is correct, sir.

Mr. JONAS. That is all.

Mr. SIKES. Off the record.

(Discussion off the record.)

Mr. SIKES. Will you please explain for the record, in view of your previous statement, how the amount of deletions corresponds exactly to the amount of the proposed additions?

General CURTIN. Yes, sir. Each time that we come before this committee with a proposed reprograming of military construction appropriations, we are required to furnish the committee the exact and specific source of the funds involved and the funds that we are going to apply to this project. Therefore, the balances coincide. This does not mean, however, that additional sources of funds have not been previously identified to the committee and used as a means of funding the emergency authorization and other reprograming actions that have come before this committee.

So far in this fiscal year we have identified $39 million in this category.

This includes the funding of the $10 million of emergency authorization that we are provided each year, without a corresponding appropriation; it also includes the covering of the $20 million reduction, across-the-board reduction made in our appropriation last year without a comparable reduction in the program.

Therefore, this amount had to be generated and it includes $9 million of emergency reprograming such as the objects which you have before you.

Mr. SIKES. Then, in summary, the $3,965,000 in deletions is only a part, and a comparatively small part, of the total deletions?

General CURTIN. That is correct, sir.

These deletions have been identified to the committee as each of these actions have come before it.

Mr. SHEPPARD. The committee is further to assume that these deletions were made upon a change of submission, change of requirement. They became a component part of your functional requirement after your previous budget allocations had been made or appropriated for by the committee; is that right?

General CURTIN. That is right, sir.

Mr. SHEPPARD. Of course, there is a peculiarity here of the amounts being identical. It could be a coincidence or it could be by design. You might have taken over a portion of it, and still have the balance for reprograming.

General CURTIN. Or have reported the other part to you.

Mr. SHEPPARD. In other words, you did not make a forced balance out of this because you could not normally do it under the law of averages.

General CURTIN. That is right. This is essentially a bookkeeping transaction. As we identify projects that are no longer required they are tabbed. This becomes the progressive source of funds for these emergency actions.

Mr. SHEPPARD. That is my understanding.

Are there further questions on the item?

(No response.)

Mr. SHEPPARD. The Chair hears none.

NAHA AIR BASE, OKINAWA

The next item is Naha, Okinawa.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	NAHA AIR BASE
DIR FROM TOWN	2 MI W NAHA (10 MI S KADENA)
COUNTY, STATE	OKINAWA, RYUKUS
COUNTRY	
COMMAND	PACAF
PRINCIPAL MISSION	

THREE TROOP CARRIER MED SQUADRONS
FIGHTER INTERCEPTOR SQUADRONS
SPECIAL AUGMENTATION SQUADRON
SUPPORT SQUADRON (HELICOPTOR)
TROOP CARRIER WING HEADQUARTERS
AIR RESCUE SQUADRON

GOVT LEASED	2,207
GOVT OWNED	
OTHER ACRES	519
TOTAL ACRES	2,726
DATE OCC	1945

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF
523		3,695		4,218	1,701	100

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
61,048	51,596	2,295	7,157	2,157	5,000

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
RUNWAY OVERRUNS (ADDN)	23		NEW	49,167	25,000	24,167	24,167	SY	935
APRON TRANSIENT	278		NEW	6,400		6,400	6,400	SY	39
MISSION STAGING OPERATIONS	254		NEW	8,400		8,400	8,400	SF	162
RADR STRM DETECT	266		NEW	1		1	1	EA	36
SHOP PARA& DINGY (DFRP)	151		NEW	13,132		13,132	13,132	SF	319
STORAGE BASE M/CUBIC MAGAZINE	25		NEW	21,769	5,633	16,136	16,136	SF	359
CLUB SERVICE (DFRP)	155		500	11,800		11,800	11,800	SF	307
									2,157

Naha, Air Base

The next Pacific Air Force installation to be considered is Naha Air Base which is located 2 miles west of Naha, Okinawa. The mission of this base is a fighter interceptor squadron, three troop carrier squadrons, troop carrier wing headquarters, special augmentation squadron, helicopter support squadron, and air rescue squadron. The program requested amounts to $2,157,000 and consists of the following:

The first item for two additional 1,000-foot overruns is to provide a minimum of 9,000 feet of runway. The 450-foot overruns are not sufficient in length to allow successful barrier engagement for all aircraft assigned to this key base on Okinawa.

The second item will provide a 6,400-square-yard parking apron for use by transient aircraft through this base. The average monthly load is 60 aircraft, requiring refueling, turnaround, and parking and there is no space available on which to park these types of aircraft. They are currently using part of the Air Division apron which is urgently required by this unit. The requested facility will meet total base transient apron parking requirements.

The third item is for an 8,400-square-foot mission staging operations building and is required for two troop carrier squadrons and will provide adequate space for briefing rooms, flight planning, storage of personnel equipment, cryptocommunication and administrative work for the efficient conduct of troop airlift capability in the Far East.

The fourth item requested is for a radio storm detection facility. It will provide detailed weather information vital to adequate mission planning and flying safety and will also be used for tracking and predicting typhoon conditions as an aid in planning for evacuation of aircraft under these conditions. There is no facility existing on the base that can perform this function.

The fifth item will provide a 13,132-square-foot parachute and dinghy shop for use by the aerial port squadron for repairing, packing, and storing cargo chutes and rigging. It will also be used for practice cargo loading in support of troop carrier operations. The existing quonset hut being utilized for this purpose is unusable due to structural deterioration and is too small to support the mission of the assigned squadrons. Equipment is currently being stored in other temporary buildings. This lack of shop space seriously hampers the training activity and ability of the squadrons to perform their assigned missions.

The sixth item is for two multicubicle storage magazines needed for stockage of high-explosive ammunition, detonating explosives, and rocket missiles. Previously, this type of storage was done at Iwo Jima but is now to be accomplished at this base. The requested facility will meet the total base ammunition stockage requirements.

The last item for an 11,800-square-foot service club is needed to replace existing temporary quonsets constructed in 1947 and which are wholly inadequate. There are no wholesome service club facilities off-base, available for military personnel. Failure to provide this facility will result in an increased rate of delinquency.

Status of funds, Naha, Air Base

	Thousands
Cumulative appropriations through fiscal year 1962	$42, 155
Cumulative obligations, Mar. 31, 1962 (actual)	40, 435
Cumulative obligations, June 30, 1962 (estimated)	41, 590

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Runway overrun addition	U.S. Army Engineer district, Okinawa.	$10.0	5
Apron, transient	do	2.0	5
Mission staging operations	Hopkins & Munfrey, Inc	7.0	5
Radar storm detection	Bourne Associates International, Inc.	2.0	5
Shop, parachute and dinghy, DFRP	U.S. Army Engineer district	10.0	5
Storage, base multicubicle magazines	Bourne Associates International, Inc.	10.0	5
Club, service	Pacific Architects and Engineers	6.0	5

Mr. SHEPPARD. What coordination have you with the Navy as to its requirements and the use of this Air Force base for facilities of this same general nature?

Colonel PARKHILL. Sir, of course we share this base with the Navy and there is strict coordination at the base level on requirements and we support each other wherever possible. They have certain requirements. If we can help them we do and vice versa. We visited this base and we looked into this matter.

Mr. SHEPPARD. What is the runway situation?

Colonel PARKHILL. We have 8,000 feet now. This is rather critical for the fighter interceptor aircraft. We are proposing here to make a rather minor extension which will not theoretically fulfill the complete requirement but will greatly improve the flying safety factor.

Mr. SHEPPARD. How many feet are there?

Colonel PARKHILL. 450-foot overruns.

Mr. SHEPPARD. And the cost is how much per yard?

Colonel LATSON. The cost per square yard on this will be about $5 per square yard for the overrun and the runway construction will be $11 per square yard.

Colonel PARKHILL. Mr. Chairman, I would like to finish my statement, or correct it, rather. We will build 550 feet of runway overrun at one end and add a thousand-foot runway at the other end. We will shift the base in such a way that we end up with 8,000 feet, with a 1,000-foot overrun on each end.

Mr. SHEPPARD. In other words, you are backing it up?

Colonel PARKHILL. Yes, sir.

Mr. SHELLEY. May I ask a question, Mr. Chairman?

Mr. SHEPPARD. Yes.

Mr. SHELLEY. I understand the colonel to say that this will not adequately meet the situation but you feel it will suffice for the time.

Colonel PARKHILL. No, sir. We have on one end of this runway the ocean, at the other end we have a bay. The cost of extending out to the theoretical requirement we consider to be prohibitive.

However, we can back off from that position and with this construction we can greatly improve our flying safety, even though we do not actually reach the theoretical requirement.

Mr. SHEPPARD. How much further could you back up? Could you back up any distance?

Colonel LATSON. No, sir.

Mr. SHEPPARD. You have the ocean in front of you. Your cost for going out there is tremendous. You are reversing yourself and going backward on this thing, but attaining the takeoff required to a degree. My question is: Could you back up farther to give you the perfect setup?

General MINTON. I have been there. The ocean is at one end, the bay at the other. The farther we go the more we have to fill. This is a reasonable compromise between safety and the cost. Cost does not go up as a straight line. It goes up as a curve.

Mr. SHEPPARD. In other words, you have a water hazard on both ends. One is worse than the other. You have some excess at the bay end that you do not have on the ocean.

General MINTON. The ocean we can do nothing about. The bay we can do something about but not as much as we would like to.

Mr. SHELLEY. Now we come back to why I asked the question, so I will ask another one.

Is it at all conceivable that in the future, for the next several years, you may find yourself in a position where you will have to put some fill in the bay and extend it?

General MINTON. No, sir. We could not make such a statement. That would not be possible. We may get a new aircraft over there we do not anticipate now.

We may have to do it. I do not think the cost would be proportionately greater if we did it at that time. It would be some greater on a unit basis.

Mr. SHELLEY. I think you have the point. That is why I asked, looking at the speed with which new aircraft are being developed and the need for a safety factor here; if you can see you may have to do it in the next couple of years, we wonder why you do not say now, "This is what we will have to have."

General MINTON. There is a possibility at this point knowing the type aircraft we have and the possibility of putting them over there, but we think not.

Mr. SHELLEY. It is my observation, in these kinds of jobs, if you do a piece of it now and in another year do another piece, actually the cost goes up unless you do the whole job at once.

Mr. SHEPPARD. You are requesting $319,000 for a parachute shop here. What consideration have you given to using existing facilities, and those which the Army has programed for this requirement in fiscal year 1963?

Colonel PARKHILL. The Army has programed?

Mr. SHEPPARD. That is right.

Colonel PARKHILL. This has been coordinated. This is the aerial port squadron that packs the airdrop supplies carried by the C–130 troop carrier aircraft. It will replace an existing aircraft activity that is there now. We are using temporary quonsets at less than half the required size.

Mr. SHEPPARD. I find on page 558 another comment about portland cement that we discussed the other day. This is to carry the same interpretation?

Colonel PARKHILL Yes, sir.

Mr. SHEPPARD. It is merely an application of a shopworn title, but it does not preclude your going ahead with the portland cement aspect?

General MINTON. Yes, sir.

Mr. SHEPPARD. Give me the remainder of the answer to my question having to do with looking into the Army situation. Have you or have you not?

Colonel PARKHILL. Well, sir, in addition to what I have said, I would like to check with the Army again. This was some time back when it was checked. I would like to check and furnish the information to the committee.

Mr. SHEPPARD. If you will, please.

(The information follows:)

There is no duplication of Army requirements at Fort Buckner, and the U.S. Air Force requirements at Naha. Each service is responsible for preparing their own equipment for drop and both of the required facilities will be fully utilized.

The facility at Naha is required for the packing, repairing, rigging, and storing of cargo parachutes required for the delivery of U.S. Air Force equipment, such as that required by combat control troops and aerial port squadrons. In addition to mission requirements, training must be accomplished as prescribed by U.S. Air Force Unit Training Standard 120–3. This facility is urgently required as the temporary quonset now being used is rapidly deteriorating.

Mr. SHEPPARD. Why is it necessary to relocate ammunition storage from Iwo Jima to this particular base?

Colonel PARKHILL. This particular project is for the weapons for the fighter-intercepter aircraft.

Mr. SHEPPARD. Does that mean you will abandon the storage you have at Iwo Jima?

(Discussion off the record.)

Mr. SHEPPARD. In other words, because of the type of storage that you presently require, it is not compatible to maintain it on Iwo Jima, is that correct?

Colonel KELLY. Yes, sir.

Mr. SHEPPARD. It is solely due to that aspect of the requirement?

Colonel KELLY. That and the operational posture.

Mr. SHEPPARD. How many service clubs exist in the Army, Navy, and Air Force in Okinawa, particularly in the vicinity of the town of Naha?

Colonel PARKHILL. Sir, I do not have that information. We will furnish it for the record.

(The information follows:)

There are three service clubs on Okinawa, other than the one located at Naha. One, a substandard facility, is located at Kadena Air Base which is 16 miles from Naha. One permanent service club is located at Machinato service area, an Army facility, 5 miles from Naha. Another service club, which is a temporary facility only, is operated by the Army at the port of Naha.

The Navy and Marine Corps do not operate any service club on Okinawa. There are 841 Navy enlisted personnel based at Naha Air Base that utilize the Naha Service Club.

Mr. SHEPPARD. Are there questions upon this item, gentlemen?

Mr. SHELLEY. No questions.

Mr. JONAS. I had one about this airstrip. There is no other direction in which an airstrip can be built, is there?

General MINTON. No, air.

Mr. JONAS. That is the only land available.

General MINTON. If we tried to get another layout for that thing it would be more costly than this would be.

Mr. JONAS. I agree with Mr. Shelley, it won't be many years until this will be inadequate. You have already explored the possibility of relocating and it cannot be done.

That is all.

Mr. SHELLEY. Off the record.

(Discussion off the record.)

OSAN AIR BASE, KOREA

Mr. SHEPPARD. The next item is Osan Air Base, Korea.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	OSAN AIR BASE
DIR FROM TOWN	5 MI SW OSAN (60 MI S SEOUL)
COUNTY, STATE	
COUNTRY	KOREA
COMMAND	PACAF

GOVT LEASED	
GOVT OWNED	
OTHER ACRES	4,341
TOTAL ACRES	4,341

DATE OCC 1952

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
296		2,546		2,842	1,012	3

PRINCIPAL MISSION

FIGHTER INTERCEPTOR SQUADRON (ROT)
TACTICAL FIGHTER SQUADRON (ROT)
RADIO MOBILE SQUADRON
AIR RECOVERY SQUADRON

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
33,239	27,591	1,788	3,860	860	3,000

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
DORMITORY AIRMEN (RPMT)	283		NEW	2,764	1,964	800	400	MN	394
OFFICERS QUARTERS MEN (RPMT)	285		NEW	412	309	103	48	MN	236
ELECTRICAL DISTRIBUTION SYSTEMS (ALT)	290		NEW	215,400	194,400	21,000	21,000	FT	60
DRAINAGE SYSTEM (ALT)	292		NEW	337,879	327,879	10,000	10,000	FT	170
									860

Osan Air Base

The next Pacific Air Force installation to be considered is Osan Air Base which is located 5 miles southwest of Osan, Korea. The mission of this base is a tactical fighter squadron, fighter interceptor squadron, and a mobile radio squadron. The program requested amounts to $860,000 and consists of the following four items:

The first item provides 400-man airmen dormitory spaces to replace presently deteriorated quonset huts that are located in an area that floods during heavy rains. These huts have no water and the latrines are located outside which make it very undesirable. Existing buildings will be dismantled and salvaged. The requested facility, when constructed, will meet 85 percent of the total airmen housing requirement.

The second item will provide 48 officers' quarters to replace existing deteriorated tropical shell structures that are overcrowded and expensive to maintain. Existing buildings will be dismantled and salvaged. The requested facility, when constructed, will satisfy 85 percent of the total officer housing requirement at this base.

The third item for alteration of the electric distribution system will, when completed, conserve critical electrical power and eliminate hazardous conditions to operating personnel.

The last item provides for alteration, addition, and repair of part of the base-drainage system. The project is required to decrease the possibility of complete flooding of the mission operational areas and elimination of the existing stagnant water ponds. The present system is undersized and deteriorated beyond repair.

Status of funds: Osan Airbase

	Thousands
Cumulative appropriations through fiscal year 1962	$3, 926
Cumulative obligations Mar. 31, 1962 (actual)	3, 245
Cumulative obligations June 30, 1962 (estimated)	3, 715

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Dormitory, airmen	Daniel, Mann, Johnson & Mendenhall.	$24.2	20
Office quarters, men	do	14.0	20
Electric distribution system (alteration).	Associated American Engineering	1.2	50
Drainage system (alteration)	do	5.1	50

Mr. Sheppard. Will this take care of your personnel requirements for airmen and officers at this installation?

Colonel Parkhill. No, sir. For airmen we have an 800-man deficiency. We are proposing to construct for 400 men. Our reason is that this will take the great pressure off the housing situation. We feel it is a reasonable increment for this year, considering the austerity of this program and the tremendous percentage of this program that we have had to devote to the operational facilities.

Mr. Sheppard. The Army programs bachelor officer quarters at $2,800 per man, while the Air Force uses $4,200. There is quite a difference in the requirement. They are all military bodies. What is the reason for the difference? Is the Air Force providing better accommodations in this respect than any other military branch, or are they comparable?

General Curtin. In bachelor officer quarters they are not comparable, if I am correctly informed. The Army at the present time is going from the institutional type of bachelor officer quarters to

the motel type of accommodation. The Air Force, for its smaller numbers, has tended toward the adaptation of four-bedroom-residence type.

Mr. SHEPPARD. There is a terrific difference in your cost.

General CURTIN. I answered the general question, not the specific one. I thought your question was: Are the Army, Navy, and Air Force using the same approach to bachelor officer quarters? I think it is fair to say that at the present time they are not.

Mr. SHEPPARD. The question I want answered is the difference between $2,800 and the $4,200.

Colonel PARKHILL. I think we should have an opportunity to look at what the Army is trying to do. Apparently they are building something very austere. It could be for very short tour, combat units.

Mr. SHEPPARD. Our information is that through DOD or some other organization or authority, you are going into standardization of these requirements. If we are going into standardization that is fine.

What we are trying to determine is the difference in cost factors. At the moment my question is not critical of the type of structure, but it pertains to why you are not in a standard concept when you are using military bodies on a comparable premise. Either the Army is providing the requirements within their cost factor or they are not. Either you have the same requirements at the same cost factor or you have not. That is the question that is before the committee. Now, if you can answer that, fine, if you cannot answer it, go to the authority that is supposed to control this factor and get the answer for the record. We want to have that explained to us.

General CURTIN. Yes, sir.

(The information follows:)

1. The DOD has established standard maximum space allowances applicable to bachelor officer quarters for all services.

2. In Korea the Air Force proposed to replace the extremely poor temporary structures used to date. This will be done using slab-on-grade, concrete block and frame roof construction. The cost for this is estimated to be $4,200 per man or about 50 percent of the allowance for permanent construction. The design allowance is about 430 square feet per man. This is in keeping with the short 13-month tour and the recognized need for adequate space for rest and relaxation.

3. The Army has elected to provide bachelor officer quarters on the basis of about 250 square feet per officer. Their per man cost is $2,800.

Mr. SHEPPARD. We have had these kind of quarters before the committee for years. You gentlemen have lived with them for years. It would seem to me that these things should be resolved prior to your coming before the committee. Certainly you gentlemen have lived with this problem long enough to realize that there is a difference when your budget is being screened for standardization.

General CURTIN. We will have to compare this with the Army proposal and insert it in the record.

Mr. SHEPPARD. Questions on the item?

Mr. SHELLEY. Mr. Chairman, I have the same question I asked before when they were talking about some of their new structures and improvements on Korea. Let me lay a foundation for the question, which may be argumentative.

Looking at Korea, and whether you agree or not it is a question of time as to how long we will be in this spot, and there is also the

possibility that it is a touchy area; that is why we are there. It may be overrun at any time. When we build this stuff there, are we building it to the same standards and same specs that we would build here in this country, or are we recognizing this situation and finding a way to give adequate comfort to the personnel and yet trim down on cost so that we are just not building a typical American-type structure that we would build on an American base?

General CURTIN. This is correct, sir. We are not attempting to reproduce in Korea what you might say is a permanent American base. I would like to make the Air Force position in this clear to this extent. When the armistice came in Korea, as you point out, there was some question how long the forces would be there. The Air Force took the view at that time that this was an unknown factor and we should go very slowly in providing facilities, particularly personnel facilities until it was clarified. Consequently, our forces have been in extremely poor living facilities. Three years ago when General White, the then Chief of Staff, visited there he came back shocked with the conditions he found and directed that a program be instituted, a reasonable program of over 3 or 4 years to improve these living conditions. This is the third increment of that sort of a program. It has been a cautious one and has been geared to just the point you bring up: let's not get overextended in permanent facilities.

Mr. SHELLEY. Let's improve the living facilities and give the men some comfort.

General CURTIN. That is correct.

Mr. SHELLEY. I can see no sense in our building a super class A type place, which we usually do around here, and then suddenly finding ourselves walking out and leaving it.

I have the answer, Mr. Chairman.

General MINTON. The cost factors indicate that. If you will notice for the dormitories it is about $900 a man. Normally it will run $1,700. The cost factor is 0.7. We can reduce our stateside by about 30 percent.

Mr. Shelley. Some of that is attributable to a difference in labor costs. You use local labor there, too.

General MINTON. Yes, sir: that is applied to the 0.7 cost factor.

Mr. SHEPPARD. Mr. JONAS?

Mr. JONAS. No questions.

TACHIKAWA AIR BASE, JAPAN

Mr. SHEPPARD. The next item is Tachikawa Air Base, Japan.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	TACHIKAWA AIR BASE
DIR FROM TOWN	TACHIKAWA -SHI (WITHIN CITY LIMITS)
COUNTY, STATE	
COUNTRY	JAPAN
COMMAND	PACAF

GOVT LEASED	
GOVT OWNED	
OTHER ACRES	8,387
TOTAL ACRES	8,387
DATE OCC	1945

PRINCIPAL MISSION

TROOP CARRIER MEDIUM SQUADRON
TWO-TROOP CARRIER HEAVY SQUADRONS
AIR RECOVERY SQUADRON
NAVAL AIR TRANSPORT SQUADRON
FACILITY CHECKING FLIGHT

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
1,048		5,047		6,095	5,298	491

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
33,349	27,460	1,079	4,810	810	4,000

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
DORMITORY AIRMEN (RPMT)	284		NEW	3,347	2,587	760	200	MN	360
OFFICERS QUARTERSMEN (DERP)	286		NEW	1,288	376	912	80	MN	450
									810

Tachikawa Air Base

Tachikawa Air Base is located adjacent to Tachikawa-SHI, 25 miles west of Tokyo, Japan. The mission of the base is one medium troop carrier squadron, two heavy troop carrier squadrons, air recovery, facility checking flight, and naval air transport squadron. The program requested amounts to $810,000 and consists of the following two items:

The first item provides for 200 airmen dormitory spaces to replace existing deteriorated prefabricated wood frame structures erected as temporary facilities in 1946. Continued occupancy of these buildings is being maintained through expenditure of funds that is proving to be only a temporary deterrent from total collapse of building elements. The requested facility, when completed, will provide 85 percent of the total base airmen housing requirement.

The last item for 80 officers quarters will replace the temporary existing prefabricated theater of operations type of structures that are beyond economical repair and are scheduled for demolition. The requested project, when completed, will satisfy only 35 percent of the total officer housing requirement at this installation.

Status of funds—Tachikawa Airbase

	Thousands
Cumulative appropriations through fiscal year 1962	$4, 167
Cumulative obligations, Mar. 31, 1962 (actual)	3, 468
Cumulative obligations, June 30, 1962 (estimated)	3, 952

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Dormitory, airmen	Daniel, Mann, Johnson & Mendenhall.	$42.2	20
Officer's quarters	do	34.7	20

Mr. Sheppard. What are you using for dormitories?

Colonel Parkhill. We have deteriorated temporary buildings that are beyond economical repair.

Mr. Sheppard. What are you going to do with these facilities if this item is funded?

Colonel Parkhill. We will tear them down.

Mr. Sheppard. Why do you find it necessary to air-condition facilities of this type in this particular location?

Colonel Parkhill. This is adjacent to Tokyo. It is considered an air-conditioned zone. They have very hot, humid summers.

Mr. Sheppard. This refers to Mr. Shelley's question, the permanent as against the temporary. Are you merely putting it in because it is an allowable factor or because it is necessary? If it is necessary, what is the mean temperature you are dealing with?

Colonel Parkhill. We will get the mean temperature. This is a long-range base. It is one of our most important installations in Japan. We expect to be there a long time.

We feel that the hot, humid summers warrant the air conditioning.

Mr. Sheppard. All right. That is your answer.

Questions on the item?

Mr. Shelley. No questions.

Mr. JONAS. You are going to put that mean temperature in the record?

Colonel PARKHILL. We will get that out and put it in.

(The information follows:)

TEMPERATURE DATA FOR TACHIKAWA AIRBASE, JAPAN

Air Weather Service records for Tachikawa Airbase show the following:

(*a*) Mean temperature for month of August, 80° F. DB.

(*b*) Summer design temperature, 90° F. DB to 79° F. WB.

(*c*) Number of hours temperature exceeds 67° F. WB, 2,126.

Areas in which there are more than 1,000 hours of 67° F. WB are within the air-conditioning zone. Air conditioning of quarters is provided only if it can be installed without exceeding the statutory fiscal limitations.

TAINAN AIR STATION, TAIWAN

Mr. SHEPPARD. The next item deals with Tainan Air Station, Formosa.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	TAINAN AS	GOVT LEASED		OFFICERS		AIRMEN			CIVILIANS		
DIR FROM TOWN	2 MI SE YEN CHANG	GOVT OWNED									
		OTHER ACRES	125	BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF	
COUNTY, STATE	TAINANHSIEN										
COUNTRY	TAIWAN (FORMOSA)	TOTAL ACRES	125	35		434		469		144	
COMMAND	PACAF										
		DATE OCC	1955								

PRINCIPAL MISSION	EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
TACTICAL FIGHTER SQUADRON (ROT) FIGHTER INTERCEPTOR SQUADRON (ROT)	2,362	1,297	200	865	165	700

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
RECREATION MULTI-PURPOSE	287		NEW	10,600		10,600	10,600	SF	165

TAINAN AIR STATION

The next Pacific Air Force installation to be considered is Tainan Air Station which is located on Taiwan (Formosa). The mission of this base is in support of rotational tactical fighter squadrons and rotational fighter interceptor squadron. The program requested amounts to $165,000 and consists of a 10,600-square-foot multipurpose recreational facility. The limited on- and off-base recreational facilities at this location have a direct bearing on the attitude and behavior of enlisted personnel in this area. This facility will be utilized for operational, physical fitness and athletic programs. There is no available building that can be utilized for this purpose.

Status of funds: Tainan Air Station

	Thousands
Cumulative appropriations through fiscal year 1962	$872
Cumulative obligations, Mar. 31, 1962 (actual)	845
Cumulative obligations, June 30, 1962 (estimated)	864

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Recreation, multipurpose	Adrian Wilson	$9.4	0

Mr. SHEPPARD. What recreational facilities exist in this area at the present time, gentlemen?

Colonel PARKHILL. Sir, we have practically nothing, either on or off base. The off-base situation is particularly critical. We have a total of 469 military personnel there, plus dependents. We feel that there are no athletic facilities that they can use and that it is important that they be able to participate in team sports, both for the troops and for the dependents.

Mr. SHELLEY. Where is this in relation to Taiwan?

Colonel LATSON. Sir, this is on the north end of the island of Taiwan.

Mr. SHELLEY. I meant in relation to Taipei.

Colonel LATSON. It is up on top of a mountain about 15 or 20 miles from Taipei. It has a very narrow, winding road to get up there. About the only thing around in the area is a Chinese Army camp and some tea groves.

Mr. SHEPPARD. Are there any questions?

Mr. JONAS. How do you decide that what you need is a gymnasium instead of bowling alleys or some other form of recreation?

Colonel PARKHILL. This base supports a tactical squadron and fighter squadrons on rotation. This is a multipurpose building. It does not have bowling alleys. We feel the most number of people will get the most benefit from this particular situation in a gymnasium.

Colonel LATSON. May I correct the location of this base? The information which I gave you was on the location of Shu Lin Kou.

Tainan is about 175 to 200 miles south of Taipei. It is about in the middle of the island.

Mr. SHEPPARD. Further questions?

Mr. JONAS. That is all.

TAIPEI AIR STATION, TAIWAN

Mr. SHEPPARD. The next item is Taipei Air Station, Formosa.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: TAIPEI AS
DIR FROM TOWN: TAIPEI
COUNTY, STATE: (WITHIN CITY LIMITS)
COUNTRY: TAIWAN (FORMOSA)
COMMAND: PACAF

GOVT LEASED
GOVT OWNED
OTHER ACRES: 6
TOTAL ACRES: 6
DATE OCC

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
203		514		717		99

PRINCIPAL MISSION

USAF FOREIGN MISSION
RADIO MOBILE SQUADRON
COMMUNICATIONS SQ

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
1,048	418		630	430	200

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
DORMITORY AIRMEN	281		NEW	252	52	200	200	MN	265
RECREATION MULTI-PURPOSE	288		NEW	10,600		10,600	10,600	SF	165
									430

Taipei Air Station

The next Pacific Air Force installation to be considered is Taipei Air Station which is located in the city of Taipei on Taiwan (Formosa). The planned use of this base is for support of U.S. Air Force foreign missions headquarters and communications squadron. The program requested amounts to $430,000 and consists of the following items:

The first item provides a 200-man airmen dormitory to guarantee station personnel being available to support defense requirements during alerts and to provide acceptable quarters for the enlisted personnel. Presently, personnel are billeted in local hostels, owned by the Chinese Government and are located up to 5 miles from the base and are in a deplorable condition, below minimum housing standards for U.S. personnel. The requested facility will meet the total requirement for troop housing based on current mission.

The last item is for a 10,600-square-foot multipurpose recreation building. There are practically no off-base recreational facilities available and the proposed facility will provide a portion of the minimum acceptable recreational facilities for American personnel at this base. It will also provide an area for athletic teams to train and spectator areas to witness contests between the U.S. teams and their Chinese opponents.

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Dormitory, airmen	American Engineers & Architects, Inc.	$16.5	0
Recreation, multipurpose	Adrian Wilson	3.9	0

Mr. Sheppard. What are you using for dormitory facilities at the present time?

Colonel Parkhill. Sir, we have no dormitories for these men. They are living in town under extremely poor conditions.

Mr. Sheppard. You are going beyond my question. I just asked you one thing. You do not have them?

Colonel Parkhill. No, sir.

Mr. Sheppard. What recreational facilities are presently available in this area?

Colonel Parkhill. We have no athletic recreational facilities available on or off base.

Strategic Air Command

Mr. Sheppard. The next oversea area comprises the Strategic Air Command.

Please place the summary data in the record at this point.

(The data follows:)

Installation	Command	Appropriation request
		Thousands
Goose Airbase	SAC	221
Ramey Air Force Base	do	50
Total		271

Strategic Air Command

The next oversea major command to be reviewed is the Strategic Air Command. The mission of this command is to organize, train, equip, administer, and maintain a force capable of conducting strategic air operations in accordance with directives and policies issued by Headquarters, U.S. Air Force. This program contains a request for $271,000 for Strategic Air Command bases outside the United States located in Canada and Puerto Rico.

The total amount is requested to provide for general base type items in support of the basic mission of the command at two locations.

GOOSE AIR FORCE BASE, LABRADOR, CANADA

Mr. Sheppard. We shall proceed with the item having to do with Goose Air Force Base, Labrador.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION GOOSE AFB
DIR FROM TOWN 216 MI NW OF ST ANTHONY NFLD
COUNTY, STATE LABRADOR
COUNTRY
COMMAND SAO

GOVT LEASED 7,880
GOVT OWNED -
OTHER ACRES 1,204
TOTAL ACRES 9,084
DATE OCC 1947

PRINCIPAL MISSION

HEAVY BOMB SQUADRON MANEUVERS
MEDIUM BOMB SQUADRON MANEUVERS
HEAVY AIR REFUELING SQUADRON MANEUVERS
MEDIUM AIR REFUELING SQUADRON MANEUVERS
FIGHTER INTERCEPTOR SQUADRON ADO
AIR RESCUE SQUADRON MTC

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
346	223	2,770	742	4,081		1,018

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
176,602	169,108	2,273	5,221	221	5,000

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
AREA SEARCH RADAR RPMT	99		NEW	1		1	1	EA	127
TACAN STATION FIXED RPMT	100		NEW	480		480	480	SF	94
									221

GOOSE AIRBASE

The first oversea Strategic Air Command installation to be considered is Goose Airbase. This base is located in the south central part of Labrador, Canada, at the confluence of the Goose and Hamilton Rivers. The planned use of this base includes maneuvers support for a strategic heavy and medium bomber and heavy and medium air refueling squadrons. Also included is an air defense fighter interceptor mission, a Military Air Transport Service air rescue squadron and various U.S. Army and Navy service units. The program requested amounts to $221,000 and will provide the following two items:

The first item is for construction of those facilities needed to house an area search radar which is required for extended range, higher altitude coverage and greater reliability. It will replace the existing facility which was designed in 1946 primarily for the control of conventional type aircraft.

The second item provides for the construction of a fixed TACAN station. This facility will provide both a primary terminal and en route navigational aid for all tactical aircraft operations in the Goose area. The existing semimobile TACAN facility was installed on a temporary basis in 1955 and has to be replaced to insure operational capability.

Status of funds: Goose Airbase

	Thousands
Cumulative appropriations through fiscal year 1962	$142,019
Cumulative obligations, Mar. 31, 1962 (actual)	139,009
Cumulative obligations, June 30, 1962 (estimate)	141,081

Design information

Line item	Name of architect-engineer	Design cost	Percent complete, Apr. 15, 1962
		Thousands	
Area search radar	District engineer	4.0	5
TACAN Station, fixed, RPMT	do	3.9	5

Mr. SHEPPARD. The facilities requested here are for the replacement of facilities that are in existence at the present time, and similar to those which we have discussed in the new tactical air navigation system, which is familiar to us, and particularly to my friend, Mr. Shelley. I have no specific questions on that.

Mr. Shelley, if you have, proceed with them, please.

Mr. SHELLEY. I have no questions.

Mr. SHEPPARD. Mr. Jonas?

Mr. JONAS. No questions.

RAMEY AIR FORCE BASE, P.R.

Mr. SHEPPARD. The next item is Ramey Air Force Base, P.R.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION: RAMEY AFB
DIR FROM TOWN: 4 MI NNE OF AGUADILLA
COUNTY, STATE:
COUNTRY: PUERTO RICO
COMMAND: SAC
PRINCIPAL MISSION:
HEAVY BOMB SQ
HEAVY AIR REFUELING SQ

GOVT LEASED: 87
GOVT OWNED: 4806
OTHER ACRES: 30
TOTAL ACRES: 4923
DATE OCC: 1939

OFFICERS		AIRMEN			CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	TOTAL MILITARY	NATIONALS	DAF
454	20	3,288	30	3,792		457

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
94,081	91,917	1,514	650	50	600

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
MOBILE RAPCON	81		NEW	1	0	1	1	EA	50

Ramey Air Force Base

Ramey Air Force Base is located 4 miles north-northeast of Aguadilla, P.R. The planned use of this base is for a Strategic Air Command heavy bomber mission, including heavy refueling aircraft. The program requested amounts to $50,000 and consists of the following item:

This project will provide for construction of a mobile radar approach control facility to increase the air traffic control capability.

Status of funds, Ramey Air Force Base

	Thousands
Cumulative appropriations through fiscal year 1962	$35,017
Cumulative obligations, Mar. 31, 1962 (actual)	34,984
Cumulative obligations, June 30, 1962 (estimated)	35,008

Design information

Line item	Name of architect-engineer	Design cost (thousands)	Percent complete, Apr. 15, 1962
Mobile Rapcon	District engineer	4	45

Mr. Sheppard. Is this another radar type facility with which the committee is familiar, and to which we have referred on previous occasions?

Colonel Parkhill. Yes, sir; one small difference. We are only going to build a pad here for a van. This is a smaller version of what we have been talking about.

Minor Construction

Mr. Sheppard. The next item relates to Minor Construction.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION MINOR CONSTRUCTION
DIR FROM TOWN
COUNTY, STATE
COUNTRY
COMMAND
PRINCIPAL MISSION

GOVT LEASED
GOVT OWNED
OTHER ACRES
TOTAL ACRES
DATE OCC

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
				22,500	

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
MINOR CONSTRUCTION	I		968					LS	22,500
									22,500

Minor Construction

Funds in the amount of $22,500,000 are requested for minor construction to provide for construction of new facilities, alteration of and additions to existing facilities, and conversion of existing facilities which are not specifically authorized by law or included in pending authorization legislation, which are determined to be urgently required, and which do not exceed $200,000 in cost for a single project.

These funds are required to provide a means for accomplishing minor construction work needed to satisfy urgent operational requirements which arise during the year and cannot await inclusion in the next year's regular military construction program. The availability of this type of authority is of increased importance in the current atmosphere of transition to costly new weapon systems and operational concepts. Coupled with the changing nature of the forces is the generation of new types of facility requirements. For many Air Force programs, facilities are the central element since they are integral parts of the basic weapon systems. Concurrently, it becomes even more important, from an economical aspect, that these new types of facility requirements be satisfied to the maximum extent possible by the adaption or conversion of surplus existing facilities which result from base utilization adjustments. Minor construction funds provide the most practical and economical, and in many cases the only, means by which advantage of improved or new system capabilities can be obtained by the required operational dates.

Status of funds, minor construction

	Thousands
Cumulative appropriations through fiscal year 1962	$127, 317
Cumulative obligations, Mar. 31, 1962 (actual)	110, 523
Cumulative obligations, June 30, 1962 (estimated)	126, 192

Mr. Sheppard. How does your request for $22,500,000 compare with the funds appropriated for fiscal year 1962?

General Curtin. Mr. Chairman, in fiscal year 1962 there was $13,500,000 appropriated for this particular account. This, coupled with $3.6 million of prior year funds carried over into fiscal year 1962 gave us an availability of $17.1 million. In addition to that the Department of Defense supported an Air Force reprograming request for $8 million to be transferred to this account. I understand this committee has approved this but in the Senate Appropriations Subcommittee action is still pending. This would give us a total availability in fiscal year 1962 comparable to this $22.5 million of $25.1 million.

Mr. Sheppard. For the purposes of the record, answer the following questions: What have been your obligations for this work in each of the past 5 years, and what do you estimate for fiscal year 1962?

Provide that for the record, will you, please?

General Curtin. Yes, sir. I have it for the last 3 years.

Mr. Sheppard. We would like it for the 5.

(The information follows:)

Minor construction—Annual obligations

1962 estimate	$24, 000, 000
1961	16, 297, 000
1960	13, 964, 000
1959	16, 879, 000
1958	16, 986, 000
1957	19, 790, 000

Mr. SHEPPARD. What is the status of funds in this program at the present time, and what do you estimate as of the end of fiscal year 1962?

General CURTIN. At the present time, as of the 20th of April, actually, $24.3 million of projects had been certified as urgent by the Secretary of the Air Force or the Secretary of Defense. You will recall, projects over $50,000 have to be approved by the Secretary of Defense, those between $25,000 and $50,000 approved by the Secretary of the Air Force.

An additional $11.8 million worth of projects in this category is presently under consideration in the headquarters.

Mr. SHEPPARD. What type facilities did you construct with these funds in fiscal year 1962, and what do you propose in fiscal year 1963?

General CURTIN. We have a complete listing of the projects that I have referred to, Mr. Chairman, which we will file with the committee or insert in the record.

Mr. SHEPPARD. How voluminous is it?

General CURTIN. It is quite a large file.

Mr. SHEPPARD. File it with the committee, then.

(The information follows:)

MINOR CONSTRUCTION, FISCAL YEAR 1963

The Air Force requests a total of $22.5 million for minor construction in fiscal year 1963. These funds will be applied to urgent projects costing between $25,000 and $200,000 which are not otherwise authorized by law. Projects financed under this authority will consist of (1) urgent requirements which have been identified and approved in the latter part of fiscal year 1962 which are in excess of fiscal year 1962 minor construction fund availability; and (2) additional requirements which develop during fiscal year 1963 and which are of such urgency that they cannot await inclusion in the regular fiscal year 1964 military construction program.

(The list of fiscal year 1962 prospects is as follows:)

Fiscal Year 1962 U.S. Air Force Minor Construction Projects Approved (subject to the availability of funds) or in process

ALASKAN AIR COMMAND

Base	PRN	Description	Approved	In Process
Campion	2009-2	Alter Vent Operations Bldg.		103,800
Elmendorf	113-1	ILS Power Source	46,000	
	2001-2	Alter Bldg 21-882	55,000	
	2033-2	Alter Pipeline, Liquid Fuel	36,000	
	22-3	Addition to Commissary		193,000
	12-3	Reloc Butler Bldgs (CE Admin)		144,000
	2103-2	Alter Shop, Heavy Equip		127,000
	338-2	VGSI System		112,000
Eielson	303-2	Alter Building 3425	65,000	
	215-1	Loading Stand-area E-4	33,150	
	491-2	Alter Building 3112		145,000
	483-2	Alter Building 2351		54,000
	348-2	TACAN Facility	44,300	
Galena	340-2	VGSI System		78,000
Middleton Is.	2077-2	Alter Radar Tower	49,000	
Murphy Dome	2011-2	Alter Vent Operations Bldg		88,800
Northeast Cape	2076-2	Alter Radar Tower	75,000	
Shemya	3002-2	Antenna Foundations	76,000	
		COMMAND TOTALS	479,450	1,045,600
		AERONAUTICAL CHART AND INFORMATION CENTER		
ACIC	19-2	Alter Building 36	146,800	
	25-2	Alter & Demol Bldg 1		49,000
		COMMAND TOTALS	146,800	49,000

AIR DEFENSE COMMAND

Base	PRN	Description	Approved	In Process
Denver MS Sta	1-1	Oper ACW (Alt)	49,531	
Duluth MA	53-2	Mod Shop, Missile Ser.	31,829	
Ent	262-1	Elec Emerg Pwr Plant (Addn)	160,000	
Ent	283-1	Alt Building 4 (COC)	115,600	
Geo Shoal	2000-2	Texas Tower #2	123,200	
Glasgow	20-9	Alt Read Crew Building	32,300	
Grand Forks	44-3	Visual Glide Slope Ind		30,000
	11-2	Flight Surg Clinic	50,000	
	1-8	Alt Read Crew Bldg	34,900	
Griffiss	167-9	Readiness Crew Bldg (Addn)		46,000
Hamilton	53-3	Visual Glide Slope Ind		26,000
	201-0	Readiness Crew Addition	45,000	
	13-1	Tele Duct Fac	56,000	
K.I. Sawyer	1-3	Visual Glide Slope Ind		31,900
	102-0	Addn Readiness Crew	29,000	
	147-1	Alt Dental Clinic	44,700	
Kincheloe	7-1	Pad Power Check & Hldg	32,700	
	244-2	Visual Glide Slope Ind		31,000
	1-2	Addn to Comm Bldg	31,700	
	17-2	Alt Squadron Oper	35,900	
	11-2	Alt Dental Clinic	63,000	
Langley	28-2	Alt Shop Missile		30,000
	14-1	Pad, Power Check	29,000	
McChord	185-1	Comm, Transmitter	160,000	
	117-3	Visual Glide Slope Ind		32,800
	233-1	Alt Heaters Family Housing	40,000	

Base	PRN	Description	Approved	In Process
Minot	32-3	Visual Glide Slope Ind		35,000
Otis	189-3	Visual Glide Slope Ind		32,000
Oxnard	3-3	Visual Glide Slope Ind		28,000
Peterson	314-1	Repr/Ext Prim/Instr Runway		73,000
Portland	111-2	Repl. Work, Store, Comm.		157,000
Richards-Geb.	59-2	Visual Glide Slope Ind		30,000
Salt Lake City	2-1	Oper ACW (Alt)	48,604	
Selfridge	11-3	Visual Flide Slope Ind		59,800
Sondrestrom	83-2	Visual Glide Slope Ind		43,000
Stewart	15-3	Visual Glide Slope Ind		27,800
Suffolk County	71-2	Visual Glide Slope Ind		37,400
Thule	112-3	Visual Glide Slope Ind		85,000
	44-2	Inst Fire Prop Stand Pipes	35,000	
Travis	78-2	Bldg 1212, Shop, A&E (Alt)		80,800
Tyndall	43-3	Visual Glide Slope Ind		59,300
Westover	228-2	Addn Fence Security		57,700
	44-2	Alt 7201 & 7200 Rocket Stor Assmby	45,800	
		COMMAND TOTALS	1,293,764	1,033,500
		AIR FORCE COMMUNICATION SERVICE		
Carswell	94-1	Addition GLOBECOM Fac	118,000	
Ernest Harmon	102-2	Alter GLOBECOM Fac		39,900
Scott	94-2	Alter Command Hqs	46,500	
Siegelbach	178-1	Extend Comm Power	193,500	
	177-1	Extend GLOBECOM Fac	200,000	
Sondrestrom	40-1	Alter AM Dining Hall	34,100	
	41-1	Alter AM Dormitory	46,200	
		COMMAND TOTALS	638,300	39,900

Base	PRN	Description	Approved	In Process
Robinsd	105-2	Alter Building 605	44,000	
Tinker	97-2	Airfield Lighting		40,100
	18-1	Alter Std Calibration Lab	199,700	
	26-0	Alter Substation	64,500	
Wright-Pat	463-2	Ext & Alter Water Mains		71,000
	399-2	Alter Command Hq		83,800
	419-2	Ext & Widen Taxiway	116,000	
	283-2	Alter Base Comm Bldg	35,600	
		COMMAND TOTALS	1,928,380	929,130
		AIR FORCE SYSTEMS COMMAND		
Aerospace Sys, Los Angeles	1-1	Dispensary-B-Mil	82,000	
Andrews	208-2	Alt to Bldg 1660	35,000	
Arnold Engr Dev Ctr	22-2	Fire Sta. Struct	61,300	
	4-2	Stor Bse Rocket Assmbly	66,400	
	9-2	Aerodym W/T Super	44,500	
Bolling	108-2	Alt to Bldg P-20		111,000
Cape Can.	839-1	Stor, Spec, Fuel, Addn		121,900
	798-1	M/Res Stor Bldg, Alt	28,000	
	652-2	Const Press Fac	49,700	
Chicago Air Proc Distr	1-2	Alt to Bldg 4, O'Hare Aprt	121,000	
Coolidge	334-0	M/Comm Sta, Alt/Addn	44,200	
Edwards	344-0	Synthetic Tng Gen		190,000
	298-2	Alt Hangar Maint Org Bldg 1820	196,000	
Eglin	38-2	Elec Distrib Line, OH	33,000	
	300-2	Missile Lab, Environ Test		180,000

Base	PRN	Description	Approval	In Process
Eglin	271-2	M/assembly Bldg (const)	47,000	
Ellsworth	97-2	Alt Bldg 7230		131,300
	99-2	Shop Mis Assy A&C		107,400
	98-2	Alt to Bldg 410, Veh Maint Shop		92,800
Griffiss	6-3	Air Cond Bldg 1477, Stockbridge		63,000
	79-2	Alt 1st Fl, Bldg 240		118,200
	38-2	Elec Prim Power	130,000	
	165-2	Util, Extend	50,000	
Holloman	61-1	Arm Res T Shop	40,000	
	28-2	M/Res Lab (Alt Bldg 1265)		117,000
	60-1	M/Res Lab (Alt Bldg 1074)		61,000
	49-1	Misle Res Lab (Clean Room)	65,000	
	69-1	Sc Lab Medical		49,900
	13-0	Precision Radar	33,500	
	32-2	Test Track Bldg (Addn Bldg 1176)	43,900	
L. G. Hanscom	4-2	Const Dispensary Addn		184,200
	45-1	Addn San Sewage Sta	61,600	
	52-1	Rep San Sewage Sys (Bse Hsg)		60,200
Lackland	167-2	Alt Hosp Bldg 4550		57,700
Ladd	45-1	Cold Room Test Fac	110,000	
Patrick	2004-2	Alt Admin Off Bldg 575	38,800	
	2013-1	Alt/Extd OH Elec Dist Line	40,600	
	270-0	Inst Video Studio Bldg 425	45,000	
Vandenberg	20-2	Shelter	199,000	

Base	PRN	Description	Approval	In Process
Whiteman	204-2	Alt T-10 Auto Maint Shop		67,240
Wright-Patterson	242-2	Alt Lab Res Engr (Bldg 22)	150,000	
	246-2	Alt Med Sc Bldg 824	85,000	
	301-1	Alt Adm Ofc B-288		60,000
	585-2	Alt Bldg 11 for COMLOGNET		48,100
	574-1	Elect Distrib Line UG		156,000
	362-2	Alt Gas Dyn Res Lab Bldg 254	85,000	
	243-2	Const 2nd Fl Res Lab Bldg 434	42,800	
	COMMAND TOTALS		$2,028,300	$1,976,940

AIR FORCE TECHNICAL APPLICATION CENTER

Base	PRN	Description	Approval	In Process
Ramey	52-2	Operations, Special	61,000	
Walker	74-2	Operations, Special	66,400	
	COMMAND TOTALS		$ 127,400	

AIR TRAINING COMMAND

Base	PRN	Description	Approved	In Process
Amarillo	37-1	Alter Hangar 3000		83,200
	7-2	Alter Hangar 5000		112,700
		VGSI System		9,200
Chanute	116-1	Storm & San. Sewer Fac.	50,000	
	145-1	Alter Missile Tng. Fac.	67,500	
James Connally	53-2	Open Mess, Cadet	163,100	
	96-2	Alter Dormitory, WAF	82,500	
	52-2	Alter Dining Hall, Cadet	125,200	
Keesler	17-2	Addition Substation	36,900	
	164-0	Alter Wpn Support Tng.	187,800	
	72-2	Alter Tech Training		99,700
Lackland	66-8	Alter Base Drainage	38,700	
Laughlin	150-1	Test Stand	26,000	
	157-1	Alter Base Shop		59,900
Lowry	191-1	Alter Missile Tng. Fac.	115,500	
	197-1	Alter Building 379		147,600
	13-3	Extend Aerial Pole Line		55,300
		VGSI System		26,200
	198-1	Alter Building 359	85,000	
Mather		VGSI System		16,400
Perrin	27-2	Alter Hangar 401	74,700	
Sheppard	43-2	Alter Building T-60	56,900	
	118-0	Alter Base Supply	46,500	
	226-2	Missile Tng. Fac.	67,000	
	2-2	Technical Training	190,000	
	336-0	Alter AM Dorms		172,000
	37-2	Elec. Switch Sta.		175,000
		VGSI System		36,100

AIR TRAINING COMMAND - CONTD.

Base	PRN	Description	Approved	In Process
Stead		VGSI System		49,000
Vance	2-2	Alter Power Distr. System		41,000
		COMMAND TOTALS	$1,413,300	$1,083,300
		AIR UNIVERSITY		
Maxwell	196-2	Alt. Academic Bldgs 802, 904, 1401		122,000
	324-1	Elec. Emerg. Power Plant (Addn)	76,000	
Wright-Patterson	584-2	Alt Acad. Classrooms, Bldg. 125		192,000
		COMMAND TOTALS	76,000	314,000
		HEADQUARTERS COMMAND		
Andrews	326-2	Convert Whse #3066		174,500
	231-2	Const Addn Util, A/C Washrack		28,000
	334-2	Sup Const Opr Nightwatch	32,400	
Bolling	8-0	Alt Open Mess, Off		190,000
	4-1	Alt & Rep Bldg 318	55,500	
		COMMAND TOTALS	87,900	392,500

MILITARY AIR TRANSPORT SERVICE

Base	PRN	Description	Approved	In Process
Andersen	163-2	Constr Air Pass. Term.		148,300
	164-2	Const Term Air Freight	47,400	
	165-2	Const Shop A/C Maint	42,700	
Andrews	270-2	Const Shop, Aero Space Gnd Equip	38,000	
	275-2	Alt Hangar #1280	42,000	
Charleston		Washrack, Aircraft		29,000
	UNK	Const Shop Comm & Elec	200,000	
	37-2	Alt & Addn Flt Sim, S111	72,247	
	30-2	Tra, Tech Addn Bldg S-112	95,200	
Dover	176-0	Hydrant Fueling AvFuel Ext	95,000	
	1-1	Alt Shop A/C Eng I&R	74,000	
	10-1	Alt Rwy Dist Markers	83,000	
Kindley	27-1	Alt/Acnd/Repr, Comm Transmitter		101,800
Lajes	22-2	Const Boat Yard Struct		32,200
Lajes	65-1	Const/Alt Water Alcohol		54,000
Laverton		Taxiway Runway Access	46,500	
McClellan	42-1	Mobile Tr Unit, PRFB	36,800	
Martinsburg	132-1	GCA Semi-Mobile	63,000	
McGuire	113-2	GCA Semi- Mobile Hardstand	26,000	
	190-2	Maint Docks, Med Alt	36,100	
	297-1	Alt/Acnd HQ EASTAF Fac	32,900	
	111-2	Install Lighting R/W	136,000	
	189-2	Shop, Comm & Elect	107,000	
Orlando	18-2	Base Drainage		63,900
Schenectady	2-2	Dining Hall, AM	156,200	
Scott	116-1	Plant Printing (Alt)		103,300
Travis	32-2	Oper Mission Trng	148,900	
		Washrack, Aircraft		148,000
	64-0	Degreaser Building	44,900	
	206-2	USAF Hospital, Bldg 381		194,600
Travis	286-0	Extd Fuel Rec & Trans Fac (Alt)		129,600
	233-1	Hospital Parking Lot (Alt)		74,900
	279-0	Air Evac Ward, Bldg 380		68,700
	3-2	Bldg 239 for MID (Alt)		70,700
Van Nuys	1-2	Const AM Dorm	107,000	

Base	PRN	Description	Approved	In Process
Yokota	905-2	Fleet Ser Shop, A/C Maint, Org	24,200	
		COMMAND TOTALS	$1,755,057	1,219,000
		PACIFIC AIR FORCES		
Clark	74-1	Flight-Simulator	121,000	
	113-2	Security Fence	44,900	
	115-2	Emerg Power Plant	45,000	
Funabashi	108-1	Alter Power Distr Sys		160,000
Hickam	40-1	Alter Cmd Relay Ctr		106,800
Itazuke	302-2	Alter Maint Hangar	71,000	
	303-2	Alter Shop A&E	63,000	
Johnson	300-2	Alter Base Comm	101,600	
Kadena	416-2	Target Intell Tng	49,800	
	329-2	Alter Elec Distr UG	75,000	
	134-2	Alter Avfuel Hydrants	90,000	
	422-2	Add PME Lab	49,800	
		Shop, A/C Maint		97,000
		VGSI System		17,000
Kimpo	2-0	Dispensary, Mil		60,400
	305-1	Terminal, Air Pass		103,900
	46-0	Dining Hall AM	49,500	
Kunsan	400-2	Add Readiness Crew	46,000	
	305-2	Alter Water Sup Treat	32,400	
		VGSI System		19,000
Misawa	506-2	Alter Synthetic Tng		69,000
		VGSI System		19,000
Naha	301-2	Apron, Oper Alert		47,000
	304-2	Alter Transp Cont Ctr		34,000
	403-2	Shop, Gr. Pwr Equip	46,000	
	314-2	Alter Base Operations		34,800
Osan	414-2	Maint & Supply Bldg	83,000	
	413-2	Gr. Crew Alert Bldg	107,500	
	412-2	Aircraft Shelters, Addn	138,000	
Tachikawa	905-2	Alter PME Lab	46,500	
		VGSI System	18,000	
Yokota		VGSI System	16,000	
		COMMAND TOTALS	1,294,000	767,900

STRATEGIC AIR COMMAND

Base	PRN	Description	Approval	In Process
Altus	7-2	Alt 515 Maint Dock Large A/C	44,500	
Amarillo	203-1	Alt Bldg 607, MB3-A Dock	93,700	
Barksdale	50-2	Alt 1-Q Maint Dock, Large A/C	43,500	
Beale	169-2	Heating Plant		76,000
	129-2	Const Readiness Crew	38,600	
Bergstrom	151-2	Alt 2102 to Open Mess NCO	75,900	
	87-2	Alt 4533 Fuel Cell Repair	41,300	
Biggs	29-2	Alt Bldg 823, Maint Dock, Large A/C	104,300	
Brize Norton	206-2	Elect Emer Pwr Plant	44,000	
Bunker Hill	45-2	Hangar Field Maint (alt)	46,300	
	170-0	Alt 434, Maint Dock Large A/C	47,000	
	157-2	Visual Glide Slope Indicator		33,600
Carswell	45-2	Alt 1049, Maint Dock, Large Aircraft	41,400	
Castle	187-0	Alt Bldg 1500 Maint Dock, Large A/C	46,400	
	123-2	Readiness Crew Fac		71,500
Columbus	17-1	Lab, Prec Meas Eqpt (Addn)	33,300	
Davis Monthan	80-2	Lab Prec Meas Eqpt (alt)	49,000	
	103-2	Alt 5404 Shop A&E (Acnd)	82,500	
	104-2	Alt 4850 Sq Op/Physco (Acnd)	49,400	
	108-2	Const T/W R/W Access Fill & Pav	103,600	
	106-2	Alt 4851, Photo Lab	71,900	

Base	PRN	Description	Approval	In Process
Dow	61-1	Alt Tank Ready Crew Fac	67,200	
	47-2	Alt Bldg 464, Maint Dock Large A/C	48,500	
	98-2	Visual Glide Slope Indicator		23,300
Ellsworth	24-2	Alt Bldg 7606, Maint Dock Large A/C	49,300	
Ernest Harmon	16-2	Visual Glide Slope Indicator		14,800
Fairchild	107-1	Alt Bldg 1001, Maint Dock Large A/C	43,500	
	232-2	Visual Glide Slope Indicator		30,000
Fairford	203-1	Elec Emerg Pwr Plant	38,000	
Glasgow	98-0	Cons GCA Mob Approach, Mob Rapcon		73,300
	18-2	Alt Dental Clinic, Bldg 742		41,700
	40-1	POL Oper & Admin	42,000	
	129-2	Visual Glide Slope Indicator		40,000
Greenham Common	205-2	Heating Plant, RPMT	30,000	
Griffiss	51-1	Alt Bldg 782, Cell	43,500	
	76-1	Shop, Grnd Pwrd Eqpt	54,000	
K. I. Sawyer	46-2	Readiness Crew	49,100	
Larson	117-2	Visual Glide Slope Indicator		50,000
	70-2	Alt 4107, Maint Dock, Large Aircraft	43,500	
Lockbourne	90-8	ACA Readiness Crew, Bldg 652	29,000	
	35-2	Alt 844 Maint Dock, Med A/C	45,700	
Lincoln	200-2	Visual Glide Slope Indicator		28,700
Loring	274-2	Alt Bldg 8734, Hangar Maint Org	49,300	

Base	PRN	Description	Approval	In Process
Loring	428-2	Visual Glide Slope Indicator		47,200
Malmstrom	36-3	Alt Bldg 548, Acad Fac		90,500
	308-2	Visual Glide Slope Indicator		35,000
Matagorda	140-1	Const Towers, Spec	78,100	
McConnell		Shop (Alt)	46,200	
Mountain Home	50-3	Visual Glide Slope Indicator		65,000
Offutt	143-2	Alt Hq Cmd, Bldgs 53,302,311	49,200	
	35-1	Alt Maint Dock, Large A/C	43,500	
	149-2	Visual Glide Slope Indicator		28,300
Pease	423-0	Alt B-86, Prec Meas Lab	39,300	
Plattsburg	53-2	Visual Glide Slope Indicator		10,100
Ramey	222-2	USAF Confer Fac	110,000	
	60-2	Alt Bldg 571, Maint Dock, Large A/C	49,500	
Schilling	18-2	Visual Glide Slope Indicator		28,000
Sheppard	216-2	Alt Bldg 2410, Maint Dock, Large A/C	49,600	
	290-2	Stor, Jet Fuel (Addn)	120,000	
	291-2	Reloc & A/C Bldg 1415	37,900	
	292-2	Alt Am Dorms	146,400	
Torrejon	209-1	Plant, Demin/Water	24,794	
Upper Heyford	241-2	Elec Emerg Pwr Plant	42,000	
Walker	76-2	Alt 1533 Maint Dock, Large A/C	43,500	
	185-2	Visual Glide Slope Indicator		55,000
Westover	76-2	Alt 7112, Hangar Maint Field	44,500	

Base	PRN	Description	Approval	In Process
Westover	204-2	Visual Glide Slope Indicator		51,900
Whiteman	166-2	Visual Glide Slope Indicator		31,100
Wright-Patterson	602-1	Missile Train Fac (Alt)	39,900	
Wurtsmith	114-2	Visual Glide Slope Indicator		33,600
	13-3	Readiness Crew (Support Facs)	35,000	
COMMAND TOTALS			$2,688,594	$ 958,300

TACTICAL AIR COMMAND

Base	PRN	Description	Approved	In Process
Campbell	84-2	Turntable Radar	23,000	
Cannon	306-2	Pad, Power Check		49,000
England	79-2	Mobile Training Unit		82,900
	54-2	VGSI System		34,000
	103-2	Shelter, Weapons Calib.		194,000
George	68-2	Addn Pad, Arm & Disarm		69,300
	48-2	Alter Runway Lighting	38,000	
	121-2	Addn Mobile Trng Unit	100,800	
	158-2	Flight Simulator Trng	72,200	
	501-2	Shelter, Weapons Calib.	115,300	
Homestead	218-2	Alter Hangar 193		122,000
	221-2	Pad, Power Check		41,000
	222-2	Storage Igloo		87,000
Langley	28-1	Addn Substation		95,000
	125-2	VGSI System		27,000
		Command Oper Center	35,000	
Luke	180-2	Telephone Pole Fac		24,000
	96-2	VGSI System		26,000
	64-2	Alter Academic Classroom	61,000	
Myrtle Beach	60-1	Storage, Jet Fuel	65,500	
	101-2	Pad, Power Check		32,900
	412-1	Substation	41,400	
	204-2	VGSI System		15,000
Nellis	94-2	VGSI System		20,000
	35-2	Water Well	60,780	

Base	PRN	Description	Approved	In Process
Nellis	50-2	Shelter, Weapons Calib	154,400	
	80-2	Alter Hangar Fld Maint		96,100
	60-2	Alter Shop Arm & Elec		48,000
Pope	31-2	Shop, Refuel Veh	45,000	
	71-2	VGSI System		15,000
Sewart	155-2	Academic Classrooms	111,100	
	125-1	Flight Simulator Trng	187,000	
Seymour Johnson	47-2	Addn Substation		28,000
	43-2	Flight Simulator Trng	61,900	
	82-2	Alter Airfield Lighting	40,900	
	85-2	VGSI System		9,000
	147-2	Alter Shop, A/C Gen		60,000
	146-2	Alter Shop, A/C Maint		90,000
Shaw	124-2	VGSI System		12,000
	Command Totals		$1,213,280	$1,277,200

UNITED STATES AIR FORCE ACADEMY

BASE	PRN	DESCRIPTION	APPROVED	IN PROCESS
Academy	428-1	Chaplin Office	31,000	
	511-2	Access Road		64,000
		Command Totals	$ 31,000	64,000

UNITED STATES AIR FORCES IN EUROPE

Bentwaters	17-2	Cold Storage, Base	85,600	
Dreux	315-2	Reloc. Prefab for COC		38,000
Hahn	57-1	Park, Veh. Grd. Equip.	48,200	
Incirlik	-	Alter POL Sea-Unloading	49,500	
Lakenheath	225-2	Storage, Multi-Cub. Mag.	149,400	
Lindsey	29-2	Alter Bldg. A-17	95,000	
Ramstein	174-2	Repl. Apron, Oper. Alert	29,500	
Rhein Main	75-2	Alter Warehouse	35,000	
Spangdahlem	11-2	Instl. A/C Elec. Outlets	112,200	
	243-1	Shelters A/C Wpn Calib.	45,100	
Toul-Rosieres	1-2	Lighting Approach	40,000	
Wasserkuppe	402-1	Sewage Treat. & Disp.	43,100	
Wethersfield	4-2	Flight Simulator Tng.	34,000	
	5-2	Storage, Multi-Cub. Mag.	82,200	
Wheelus	311-1	Shelter, A/C Wpn Calib.	70,800	
	314-1	Elec. A/C Outlets	143,000	
	405-2	Elec. Distr. Line UG	40,000	
	308-1	Taxiway Lighting	34,500	
		Command Totals	$1,137,100	$ 38,000

UNITED STATES AIR FORCE SECURITY SERVICE

BASE	PRN	DESCRIPTION	APPROVAL	IN PROCESS
Classified Location	-	Opr AFSS Addn		78,600
Kelly	(Unk)	Whse, Academic		195,000
Classified Location	6-2	Mod. Attic, Bldg. 9511/9512 Dorms	60,000	
	(Unk)	Alt. Unit Mess Hall (Bldg. 9513)	36,700	
	(Unk)	Whse, Mission Equip.		156,000
	8-2	Alt. Bldg 9509 (Admin Fac.)	30,400	
SAND BAG	36-2	Addn/Alt. Dorm AM	45,200	
	35-2	Day Room/Stor. Fac. (2 Bldgs.)	44,000	
	17-1	Dining Hall	96,200	
	(Unk)	Const Oper. (Spec. Fac.)		188,600
		Command Totals	$312,500	$618,200

Facilities supporting classified activities at O/S Locations $7,630,400

RECAPITULATION

Total Projects Approved or in Process	$36,087,995
Fiscal Year 1961 Minor Construction Appropriation Carryover	3,500,000
Fiscal Year 1962 Minor Construction Appropriation	13,500,000
Total Funds Available, Fiscal Year 1962	$17,000,000

General CURTIN. I would make this point, if I may. As you know, the introduction of alterations, taking them out of the O. & M. account and putting them into this account, has increased our requirement for fiscal year 1962 by approximately $9 million. So that really, whereas we had a level of effort of activity of about $15 million in the minor construction programs in prior years, this adjustment, taking it out of the O. & M. account and putting it into the minor construction account, has added another $9 or $10 million to our needs as an average.

Mr. SHEPPARD. Just a moment. With that statement in the record—off the record.

(Discussion off the record.)

Mr. SHEPPARD. Please explain your statement regarding the added $9 million.

General CURTIN. The added $9 million relates to alteration projects that in prior years would have been properly accomplished out of the O. & M. account. In the administration of the program this year, with the alterations under the minor construction program, the Air Force has changed its procedures so all projects in this category come to Headquarters, USAF, for approval.

Therefore, while we do not have comparable statistics, it is our feeling that because of this greater scrutiny, less money is actually being spent in this area in fiscal year 1962 than in prior years.

SUPPORT ACTIVITIES

Mr SHEPPARD. The next subject is Support Activities.

Please place in the record page 587 of the justifications at this point.

(The page follows:)

Installation	Command	Appropriation request
		Thousands
Access roads	VAR	16,000
Minor land acquisition (under $25,000)	do	300
Total		16,300

ACCESS ROADS

Mr. SHEPPARD. The first item is Access Roads.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION ACCESS ROADS
DIR FROM TOWN
COUNTY, STATE
COUNTRY
COMMAND
PRINCIPAL MISSION

GOVT LEASED
GOVT OWNED
OTHER ACRES
TOTAL ACRES
DATE OCC

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
				16,000	

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
ACCESS ROADS	I		769					LS	16,000
									16.000

ACCESS ROADS

Funds in the amount of $16 million are requested to provide off-base access roads under authorization contained in section 6 of the Defense Highway Act of 1941, as amended, and section 12 of the Federal Highway Act of 1950, and section 105 of the Federal Highway Act of 1961 (Fulbright amendment). Cost estimates provide $10.5 million for access roads to ballistic missile sites, $5.5 million for base access roads.

These projects are required for replacement or relocation of roads necessitated by airfield expansion, for access roads to new facilities; for relocation of roads to satisfy airway-highway clearance criteria; and for access road improvement to provide all-weather access to military facilities.

Status of funds, access roads

	Thousands
Cumulative appropriations through fiscal year 1962[1]	$60,679
Cumulative obligations, Mar. 31, 1962 (actual)	34,696
Cumulative obligations, June 30, 1962 (estimated)	40,676

[1] Includes $12,800,000 programed under P–321 for missile sites (reprogramed in fiscal year 1960).

Mr. SHEPPARD. Would you insert in the record at this time the obligations in this account for the past 4 years and a list of the roads constructed in fiscal year 1962?

General CURTIN. Yes, sir.

(The information follows:)

Access roads—Annual obligation

Fiscal year 1961	$11,668,000
Fiscal year 1960	7,070,000
Fiscal year 1959	3,957,000
Fiscal year 1958	5,638,000

The following projects were funded to the Bureau of Public Roads in fiscal year 1962:

Location	Amount	Funded
	Thousands	
Bunker Hill	$53.9	Apr. 9, 1962.
Chandler GATR	11.5	Nov. 30, 1961.
Finley Air Force Station	49.4	Nov. 30, 1961.
Offutt Air Force Base	212.0	Feb. 26, 1962.
R I Bong (restoration)	561.7	Apr. 9, 1962.
Ellsworth MINUTEMAN	2,287.8	Feb. 26, 1962.
Minot MINUTEMAN	1,619.0	Apr. 9, 1962.
Whiteman MINUTEMAN	1,360.0	Apr. 9, 1962 (initial funding).
Whiteman MINUTEMAN	9,640.0	After June 30, 1962.

Mr. SHEPPARD. What is the basis for your cost estimate of $16 million for this work in fiscal year 1963?

Colonel JOHNSON. Mr. Chairman, the basis for the estimate is $10,500,000 for the road at the Francis E. Warren MINUTEMAN sites. The Bureau of Public Roads provided a highway engineer who participated with our site selection team that made the initial estimate of the cost of improving those roads to meet our criteria. The other $5½ million is to fund projects from a list which totals $6,822,000. Would you like for me to read those items?

Mr. SHEPPARD. Insert them in detail in the record.

(The information follows:)

Fiscal Year 1963 Access Roads

1. MISSILE ACCESS ROADS, $10,500,000

(*a*) *F. E. Warren MINUTEMAN sites, $10,500,000*

For access roads to MINUTEMAN missile sites yet to be selected (appropriation for construction of these sites elsewhere in this enactment) and for unfunded portion of Whiteman.

2. NONMISSILE ACCESS ROADS

$5,500,000 to be from those listed below ($6,822,000).

(*a*) *Olmsted, $2,101,000*

(1) *Description.*—Provide Air Force's share in cost of constructing interchange on U.S. Highway 230; and, railroad overpass and approach road to that portion of the base south of U.S. Highway 230.

(2) *Justification.*—Required for better access to the base from U.S. Highway 230, and for safer communication between portions of base separated by U.S. Highway 230.

(*b*) *Larson, $36,000*

(1) *Description.*—Provide new access road from State Highway 11–G to new south gate.

(2) *Justification.*—Required for optimum access from the south to the housing and industrial portion of the base from limited-access highway 11–G.

(*c*) *Kincheloe, $168,000*

(1) *Description.*—Provide new access road from State Highway M–129 to east gate.

(2) *Justification.*—Required to replace present gravel road, rutted with deep holes and no bridges, which requires a speed of approximately 10 miles per hour. Dust and ice also impair safe travel.

(*d*) *Yuma, $133,000*

(1) *Description.*—Provide improvement of road from Yuma County 16th Street near State Highway 95 to this radar station entry gate.

(2) *Justification.*—Present road is deficient in width, surfacing, and drainage to support the amount of traffic it will have to handle. Sustained station operation would be endangered without this project.

(*e*) *K. I. Sawyer, $1,150,000*

(1) *Description.*—Provide new access road from U.S. Highway 41 to new east gate.

(2) *Justification.*—Present entrance road crosses the instrument approach zone, separates the base ordnance storage area from ADC and SAC operational areas, and is inadequate to serve expanding base installations. Also, present access to Marquette is circuitous and inadequate for base traffic.

(*f*) *Langley, $2,312,000*

(1) *Description.*—Provide new four-lane divided highway from U.S. Highway 258 to gate No. 2, including bridge across Tide Mill Creek and Air Force's share in cost of construction of interchange at U.S. Highway 258.

(2) *Justification.*—Existing access is inadequate to serve current base traffic in an efficient and economical manner; and will become increasingly hazardous due to growing residential and commercial areas contiguous to the base access road.

(*g*) *Adair Air Force Station, Oreg., $127,000*

(1) *Description.*—For 0.95 mile new road and 1.35 miles new surfacing to SAGE facility.

(2) *Justification.*—Project reduces by 2.2 miles the access to SAGE from Albany and Federal military highway. County road (Ryals Lane) has been blocked by SAGE installation. A county road bypass (0.95 mile) is required as well as surfacing balance of Ryals Lane. SAGE water supply and fire protection (from Albany) is benefited.

(*h*) *Kaena Point, Hawaii, $250,000*

(1) *Description.*—Improved access, 1.7 miles.

(2) *Justification.*—Kaena Point Tracking Station is a critical link in all DOD space programs. Uninterrupted, around-the-clock access must be guaranteed to

preclude degradation or failure of orbit tracking, telemetry reception, and satellite command. Station access will be interrupted until road is improved.

(*i*) *Hill Air Force Base, Utah, $87,000*

(1) *Description.*—To north gate.

(2) *Justification.*—Improvement of road surface and railings on two bridges are required for only exit on north side of Hill Air Force Base, used for all types of snow removal and emergency fire and crash vehicles.

(*j*) *Glasgow, Mont., $278,000*

(1) *Description.*—Provide 1.8 miles of new access road from State Highway 247 to new main gate, or, provide increment for rehabilitation.

(2) *Justification.*—Required for improved access to base.

(*k*) *Sheppard, $180,000*

(1) *Description.*—Provide approximately 1 mile of new 48-foot road from new North Gate to relocated U.S. 277–281.

(2) *Justification.*—Required to relieve congested condition in vicinity of other base gates and to permit effective Air Force utilization of new FAP [1] routes in the area.

Colonel JOHNSON. These are based on Bureau of Public Roads estimates.

Mr. SHEPPARD. What type of roads are you building? Are you conforming in access roads to State regulatory requirements?

Colonel JOHNSON. Yes, sir.

Mr. SHEPPARD. That is the requirements that emanate from the Bureau of Public Roads? That is the standard you are using?

Colonel JOHNSON. Yes, sir. The roads we are improving are primarily tertiary roads but to the closest criteria that the State or county have.

Mr. SHEPPARD. What is the status of construction of these access roads for the various MINUTEMAN missile squadrons?

Colonel JOHNSON. At Malstrom, Mont., design is completed and construction or improvement of the roads is in the vicinity of 45 to 50 percent complete. At Ellsworth, the road improvements are under design and part of the construction has been completed, that part necessary to provide access for the contractor. At Minot the design is underway and part of the work has been completed. This is also that part necessary to get the contractor into the site.

The same is true for Whiteman AFB in Missouri.

Mr. SHEPPARD. I wish you would insert in the record the usual historical summary of shared funding on defense access roads projects emanating from whatever source that funding may come.

General CURTIN. We will, Mr. Chairman.

(The information follows:)

FUNDING PARTICIPATION BY OTHERS

The following should be added to the record submitted last year as to shared funding on Defense access road projects by other agencies:

(*a*)	Certified in fiscal year 1961: Hill Air Force Base, Utah	$865
(*b*)	Certified in fiscal year 1962:	
	Bunker Hill Air Force Base, Ind	3,000
	R I Bong Air Force Base, Wis	66,000

MINOR LAND ACQUISITION

Mr. SHEPPARD. The next is Minor Land Acquisition.

[1] Federal-Aid Primary

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION MINOR LAND ACQUISITION
DIR FROM TOWN
COUNTY, STATE
COUNTRY
COMMAND
PRINCIPAL MISSION

GOVT LEASED
GOVT OWNED
OTHER ACRES
TOTAL ACRES
DATE OCC

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
				300	

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
MINOR LAND ACQUISITION	I		968					LS	300
									300

MINOR LAND ACQUISITION

Funds in the amount of $300,000 are requested to acquire land and interests in land and to meet critical Air Force expansion programs which develop subsequent to submittal and approval of the Air Force military construction program. It also provides for acquisition of presently known land requirements for which the cost of one parcel does not exceed $25,000.

Authorization for this project is contained in section 406 of Public Law 968–84 as amended by section 510 of Public Law 85–685, which provides for the acquisition of land and interest in land, not exceeding $25,000 in cost which is determined by the Secretary of Air Force to be urgently required in the interest of national defense. The authority under this action may not, however, be used to acquire more than one parcel of land unless the parcels are not contiguous, or if contiguous, do not exceed $25,000 in total cost.

Status of funds, minor land acquisition

	Thousands
Cumulative appropriations through fiscal year 1962	$1,261
Cumulative obligations, Mar. 31, 1962 (actual)	839
Cumulative obligations, June 30, 1962 (estimated)	980

Mr. SHEPPARD. I wish you would insert in the record a tabulation which shows the projects of minor land acquisition for fiscal year 1962, and those in progress at the present time.

General CURTIN. Yes, sir.

(The information follows:)

The following tabulation shows the projects for minor land acquisition authorized in fiscal year 1962 and those in process at the present time.

A. Projects approved in fiscal year 1962 as of Apr. 11, 1962

Installation	Purpose	Fee acres	Fee cost	Easement acres	Easement cost	Combined cost
California: Castle Air Force Base.	Ceilometer			0.73	$1,070	$1,070
Illinois: Scott Air Force Base	Clearance areas			112.12	4,000	4,000
Indiana:						
Bunker Hill Air Force Base	Blast-deflector site	0.12	$500			500
Bakalar Air Force Base	Clearance easement			250.52	24,150	24,150
Maine:						
Bucks Harbor Air Force Station: (M-110)	Trailer area	2.00	200	1.10	50	250
Dow Air Force Base	Ceilometer	.01	400	2.50	1,600	2,000
Do	Restricted area for safety			10.00	12,000	12,000
Massachusetts:						
Otis Air Force Base	Spur track	37.54	8,500			8,500
K. I. Sawyer Air Force Base.	Base extension	145.00	2,700			2,700
Minnesota: Finland Air Force Station (P-69).	Counterpoise system			.30	150	150
Montana: Cut Bank—Waste annex (supports Cut Bank Air Force Station (P-24).	Drainage from oxidation pond.			2.08	150	150
Nebraska: Offutt Air Force Base.	Ceilometer			.953	500	500
North Carolina: Seymour Johnson Air Force Base.	Classified project			2.97	1,650	1,650
North Dakota: Minot Air Force Base.	MCA housing	92.13	14,500			14,500
New York:						
Plattsburgh Air Force Base	Ceilometer			.28	1,000	1,000
Saratoga Air Force Station (P-50).	Storm drainage			.65	400	400
Ohio: Wright-Patterson Air Force Base.	Railroad spur right-of-way			.35	750	750
Oklahoma:						
Altus Air Force Base	Ceilometer			.33	300	300
Clinton Sherman	do			.32	200	200
Texas:						
Dyess Air Force Base	do	.02	100	.55	300	400
Randolph Air Force Base	Approach lighting and clearance easement.	3.54	3,638	13.77	4,023	7,661
Reese Air Force Base	Middle and outer markers, ILS.	3.29	5,250	17.07	3,700	8,950
Washington:						
Mica Peak Air Force Station (SM-151).	Water supply	.92	50	7.45	2,215	2,265
Paine Field	Storm sewer line			.78	300	300
Total		284.57	35,838	424.823	58,508	94,346

B. Projects in process as of April 11, 1962

Installation	Purpose	Fee acres	Fee cost	Easement acres	Easement cost	Combined cost
New Mexico: Cannon Air Force Base.	Approach zone clearance	32	$20,000	30.00	$4,000	$24,000
South Carolina: Myrtle Beach Air Force Base.	Drainage ditch			.79	500	500
Total		32	20,000	30.79	4,500	24,500

Mr. SHEPPARD. What have been your obligations in this activity in each of the past 5 years?

Mr. GIBBENS. I have that available. In fiscal year 1958 the obligations in our first year, in a $200,000 program, were $10,000; in 1959, $86,000; in 1960, $417,000; in 1961, $270,000, and in 1962, up through February, $51,000.

Mr. SHEPPARD. What is the basis for your estimate for fiscal year 1963?

Mr. GIBBENS. Our estimate for fiscal year 1963 is $300,000 which has been the standard set since 1960, 1961, and 1962.

I might say that the 1960–61 obligations totaled $687,000 or an average of about $345,000 for those 2 years.

We feel that the $300,000 is a good total for this type of acquisition.

Mr. SHEPPARD. What is the status of your funds in this project as of the present time?

Mr. GIBBENS. The status of funds against projects that we have authorized for acquisition, as I stated, we have obligated about $51,000 through February. Actually, we have in process approved and funded projects that total about $94,000 and we have in process that have not yet been funded, projects totaling about $24,000.

Mr. SHEPPARD. Thank you, gentlemen.

RESEARCH, DEVELOPMENT, AND TEST AND SPACE FACILITIES, DEPARTMENT OF THE AIR FORCE

WITNESSES

HON. BROCKWAY McMILLAN, ASSISTANT SECRETARY OF THE AIR FORCE, RESEARCH AND DEVELOPMENT
JOSEPH C. ROBBINS, DEPUTY FOR ENGINEERING, ASSISTANT SECRETARY OF THE AIR FORCE, RESEARCH AND DEVELOPMENT
MAJ. GEN. A. M. MINTON, DIRECTOR OF CIVIL ENGINEERING
J. R. GIBBENS, DIRECTORATE OF CIVIL ENGINEERING
COL. H. W. GAINER, DCS/SYSTEMS AND LOGISTICS
COL. W. K. RICHERT, DCS, SYSTEMS AND LOGISTICS
COL. H. H. LATSON, DIRECTORATE OF CIVIL ENGINEERING
LT. COL. J. W. KELLY, AIR FORCE MISSILE TEST CENTER, AIR FORCE SYSTEMS COMMAND
LT. COL. V. J. VILLONE, DIRECTORATE OF SYSTEMS SERVICES
MAJ. A. P. MOSIER, OFFICE OF AEROSPACE RESEARCH, AIR FORCE SYSTEMS COMMAND
R. O. DIETZ, ARNOLD ENGINEERING DEVELOPMENT CENTER, AIR FORCE SYSTEMS COMMAND
BRIG. GEN. R. H. CURTIN, DEPUTY DIRECTOR FOR CONSTRUCTION
COL. E. DOUGAN, AIR FORCE SYSTEMS COMMAND
COL. W. H. PARKHILL, DIRECTORATE OF CIVIL ENGINEERING
COL. L. R. STANDIFER, AERONAUTICAL SYSTEMS DIVISION, AIR FORCE SYSTEMS COMMAND
DR. JOHN E. KETO, AERONAUTICAL SYSTEMS DIVISION, AIR FORCE SYSTEMS COMMAND
LT. COL. H. A. LYON, DIRECTORATE OF SYSTEMS SERVICES
LT. COL. H. G. WISE, JR., DIRECTORATE OF RESEARCH
CAPT. D. KORETZ, AIR FORCE MISSILE TEST CENTER, AIR FORCE SYSTEMS COMMAND
D. ZONARS, AERONAUTICAL SYSTEMS DIVISION, AIR FORCE SYSTEMS COMMAND

Mr. SHEPPARD. We shall now take up research and development. Glad to have you with us, gentlemen.

We shall place pages 1 and 2 in the record at this point.

(The pages follow:)

Installation	Item	Quantity	Cost
			Thousands
Wright-Patterson Air Force Base, Ohio	Sc. Lab. Materials (alteration)	74,854 square feet	$781
	Sc. Lab. Polymer Res. (alteration)	18,082 square feet	560
	Spec. Lab. Analysis (alteration)	Lump sum	104
	Lab. Resch. Engineering (alteration)	9,052 square feet	331
	Electro Gas Dynamics Fac	1 each	10,000
	Base total		11,776
Arnold Engineering Development Center, Tenn	Aerodynamic Wind Tunnel (alteration)	Lump sum	100
	Gas Dynamic Wind Tunnel Supersonic (alteration)	do	50
	Propulsion Engine Test Cell (addition)	do	352
	Propulsion Eng. Test Cell, Fuel System (addition)	do	1,960
	Base total		2,462
Cape Canaveral Missile Test Annex, Fla	Electronic Research Lab	14,400 square feet	585
	Missile Research Test Shop	3,200 square feet	320
	Missile Communication Station (receiver)	Lump sum	205
	Missile Launching Fac. (addition)	do	634
	Base total		1,744
Coolidge Air Force Base, Antigua Island, British West Indies	Missile Communication Sta. (Transmit)	1 each	1,277
	Missile Communication Sta. (addition)	do	152
	Base total		1,429
Melbourne Telemetry Station, Fla	Missile Instrumentation Station	do	833
Wideawake Field, Ascension Island	Missile Instrumentation Station	do	2,159
	Missile Communication Sta. (Receiver)	do	456
	Missile Communication Sta. (Transmitter)	do	863
	Base total		3,478
Brooks AFB, Tex	Bio-Systems Research Laboratory	33,004 square feet	1,559
Edwards AFB, Calif	Science Lab. Physiological (addition)	6,838 square feet	189
	Propellant Research Development Chamber	1 each	291
	Propulsion Engine Rsch. Environment Facility	do	2,454
	Base total		2,934

Installation	Item	Quantity	Cost
			Thousands
Eglin AFB, Fla	Special Research Structures	11,250 square feet	$282
Holloman AFB, N. Mex	Bioastronautics Research Lab. (addition)	25,000 square feet	619
Laur. G. Hanscom Field, Mass	Special Lab. Computation	29,250 square feet	1,212
Sacramento Peak Upper Air Research Site, N. Mex	Science Lab. Solar (addition)	1,524 square feet	45
	Research, development and test		28,373
Space Fac./Var Locations	Advanced Space Technology and Components	Lump sum	7,000
	Dyna Soar	do	12,000
	Space Launching System	do	30,000
	Space facilities total		49,000
	Total research development test and space		77,373

Mr. SHEPPARD. Mr. Secretary, do you have a statement to present to the committee? If so, we will be very pleased to listen to your statement, and we will not interrupt you until you have completed it.

GENERAL STATEMENT OF ASSISTANT SECRETARY OF THE AIR FORCE, RESEARCH AND DEVELOPMENT

Secretary MCMILLAN. Mr. Chairman, members of the Military Construction Subcommittee, it is a pleasure to appear before you to present the construction program in support of the Air Force fiscal year 1963 research, development, and space programs.

My immediate purpose is not to tabulate the specific achievements of the Air Force space and ballistic missile programs. Rather, I want to stress the means rather than the ends. When we see a booster lifting its payload toward outer space, or when we see the culmination of a manned orbital flight, how many of us stop to think about how it came to be? How many of us realize the magnitude of the scientific effort required to make the events possible? Do we ever take the time to tabulate the original ideas and creative thoughts that led to the success?

The Department of Defense, and especially the Air Force, is making very vital contributions to the national missile and space programs. In practically all instances, these contributions stem from the knowledge and experience gained in the development of the intercontinental ballistic missile. Our experts are applying this knowledge and experience in the many areas of research, development, and testing that are a part of these space programs. In other words, the military efforts represent the forerunner of our space achievements.

Our people did not gain this knowledge and experience from textbooks, however. Air Force research and development work has provided much of the technological foundation. The successes of which we are justly proud have been made possible to a large degree by the efforts of the scientists in Air Force laboratories. New material, improved communications, life support systems, advanced power supplies, exotic fuels, and a host of other things result from the labor of these dedicated people.

We can and do depend on industry to provide many of our new developments. This is as it should be. However, industry cannot do the entire job for our total military capability. We must depend on the laboratories of the armed services to provide the knowledge and ideas that are aimed primarily at military applications. These laboratories, therefore, are absolutely essential for two very major reasons: First, to foster research that is vital to our space efforts yet has little commercial appeal; and second, to review and evaluate the results of research which is privately sponsored or accomplished under Government contract.

Right here I would like to underscore a point of great concern to every American. The efforts of the scientists in our laboratories of the services have not been given the kind of publicity that is so rightly deserved; our progress in the space technology field is in direct proportion to the creativity and dedication of these people. Many of these men are acknowledged leaders in their individual specialties. It behooves every one of us to recognize their accomplishments and it is essential that we provide these individuals with ade-

quate, up-to-date facilities so that they can do the work that is needed to advance our space effort.

With this in mind, we have requested $10 million for an electrogas dynamic facility at Wright-Patterson Air Force Base; this facility will be used for research into the problems encountered in aerodynamic heating which are associated with reentry and high-speed flight. This facility will replace an inactive transonic wind tunnel; approximately $6 million worth of equipment now available from the wind tunnel will be used in this new facility.

At Edwards Air Force Base, we are requesting $2.7 million for the facilities to continue the applied research work in new and improved rocket fuels. In addition, approximately $4 million is requested to expand or improve other existing Air Force research and test facilities.

This, of course, covers only one portion of the total program. Air Force experience in successfully launching and testing missiles also contributes to the total national space program. As these programs proceed, the Air Force must modify and expand many of its existing facilities to meet the needs of new technology. For example, the newer rocket boosters will be much larger than those we have used in the past; they will also have 5 to 10 times greater thrust. Facilities supporting the current types of boosters will be inadequate for those of greater size and higher performance.

In this total effort, three major Air Force tasks come to mind. The first of these is the development work with the new TITAN III booster. The second concerns the DYNA-SOAR project. The third concerns the Atlantic Missile Range. With regard to this one, additional facilities and equipment are necessary if we are to fully use the potential of this range. For example, telemetry and communications stations are necessary to effectively gather flight information and our people must be able to reduce the data in an efficient and accurate manner. We must provide adequate, up-to-date facilities for Department of Defense projects such as these.

For the purposes just stated, we have requested new facilities on the range, including approximately $42 million for TITAN III launch facilities and DYNA-SOAR facilities. In addition, for improvements to the existing Atlantic Missile Range we are requesting about $1 million to improve the launch facilities and about $6 million to improve telemetry, communications, and so forth. Finally, we are requesting about half a million dollars for facilities to house data reduction equipment. I certainly do not need to remind this committee of the critical importance of the total research and development program. We know very well what is happening behind the Iron Curtain. We know that the Soviets respect hard capabilities when they respect nothing else. It is therefore in our best national interest to take every reasonable, productive action to guarantee the kind of superiority which we have consistently maintained throughout the life of this great Nation of ours. We must provide the best possible research and development on a timely basis so that we can insure the technological advances essential to national survival.

Thank you, Mr. Chairman.

Mr. SHEPPARD. Thank you very much.

We will develop the relation to the respective installations later on. It is a pleasure to have you with us, and if we have any questions we will revert to the committee policy in regard to questions.

WRIGHT-PATTERSON AIR FORCE BASE, OHIO

Gentlemen, we will proceed to the first item which is Wright-Patterson Air Force Base, Ohio.

By the way, the procedure that is pursued by this committee is, that if there is a question you wish to refer to somebody else, that is perfectly permissible.

Dr. McMillan. Thank you, Mr. Chairman.

Mr. Sheppard. I wish you would discuss each of these line items with the committee, and tell us what you propose to do with each facility, and what work of this nature is being done at other locations within the Government or private industry.

Dr. McMillan. We have a list of the line items in the justifications, Mr. Chairman.

Mr. Sheppard. For the benefit of the committee, you will find a delineation of this at page 168, and succeeding pages thereafter.

Dr. McMillan. We have four items in succession here on Wright-Patterson Air Force Base in Ohio.

Mr. Robbins. Mr. Chairman, we have representatives from Wright-Patterson and may I introduce Colonel Standifer, of Wright-Patterson, who will discuss research.

Colonel Standifer. These laboratories are part of the complex of laboratories for which I am responsible and the research that goes on in them. I will take first our polymer laboratory if it is all right with you.

This is a unique organization of approximately 45 men, unique in the Department of Defense, and pretty unique as far as the country is concerned, in that they are concentrating on polymers way out beyond the type of materials like thousand degree fluids for lubricants, for hydraulic fluids, and things of that nature.

They are the support unit on which our elastomers, cells, and other organic materials are dependent. In this laboratory approximately 18 man-years of effort will be placed on inhouse research, and out of these 45 manyears that are involved in the facility, $5 million worth of contracting, research, and so on, is monitored by these people. They are the people who come up with the definition of the contract work that needs to be performed by universities, research institutes, and industry.

To my knowledge, there is not duplicated anywhere in the service, including NASA, this type of thing. They have not started in this field.

Are there any questions on this particular facility before I go on to the Materials and Science Laboratory?

Mr. Jonas. Mr. Chairman, I have one question.

Mr. Sheppard. Very well.

Mr. Jonas. You said, "to your knowledge" NASA was not engaged in this. Do you mean that you do not have any knowledge that NASA is engaged in this, or you have knowledge that NASA is not engaged in this?

Colonel Standifer. I have knowledge that, in our last review of the program, NASA's work in this field was primarily in the form of grants and some applied work up at Cleveland. They have not developed a laboratory in the polymer area. I am not talking about the total of materials science. I am talking about polymers alone.

To my knowledge, there is no equivalent laboratory in the Government.

Mr. JONAS. But they are working on this problem?

Colonel STANDIFER. They are working on the applied research using polymers; yes, sir.

This is in certain plastics for heat shields.

Mr. JONAS. On a grant basis?

Colonel STANDIFER. They have some grant-type contracts in their basic research program from NASA; yes, sir.

Mr. JONAS. Are you doing any work for NASA in that field?

Colonel STANDIFER. Our programs are coordinated with NASA, sir, but not subcontracting at the present time.

Mr. JONAS. You are not getting any money from NASA?

Colonel STANDIFER. No, sir; not in this particular field.

Mr. JONAS. That is all.

Colonel STANDIFER. The science laboratory is where we do most of our work in high temperature metals and ceramics. Also it gives the analytical support necessary to the elastomer and other groups there. We are way off from our goals yet and the group monitors about 15—not about, but they did last year—$15 million worth of applied research contracting. There are about 100 or 200 people in this laboratory built in an old garage and warehouse that was converted back at the end of World War II to minor laboratory facilities in the respect that there are no chemical sewers and some of these things have to be carried out and dumped into chemical sewers. This is a minimum amount of money we need to make the place livable for the scientists to do the kind of work they have to do in exploratory research where we cannot even define a contract to go out on research. We cannot just go to the contractor and say, "Please come up with a 5,000-degree material"; we would never have any way of measuring what you are going to do. These are minimum facilities to convert this building into the type of humidity, temperature, and experimental facility we have to have if we are going to either check on contractor performance or to write the statement of work, and to know what we are asking for.

Mr. SHEPPARD. You are going to handle the laboratory analysis presentation as well?

Colonel STANDIFER. This is it.

Dr. MCMILLAN. May I add a general word in connection with the polymer research work at Wright-Patterson Air Force Base?

Mr. SHEPPARD. Yes.

Dr. MCMILLAN. As you know, some months ago the Secretary of Defense issued a directive upon the services to make more careful examination of their in-house capabilities and try to strengthen their various elements of in-house laboratories; he particularly laid upon me, by this directive, an obligation to take more direct control over liaison with these organizations.

I have, in fact, established in my office a special assistant for the purpose. I have visited a fair number of Air Force laboratories and, as in any large organization, found wide variations in capability, accomplishment in different groups and parts of the laboratory or different parts of the Air Force organization.

It is my impression that the materials laboratory, in terms of competence, good accomplishment, morale, and importance to the Air Force, is one I would rate among the highest of the laboratories I am familiar with in the Air Force complement. It is an extremely fine organization as an organization and fulfills an extremely important function to the Air Force, and a service which is beyond simply research and development and day-to-day service in materials problems, putting out fires, so to speak, when problems occur. We simply could not get along without them.

Speaking for them, I feel that their facilities are essential to the kind of work that they have to do.

Mr. SIKES. Mr. Chairman, if I might have a word, I think we have heard a very fine statement and I would like the record to show that I have been impressed many, many times by the dedication and the high caliber of the men who are doing this important work generally in the Air Force.

Mr. SHEPPARD. What is the work proposed in the Foreign Technology Division, and how does this compare with similar activities proposed by the Defense Intelligence Agency in the Pentagon?

Colonel DOUGAN. The Foreign Technology Division is one of the major divisions of the Systems Command; it was transferred from the former Air Technical Intelligence Center at Wright-Patterson to the Foreign Technology Division on July 1, 1961. It has about 900 people there and is a tenant at Wright-Patternson.

The project before you is the fiscal year 1963 building modification program which consists of alterations to existing structures.

The second building and the most expensive item, about $60,000.

(Discussion off the record.)

Mr. SIKES. No one else is doing this? What disturbs me is possible duplication. This is a big thing and maybe we must have some duplication, but are you not getting into something that is being done by other services as well?

Colonel DOUGAN. Off the record.

Mr. SIKES. On or off the record, can you give us some illustrations of just what you have discovered?

Colonel DOUGAN. No, sir; I cannot.

Mr. SHEPPARD. Just a moment; is that due to the fact of security, or due to the lack of knowledge?

Colonel DOUGAN. Lack of knowledge.

Mr. SHEPPARD. Proceed.

Mr. JONAS. Mr. Sikes, will you yield?

Mr. SIKES. I do not have the witness.

Mr. SHEPPARD. The Chair realizes that.

However, go ahead and complete your response to the gentleman's question, if you have anything further to add.

Mr. SIKES. I feel that we should have some material submitted for the information of the committee of anything of striking importance has been found through this particular procedure.

Colonel DOUGAN. It will have to be classified.

Mr. SIKES. I understand that.

Colonel DOUGAN. I will be glad to provide that.

(The requested information was provided in a classified presentation.)

Mr. SIKES. If I have the witness, Mr. Chairman, I yield to Mr. Jonas.

Mr. SHEPPARD. Have you finished your answer?

Colonel DOUGAN. Yes, sir.

Mr. SHEPPARD. Mr. Jonas.

Mr. JONAS. I want to get in one question while he is on this point, Mr. Chairman.

Mr. SHEPPARD. Go ahead.

(Discussion off the record.)

Mr. JONAS. I understand, but should not all of the people be together, working in this field, instead of having them widely separated? You have communication back and forth, consultation on the use of information obtained, and why would it not be better to have it all under one roof?

Dr. MCMILLAN. There would, presumably, be some advantage I suppose.

(Discussion off the record.)

Colonel DOUGAN. May I add a further word?

If I have conveyed to you that is the prime mission of the Foreign Technology Division, I am sorry. The Foreign Technology Division is very interested in the overall spectrum of technological capability. It just so happens that in our program of $104,000 for the fiscal year, $60,000 is going for this one item. It is not the prime mission of the Foreign Technology Division, but it is one of their many tasks.

Mr. SHEPPARD. I would like to interject at this time, Mr. Jonas, and ask a question here.

How does this compare with similar activities proposed by the Defense Intelligence Agency operating within the Pentagon? Is there duplication; or not? What is the comparability between the two?

Dr. MCMILLAN. If I can, Mr. Chairman, again it is a point of view. The technical people are looking for engineering and technical features of Soviet technology to get a grasp of what the Soviet technology is, and whenever possible to look to that technology for ideas we can apply within our own developments. The Defense Intelligence Agency is primarily defense oriented.

Mr. SHEPPARD. In other words, the information that is being gained by the Defense Intelligence Agency is not compatible to the complete requirement?

Dr. MCMILLAN. They are not doing this because they are primarily interested in, and their primary mission is, military. I would not challenge their competence. They put different people on it, good people I am sure, but it is primarily a difference in mission of the two agencies.

Mr. SHEPPARD. In other words, there is no duplication of any major importance involved?

Dr. MCMILLAN. I do not believe there is.

Mr. SHEPPARD. All right.

Mr. Jonas, do you want to complete your questioning?

Mr. JONAS. I have finished.

Mr. SIKES. I have one further question, Mr. Chairman.

Let us be sure that this is not another layer of activity added to existing layers of activity, and in order to have that clarified, Mr. Secretary, I think we are going to need some specific examples of

what you are accomplishing. We need specific examples of what you are accomplishing that is different from what anybody else is doing. That would be helpful to us.

Dr. McMillan. We can provide that on a classified basis. I think we should also provide, in connection with the kind of questions you are now asking, a little information about the history of the Foreign Technology Division. We are here talking about alterations of facilities for making a going activity operate more effectively and we should tell you something more about what that activity has been in the past.

(The requested information was provided in a classified presentation.)

Mr. Shelley. I would like to clarify one point.

(Discussion off the record.)

Dr. Robbins. Not so much why, but how they are doing it.

The Pentagon would worry about why and the Foreign Technology would worry about how.

Mr. Shelley. They have developed a new technique and we are not up on it?

(Discussion off the record.)

Mr. Sheppard. We will reconvene for the purpose of examining the rest of the program that is being presented on this subject.

What is the status of the plans for the electro-gas dynamic facility which you are requesting in the amount of $10 million?

Colonel Latson. The contract has been let for design of that facility. The design has started.

Mr. Sheppard. What is the percentage of accomplishment? How far is it along?

Colonel Latson. As of the 15th it was zero, by now it should be 4 or 5 percent along. However, the feasibility and criteria studies are complete; these represent a substantial portion of the total design effort.

Mr. Sheppard. What is the time element involved? When will it be completed?

Colonel Latson. I will have to look that up, sir.

Mr. Zonars. With regard to the specific detailed design it will take approximately 10 months to complete this design and approximately 2 years for building it after the completion of the design.

Mr. Sheppard. It is not contemplated then to pursue the course that we have in the firing holes of the missiles. We are not going to move in here until such time as we have a reasonable concept of our plans? Is that what we are planning to do? Are we going to start our contractual procedure in advance of the plans being finished, halfway, one-third, or total?

General Minton. No, sir. We will have these completed and well reviewed by experts.

Mr. Sheppard. What agencies will utilize the facility other than the Air Force?

Mr. Zonars. Other agencies——

Mr. Sheppard. Agencies of Government, of course.

Mr. Zonars. The first agency I would like to refer to is NASA. If I may, sir, I would like to refer to a set of charts that clearly depict how the performance compares with NASA facilities.

Mr. SHEPPARD. Proceed with that. We are very much interested.

Mr. ZONARS. This [indicating] is a performance range of the 50 megawatt facility as we foresee it in the future. Here we have depicted the general altitude-velocity graph. As shown here we see the typical glide reentry type vehicle that will soon reenter the earth's atmosphere from orbit; also on this particular map we have Colonel Glenn's capsule as it came into the earth's atmosphere and certainly some futuristic type structural vehicle that will be flying 5 or 10 years from now but in essence the performance of the 50-megawatt facility is shown in red. It maps totally the reentry of the living type vehicle. With respect to NASA's performance I can say that both NASA, Langley, and Ames show a basic performance mapping that would fit something of this order with relation to the 50-megawatt facility, approximately a mapping of that nature.

Mr. SHEPPARD. What is the total projected cost factor involved?

Mr. ZONARS. The total projected cost factor as far as new moneys is $10 million; $6 million, as Dr. McMillan pointed out this morning, exists in terms of buildings and existing equipment which can be used to supplement the 50-megawatt facilities.

Mr. SHEPPARD. Break it down if you can. What is proposed constructionwise and scheduled?

Mr. ZONARS. What is proposed constructionwise and scheduled?

Mr. SHEPPARD. Yes.

Mr. ZONARS. I would like to revert to a cost sheet which points out what the principal items would be in construction. These are listed in the first column. We have an arc head electrical power supply, nozzle and duct system, test article data system, an instrumentation system, air pumping system, cooling and building system here, or at least a modification in this respect.

In this particular column are the values of these individual systems which exist at the present time. The new equipment which must be purchased is listed in this last column, totaling $10 million, the addition of which makes the total value of the facilities $16 million.

Mr. SHEPPARD. What type of contracting do you contemplate issuing to accomplish the end result constructionwise?

Mr. ZONARS. We would expect to issue a contract of such nature that the detailed design would be isolated and also the contractor would have a free hand to do the specific construction and make recommendations as to mistakes or corrections as are seen necessary. It is a fixed-price contract.

Mr. Chairman, I would like to draw your attention to the physical layout.

Mr. SHEPPARD. I would rather you respond to direct questioning first, and then go into detail further if you will. I am doing that for the purpose of the record.

What capacity will this facility have in the way of sizes of vehicles that it can accommodate?

Mr. ZONARS. As far as size is concerned it would be of suitable nature in order to receive very large model scale systems or better yet, even the scale components, at least the full-scale components of the actual vehicle.

Mr. SHEPPARD. What are you doing with this type of testing at the present time?

Mr. ZONARS. We are now pursuing a vigorous training in the area of the prototype facility which we have now operated 62 hours. We have run programs in determining the gas properties upon expansion in the nozzle system and are presently preparing to install and put into operation a 4-megawatt prototype facility. We anticipate that this facility will be in operation in 2 months' time.

Mr. SHEPPARD. How does this compare with the facility funded for the Arnold Engineering Development Center as of last year? Do you have a comparative concept at all?

Mr. ZONARS. I am sorry, I do not have, sir.

General CURTIN. We had an item funded last year at $17.5 million for a MARK I space chamber down there. This compares to the $10 million for this facility. Is that the comparison?

Mr. SHEPPARD. Yes.

What is the general use of this compared to the other facility?

Colonel LYON. The MARK I facility that you approved for Arnold Center last year will be used to test orbiting space vehicles in the space environment, in a high vacuum environment. The 50-megawatt facility that you are considering now is used for testing for the reentry of vehicles into the earth's atmosphere or for testing vehicles under condition of reentry into the earth's atmosphere. The two facilities supplement one another. We cannot do the testing of one facility in the other facility. Does that answer your question?

Mr. SHEPPARD. Yes, it does, but it prompts another question: Why can't you have an expansion of the operation instead of constructing another one?

Colonel LYON. Are you referring to using the MARK I facility or modifying the MARK I facility to do this kind of testing we are describing now?

Mr. SHEPPARD. No, not modify the vehicle, but the ability to do it; that is, one location versus another location.

Colonel LYON. Sir, this could be done at Arnold except that the facilities in being at Wright Field give us a much more economical approach to providing this capability. We do get $6 million worth of equipment in being at Wright Field that we can use and, furthermore, the Air Force Laboratories that need this facility exist at Wright Field.

Mr. SHEPPARD. By consolidation of geographical operations, you are eliminating extra cost factors. Is that right or is that wrong?

Colonel LYON. Yes, sir, that is correct.

Mr. SHEPPARD. I hope you are right. You know next year we will be back wondering whether your statements made this year have been borne out by factual operations.

The reason I am asking this question is when we visited Arnold, if those of you who were there will recall, the Arnold people made the statement that their ability was beyond that of the present requirement. As long as we are in the same generalized field, and I interpret this is, I asked why you didn't add on to the Arnold installation as long as you have that personnel there now. You say it cannot be done.

General CURTIN. It can be done, sir, but you can bear me out on this. I was only on the fringes of it but this matter was studied about a year and a half ago in considerable detail by the Air Force Systems Command. The people at Arnold actually prepared a study

showing the relationship of this facility to their other activities. The same thing was done at Wright-Patterson and evaluation was made to determine which was the most effective location in terms of the long-range utilization. Because of the points that Colonel Lyon makes, largely the fact we have $6 million of existing assets we can use, and the basic customer for this facility is located at Wright-Patterson, it was determined that was the best location for it. The possible utilization of Arnold Engineering Development Center for this was looked into in considerable detail.

Mr. SHEPPARD. Of course the ability of either one of these places will depend upon the type of people you have.

General CURTIN. Yes, sir.

Dr. KETO. I would like to point out that at Wright-Patterson Air Force Base we have some 3,500 scientists and engineers running from advance aerodynamics through materials, as you heard about this morning, to zoology in our aero-med area.

Mr. SHEPPARD. Again I say, you are covering the waterfront here, are you not, in this field of scientific requirement, and you are going to establish pretty much of a supremacy at Wright-Patterson?

Dr. KETO. This is our contribution.

Mr. SHEPPARD. Your contribution is based upon the fact that this is what you are going to do.

Dr. KETO. Our contribution is the inhouse exploratory work that was described this morning and in connection with today's and tomorrow's technology we must apply this team approach, the inner disciplinary approach to the problem. In the case of this particular facility, we have 2 types of problems indicated by this project. First of all is the advancement of the research tool capability. This is unique in this sense: with the establishment of this sort of facility we will have a first in this country, of a series of advance hypersonic tunnel capabilities, emanating from this project.

Mr. SHEPPARD. Dr. Keto, I never had a more intelligent briefing than I got from you the other day.

Dr. KETO. Thank you, sir.

Mr. SHEPPARD. I do not polish apples. I mean what I say. The question is in my mind, either an elaboration of Arnold could accomplish this mission, or this mission can absorb Arnold. Now you tell me yes or no.

Dr. KETO. The answer is "No."

Mr. SHEPPARD. You cannot absorb them?

Dr. KETO. No, sir.

We must have basic division of labor between Arnold and Wright-Patterson. Our contribution at Wright-Patterson is to do the exploratory work on new approaches and new ideas.

This is our in-house effort and then based upon that we can intelligently expand our contract program with industry and universities for the external effort that we do. At Arnold we require facilities for purposes of proving in the development end item, the prototype, the engine, the capsule, space capsule which will be tested in the Mark I, the rocket engines, a model of an actual complete vehicle in the larger vehicles down at Tullahoma. They are test tools. This is a research tool. This research tool must be located where the people can work intimately with it; the materials experts, structure experts,

aerodynamic experts, heat transfer experts—all have to work together with this tool to examine how we are going to solve the structural aerothermoelastic problem. This is a combination of thermal heat transfer problems and structural material design problems.

They have to work together on this kind of a problem with this tool to provide an understanding of the problem and the solution to the problem.

Mr. SHEPPARD. Once you set the pattern, as a result of your finding, then it is picked up elsewhere?

Dr. KETO. Yes, sir.

Mr. JONAS. Mr. Chairman may I ask a question?

Mr. SHEPPARD. Yes.

Mr. JONAS. I wanted to ask you, sir, to explain why you need this 18,000° tunnel when NASA gets by with a 9,000° tunnel.

Dr. KETO. Sir, I will let Mr. Zonars answer this question. He is the real expert on the advanced aerodynamic problem.

Mr. JONAS. I think about nine or ten thousand degrees is the maximum NASA is equipped to handle in their tunnels.

Mr. ZONARS. This nine to ten thousand degrees may be the temperature that actually is established behind a shock wave, between the shock wave and the vehicle itself. As far as facilities are concerned we must generate temperatures higher than that, approaching 18,000°.

Mr. JONAS. Why do you need to if NASA doesn't?

Mr. ZONARS. This is to give it the full simultation up to the need of the reserve, the reentry here. As I pointed out, NASA's capability is in this particular area as shown here.

Mr. JONAS. But their capability is sufficient for their purposes. They are not seeking to build an 18,000° tunnel.

Mr. ZONARS. 18,000° is not hard to get, sir. It is just a matter of the amount of voltage and electrical current we put into a given arc heat that generates the temperature, coupled with the air, we expand it and that is it.

Mr. JONAS. I wish you would give a little more explanation of why you are duplicating the work NASA is doing at Langley.

(Additional information follows:)

Coordination between the Air Force and NASA on these types of facilities has indicated no disagreement as to essential performance requirements. The quoted temperature differences of the question are considered to be those that apply to different altitude and gas velocity conditions. The 10,000° figure quoted for NASA is assumed to be that for the critical design point of 190,000-foot altitude and 18,000-feet-per-second gas velocity whereas the Air Force figure of 18,000° is for the proposed facility at the extreme limit of its performance of simulated altitude of 280,000 feet and velocity of 27,000 feet per second.

Messrs. Kotanchik and Ross of the NASA Langley Research Center described their (NASA's) 10-megawatt arc facility in a paper presented to the ASME at New York in December 1961. In addition to the 10,000° design point quoted above, Messrs. Kotanchik and Ross expect to achieve air temperatures up to 16,000° Rankine (R) in the facility depending on the supply air pressure used. The design of the Langley facility is based on a scaleup of NASA's 2.5-megawatt arc. This is a scaling factor of 5—the same factor which the Air Force proposes to use in the next step forward in developing this kind of high-temperature test facility.

The Air Force hypersonic gasdynamic facility is designed to provide simulation of the critical heat transfer characteristics of a reentering-type vehicle at the critical design point of reentry velocity of 18,000 feet per second at an altitude of 190,000 feet. This requires a stagnation temperature of 10,000°

Rankine. It should be noted that at this critical design point, gas densities and gas velocities are such as to provide heat transfer conditions that are necessary vehicle design objectives and hence necessary to simulate for reentry and hypersonic aerodynamic research. It should be further noted that with arc head and other facility design features necessary to obtain this critical design point performance that the nozzle inlet gas conditions can be used to produce other stagnation temperatures at different combinations of altitude and gas velocity in the range of approximately 5,000° to 18,000° Rankine. Heat transfer conditions at these other combinations of altitude and velocity will differ from that at the critical design point.

As another important consideration, this facility will provide essentially continuous operation (20 to 30 minutes) necessary for the type of aerothermal and electrofluid dynamic investigations and exploratory research to be undertaken. Other facilities presently available provide limited and inadequate operating time (milliseconds to 5 minutes) to simulate the necessary heat transfer reentry conditions that are critically urgent and important for investigation.

The Air Force believes it is within the state of the art to proceed with the construction of a 50-megawatt arc facility. A number of eminent authorities agree. To cite a few:

(*a*) Mr. Kotanchik of NASA stated in his presentation to the ASME in December 1961, "The technique of electric arc heating of air to the high temperatures encountered in hypersonic reentry flight has undergone rapid development in the recent past. In a period of approximately 5 years, arc-powered facilities have progressed from water-stabilized devices of a few kilowatts to arc jets in hypersonic tunnels of multimegawatt capacity. These electric arc-powered facilities possess capabilities with respect to enthalpy levels, weight flows, lower contamination test media, and long running times which, taken together, make them markedly useful for high-temperature research. Furthermore, the potential for further improvements in characteristics and capabilities of arc-powered facilities appears to be very large."

Mr. Kotanchik is probably the most experienced expert in this field in the United States.

(*b*) Messrs. Bogdonoff, Ferri, Milliken, and Flax in an Air Force Scientific Advisory Board report in January 1961 stated:

"2. On the basis of our discussions with ARDC personnel, National Aeronautics and Space Administration, Naval Ordnance Laboratory, and industrial and university staffs, the committee has reached the following conclusions and recommendations:

"(*a*) The status of arc jet facilities has advanced to the stage where the design and construction of a large facility (50-megawatt range) is a good calculated risk. There is still some question as to the detailed arc head design, particularly whether alternating current or direct current is preferable, and this question should be cleared up immediately to permit the best possible equipment utilization in the original construction.

"(*b*) That the Air Force requires such a facility is well known and well documented. It is basic to the Air Force's continued development of advanced systems, and, therefore, it must be made available at the earliest possible date.

"(*c*) The required facility could be fulfilled by the Wright Field electrogasdynamic facility proposal. There are several advantages to the location of such a facility at Wright Field: (1) The Wright Field complex provides a large group of technical personnel with interests in diversified fields, (2) such an installation would have the support of the many small tunnels now installed at Wright Field: the Aeronautical Research Laboratory's basic research effort, the systems management staff, and the WADD applied research groups. These people are in direct contact with the systems and industrial requirements. The major testing time in such a facility would definitely be associated with the development programs."

With regard to the question raised in paragraph 2a, the Air Force has pursued a vigorous research program with Dr. Eschenbach at Linde to provide the answers. We now have experimental evidence to show that a direct current high voltage arc is feasible and efficient.

(*c*) Mr. W. S. Davenport reported at the September 1960 Westinghouse symposium that it is possible, using current electro-design information, to design an electric air arc unit for 50-megawatt power input. In late 1961, Westinghouse achieved 12,000° R. temperature in a 3-megawatt arc of their own design.

Mr. SHEPPARD. I think along the lines you are referring to that we might reduce it down to this, Mr. Jonas: When you are going into the expenditure requirement of an institution of this character, which I am willing to concede there is a need for, why isn't it elaborated to the degree that other branches of the Government can go there and get the basic information they need instead of having to have one, two, or three other semicomparable operations? Why can't it all be built at the one?

Mr. ZONARS. You are talking about the duplication concept, sir?

Mr. SHEPPARD. That is exactly what I am talking about.

Mr. ZONARS. I would like to voice a personal opinion, if I may, sir.

Mr. SHEPPARD. You are welcome.

Mr. ZONARS. I would like to recall the days of the transsonic era, where many tunnels were required to solve the problems that resulted from transsonic flight and the reason for these facilities was that the problems were very difficult to solve analytically, whereas in the subsonic range and the supersonic range we had mathematical tools that could give us reasonable solutions. Now the hypersonic range, which is involved with these extreme temperatures and the interrelated problems that Dr. Keto brought up, is one that requires not only one facility, but in my own opinion will require many in the future.

Mr. SHEPPARD. Why?

Mr. ZONARS. This is to take care of the technical traffic.

Mr. SHEPPARD. From a layman's point of view—you people are professionals—but your friend spent about 3 hours the other day giving me a very liberal education. I hope you will be patient. I cannot understand at the moment. My question is, why can't we, if we are going to create this, create it to take care of the complete field? Will you just tell me why we cannot do that? You have the ability to do it. You are building it in here to a degree. Why not intensify the degree to absorb the difference, even though it costs more money?

Dr. KETO. Mr. Sheppard, may I answer this question, or at least try to?

No. 1, obviously we have a certain amount of total traffic load that we have to handle. From the standpoint of the total traffic load of the services and NASA, we will need several of these facilities; one facility from the standpoint of operating 24 hours a day, with time out for preventive maintenance and other aspects will not take care of the total requirements of the country as far as the total research and total testing workload is concerned. This is one aspect.

Mr. SHEPPARD. Based upon your presentation, I concur in that, but by bringing your groups together, even though you had to elaborate on the present installation, I think you could do as good a job or better. You can tell me I am all wrong on this thing, but why? Heretofore in all of our scientific presentations there has been a very basic factor involved. We want our people close together for conferences. We want them compact, not scattered all over the country, and yet we find you here doing what I would say is a scatter job. If we build it, why not build it big enough to do a bigger job and bring them into a concerted area, even if we have to bring them from California. If proximity means anything, why don't we apply it?

Dr. KETO. This is the second point. The first point is the straightforward traffic load problem and the second point is the concept of

the team approach, the inner disciplinary requirement. We already have, as I indicated, 3,500 scientists and engineers at Wright-Patterson. This is already a considerable number of very advanced experts. We cannot keep these experts contributing unless they have research tools. They cannot do their work at Arnold. They cannot do their work at Ames. They cannot do their work at Langley. This is not just a matter of inconvenience, sir. This is a matter that today's problem requires this very intimate relationship of the tool and the man in close proximity. It is a very dynamic relationship.

I might use as a good example of this the research work that we have done at Wright-Patterson on the weightlessness problem. You have seen many pictures of this in Life Magazine and other periodicals, et cetera.

Mr. SHEPPARD. Sometimes too many pictures, but go ahead.

Dr. KETO. We have many pressures on us, sir, to do that flying out at Edwards; but every flight involved not only the Aero-Med people but involved fluid dynamicists from the propulsion laboratory, heat transfer experts from the flight vehicle power laboratory, the flight control experts from the flight control laboratory—these people all went aboard in a combined experiment in a body. We had people doing the calibrating and checking immediately before takeoff and then running the same comparative tests immediately after landing, to see what happened.

Now by virtue of what happened on that one flight they would have to modify for the next day's operation, or for the next afternoon's operation, you see. I mean we make a flight in the morning and reorient the experiment in the afternoon. We never know on these pioneering types of problems as to what type of expertness we are going to require next because we do not know what twist, what avenue our understanding is going to drive up on. We have to have this kind of relationship.

I agree completely, sir, with your thesis, that we build a capability around a facility but there is a limit to how many people we can have working with one facility. In other words, if we try to bring in all of the NASA experts and all of the other experts of the country—industry, universities, all using this one tool to try to accomplish the type of pioneering work that this tool will support, we would have serious traffic congestion. So it means that we not only have to break up the problem into manageable pieces from a traffic standpoint, but we also have to break up the effort into manageable packages from the standpoint of sizes of groups that are going to work with one facility.

We do have people from other centers that come in and join with our people to obtain the solution of their problem, just exactly in the same way that our people go from Wright-Patterson and join up with NASA people at Langley or Ames in terms of doing their work there.

Mr. SHEPPARD. Let me ask you this question. This particular institution and its people are going to operate in a field of analysis and evaluation and determine eventually what is good and what is bad. Am I right so far? But you have to have basic information that flows through certain subsidiaries, to wit, the operation in the field. You obtain certain information there. The field can resolve it up to a point. Beyond that point I do not think they have the capability of resolving it. That is what I think. I may be wrong.

Mr. KETO. This is not the pattern of modern research, no, sir.

Mr. SHEPPARD. Your answer is no, so that is it. You are in a far better position to know than I am.

The thing we are trying to avoid if we can is to get a consolidation of an activity of this character, again premised upon what our evidence has been from you people, that you always want to consolidate to the degree you can. Why? Because you find that to your advantage, instead of having your information dispersed too widely. It would appear to me from what information you gentlemen have given that you have a contribution that is essential.

I can understand that. Now the question is what are you going to do with the information when you get it? Are the people out at Edwards—I will use that as an example—capable of finalizing the solution of the problem? Are they or they not?

Dr. KETO. No, sir; they are not.

Mr. SHEPPARD. If they are not, obviously it has to go somewhere else for that determination. It is my understanding that is what this operation is going to do. The question is how much do you want to concentrate that, and how much can you concentrate it. At the moment I am under the impression from your testimony that you feel you are as compacted as you can be.

Dr. KETO. Yes, sir.

Mr. SHEPPARD. What you are testifying to now is going to live with you for the next 10 years. Don't forget that. I may not be here but somebody else will, and if you find that your scattered situation must be revised, I am inclined to think you might be in trouble.

Dr. KETO. Sir, I would say that we are complying with your philosophy here in terms of asking for this facility at Wright-Patterson rather than consolidating it from a facility standpoint at Arnold.

In other words, we have the people at Wright. We do not have the people at Arnold.

Mr. SHEPPARD. I just used Arnold as an example. Any other base would serve the same purpose.

One question before you leave that.

You are not in your presentation, confining your philosophy to the dollar potential as against the operation factor; are you? Do you find yourself in a position where you say you can get $7 million or $10 million and you cannot get $15 million? Is that influencing what I have been directing my questions to?

Dr. KETO. No, sir. We have made a very solid analysis of this facility. For instance, as Mr. Zonars indicated, the real heart of the problem is a very advanced electrical art. We have had Linde doing research and development work for us on this electrical arc for 3 years. This gives us confidence that we can accomplish this and we have taken all of the available machinery, the pumping equipment, the tunnel itself, and the building available from the old 10-foot tunnel and we have added the newer sections required to accomplish this sort of a facility and this is the best estimate that we can make on a positive and on an honest basis.

In other words, we might have come in here with a request for $5 million on the basis of getting a foot in the door, so to speak, in terms of getting it started at even more modest cost, but this is our best estimate of the amount required to put this into an operational status.

Mr. SHEPPARD. What is the method you people are going to exercise if this institution is funded. That is, if there is a transition of information from Edwards Base to your operation at Wright-Patterson? What is your method of transfer which you have to have?

Dr. KETO. Sir, it would be the reverse.

Mr. SHEPPARD. You are going to do it first?

Dr. KETO. We are going to do it first.

Mr. SHEPPARD. You send it out to them?

Dr. KETO. We send it out to Edwards and other places where it is required in the Command.

Mr. SHEPPARD. That presents a layman's question: If you have to operate on the basis of a flight to be made, say as of tomorrow morning from Edwards, do you mean to tell me that you are going to direct that program and flight from Wright-Patterson?

Dr. KETO. Sir, I do not know. The problems we are running into now at Edwards pertain to vehicles that are presently, or have been designed. They are trying to provide a tool here which will provide new information that applies to vehicles yet to be designed.

This is really a tool for the very initial, beginning aspect of research and development.

Mr. SHEPPARD. You do not do any of the refining of the results of testing for the purpose of correcting errors?

Dr. KETO. No, sir. That is not the purpose of this tool.

Mr. SHEPPARD. It has to be worked out at another level?

Dr. KETO. Yes, sir.

Mr. SHEPPARD. Continue with your presentation.

Dr. KETO. This is a diagram of the hypersonic shock front as it impinges on a missile nose or on the leading edge of the wing of an advanced vehicle. As I indicated in this diagram, the air mass outside of the shock front is in a normal, neutral status because of the temperatures of the shock front and extremely high velocities of the shock front. The gas immediately behind the shock front becomes highly charged and each particle is ionized. It is one of the purposes of this facility to examine this very new type of phenomena that we are getting into, and we feel that we can control the character of this shock front by applying electrical fields. This can be done to reduce the materials erosion problems we have on the nose of the vehicle as well as to reduce the temperatures of the skin of the vehicle, and therefore relieve the materials problems and the structural problems on these advanced vehicles.

It is the purpose of this tool to permit our nuclear physicists, our electrical engineering experts, our aerodynamicists, our materials experts, all collectively, to do research work with this tool to develop an understanding of this problem.

This will develop an entirely new technology and with a beginning understanding of that technology gained in that way, we will immediately go out and expand the program by contract with industry and universities on the outside, and we will have these people come in.

Mr. SHEPPARD. Just a minute. You can go out and expand it; you can also restrict?

Dr. KETO. Yes, sir.

Mr. SHEPPARD. In other words, basically speaking with this setup it is rather obvious to me that you can eliminate what is presently going on in a widespread field of research here by bringing this in?

Dr. KETO. Yes, sir.

Mr. SHEPPARD. By that device, you can take the research program as it presently prevails, and bring it down to a common denominator of understanding more rapidly?

Dr. KETO. Yes, sir.

In other words, our efforts will become more selective instead of becoming shotgun in fashion. We will go directly after the hard-core aspects of the problem and, to use a well-known expression, we will get a much higher payoff for the taxpayers' dollars that we spend for these contract efforts.

Mr. SHEPPARD. I can see where you can do it from an Air Force point of view, but at the moment we cannot do it for the other services equally well. Why not?

Dr. KETO. As I say, the reason we are asking for this opportunity is that we have the electrical engineers. We have the aerodynamicists.

Mr. SHEPPARD. I know that you have, but that does not mean that you cannot use what you have for the benefit of the others?

Dr. KETO. That is correct, sir.

In other words, if we start this effort at Wright-Patterson, we will certainly exploit the assistance of the other agencies and invite them to come in and work with us.

Mr. SHEPPARD. That is my point.

All of the other services should have equal rights with the Air Force in bringing their problems to this institution for solution on the same basis as the Air Force?

Dr. KETO. Yes, sir.

Mr. SHEPPARD. That is a full commitment for this expenditure?

Dr. KETO. This is the way we work now, sir. For instance, if you will permit me to go back to the zero-g program, we started out with half a dozen of these technical experts at Wright-Patterson to investigate that environment and at the present time we have North American, Convair, and the NASA people. We have the Navy people working with us on the use of this zero-g KC–135 doing this type of investigative work.

Mr. SHEPPARD. I have no further questions on this aspect of it as far as I am concerned, but I will admit that I have had the benefit of a little extracurricular briefing on this.

I am interested in the program with this reservation: That the compaction that you can do here and apply it universally to other services on an incremental basis should be done. In other words, I would be somewhat reluctant to build this exclusively for the Air Force, and I do not think that would be comparable with economy or good judgment because as long as you are within the same scientific field, there is no reason why that should not be dispersed to the other requirements of a parallel character.

Your answer is that it is going to be, and it has been.

I might say it has been to the degree of its present existence, but you are going to enlarge your ability by this expenditure, are you not?

Dr. KETO. Yes, sir.

Mr. SHEPPARD. Your degree of expansion is going to be spread on an equal basis; is that right?

Dr. KETO. Yes, sir.

ARNOLD ENGINEERING DEVELOPMENT CENTER, TENN.

Mr. SHEPPARD. Gentlemen, let us proceed to the next item which has to do with the Arnold Engineering Development Center in Tennessee.

I wish you would discuss briefly the four line items with the committee.

Colonel PARKHILL. Mr. Chairman, I can summarize this in very simple language. What we are trying to do with these four items is, first, alter the atmosphere dryers that supply air to the existing propulsion tunnels. This work consists of constructing a partition wall to divide the dryer into two parts which means that we can get a higher daily utilization out of the tunnels themselves.

Mr. SHEPPARD. If you feel there is need for elaboration in the record, please do so.

Colonel PARKHILL. Thank you, sir.

The second item would provide stronger windows in the existing 40-inch supersonic tunnel. Tests have been increased up to mach 6 and it has caused these windows to fail.

The third item would install existing steam accumulators.

There is an increased quantity of steam needed to maintain altitude conditions for the higher thrust rockets.

The fourth item would construct, in addition to the vertical rocket test cell, a facility to provide for storage and handling of liquid oxygen. This is needed for testing upper stage hydrogen fuel rocket engines.

Mr. SHEPPARD. What is the relationship between the gas dynamic wind tunnel and the gas dynamic facility we just discussed at Wright-Patterson?

Mr. DIETZ. The gas dynamic wind tunnel being discussed here in which we replaced the windows is a mach 1.5 through 6.5 wind tunnel with a maximum total temperature of 800° Rankine which is adequate to prevent liquefaction of the air when the air expands from the plenum section into the test section. The tunnel proposed by the ASD is a very high temperature tunnel proposed to simulate real temperatures at velocities up to 20,000 feet per second for examination of nonequilibrium gas effects.

Mr. SHEPPARD. Do you have any capacity in that field now?

Mr. DIETZ. In the very high temperature field?

Mr. SHEPPARD. Yes.

Mr. DIETZ. Only at intermittent tunnel capacity. The run times are in the order of 50 milliseconds. Tunnel A, for which the windows would be purchased, is a continuous-operating low-temperature tunnel.

CAPE CANAVERAL MISSILE TEST FACILITY, FLORIDA

Mr. SHEPPARD. Let us go to the next item having to do with Cape Canaveral missile test facility, Florida.

I wish you would tell the committee what you propose for each of these line items reflected here.

Colonel PARKHILL. First, we propose to construct a building to house an impact predictor and computor. The present structure is too small and is located in an area that will be in the toxic fuel danger area for TITAN II and other launchings coming up next year.

The second item will construct a building for the assembly, installation and check-out of explosive items that are used in missile payloads. I personally visited this site and inspected all of these, but particularly this one, and at present they are doing this work in scattered areas under violation of safety criteria. The rapidly expanding launch program makes it urgent that we eliminate this hazardous activity.

The third item is an alteration project where we will convert an existing transmitter building to a receiver building. Last year we moved the receiver site out to Malabar and now are proposing to move the transmitter back from the launch area into the old receiver building. This is a movement away from the launch area.

The fourth item will construct nitrogen and helium compressed gas storage and distribution lines to two of the complexes, 11 and 12. We have an expanded launch program here and we are using trailers to haul this compressed gas. This is all right for small-scale operations but it will not work for large-scale operations. It is too costly in terms of manpower and equipment.

The fifth item will provide an addition to the existing engineering building.

Mr. SHEPPARD. What consideration have you given to transferring some of the workload from the Cape Canaveral Missile Range to the Pacific Range so as to obviate construction of this type which is based solely on expanded requirements at Cape Canaveral? That is the way I assume it will be done, from your justifications.

General CURTIN. I do not believe I have a good answer offhand, that I am knowledgeable about. I know that these operations are reviewed and I know the work is scheduled and analyzed. I will furnish that for the record, Mr. Chairman.

Mr. SHEPPARD. While you are doing that, do the same thing as far as the transfer potential to the Gulf Missile Range is concerned.

General CURTIN. Yes, sir.

(The information follows:)

The Air Force continually evaluates and uses, as appropriate, the unique advantages of each of the national ranges available for the research and development of aerospace vehicles. For the most part, the development of future national space launching facilities is for the exploration of space within and beyond the orbit of the moon. Launches from the Atlantic Missile Range for earth orbital, lunar, and interplanetary operations take maximum advantage of the earth's rotational speed and the ecliptic plane, which is defined by the earth's orbit around the sun. All of the planets of the solar system lie in or near this plane and the most economical flight paths from earth to the planets also lie in or near this plane. Cape Canaveral approaches within 5 degrees of the ecliptic plane once each day and at that time permits these ideal launches. Although Eglin Air Force Base also lies close to this plane, in order that maximum advantage can be taken of the earth's rotational speed, the launches must be made over the peninsula of Florida. Although launches of this type are not impossible, aside from the obvious hazards, the duplication of technical equipment needed would be an unnecessary additional expense. Consequently, any earth orbital or cislunar operations from the Eglin Range are not considered practical.

A similar situation exists for the Pacific Missile Range and Vandenberg Air Force Base. Although the geographic location of Vandenberg provides ideal conditions for Polar orbits, it presents even greater safety problems in southeasterly launches than would be encountered from launches at Eglin. A similarly important consideration is that the Vandenberg complex has been developed and oriented toward ballistic missile/space system suitability testing and operational readiness testing, in contrast to the research and development activities at Cape Canaveral.

With respect to the Eglin complex, utilization of the present capabilities is expected to continue and probably increase in support of our testing of limited war, air defense, and tactical weaponry systems. Eglin's geographical and technical data acquisition capabilities are well suited for expanding test requirements such as these.

COOLIDGE AIR FORCE BASE, ANTIGUA ISLAND, BRITISH WEST INDIES

Mr. SHEPPARD. Let us go to the next item having to do with Coolidge Air Force Base.

What is the need for these two line items you are requesting here?

Colonel PARKHILL. The first item will establish a new transmitter complex which will establish this Antigua-Coolidge field complex. This is a major relay point on the long-range radio circuit and the present transmitting site has no expansion capability. We will use the existing building when it is abandoned as a control center for the DYNA-SOAR program.

The second item will construct an 800-square-foot addition to the receiver building and a new antenna foundation. This is for new and more effective receiver equipment.

Mr. SHEPPARD. What is the status of the base rights required for this installation at the present time?

Colonel KELLY. The base rights have been signed off and the survey has been completed and coordinated and agreed to.

Mr. SHEPPARD. In other words, there is no difficulty with the base rights?

Colonel KELLY. No, sir.

Mr. SHEPPARD. What is the relationship of this communication to the DYNA-SOAR program?

Colonel KELLY. Mr. Chairman, to associate the arterial type communication system of the range with one weapon system is extremely hard. This system will be used by all weapon systems, including DYNA-SOAR.

MELBOURNE STATION, FLA.

Mr. SHEPPARD. The next item is Melbourne Station, Fla.

What is the requirement for this instrumentation station, and what is the status of the equipment proposed for this location?

Colonel PARKHILL. We are proposing a 10,000 square foot building with a powerplant with utilities and antenna foundations.

That is a modernization and expansion to match the new launch programs.

The present facilities are inadequate and cannot be expanded as they are in the area of the large booster danger zone. The equipment is programed to phase in with this construction.

Mr. SHEPPARD. Is the equipment developed, or is it in a state of being developed as against an off-the-shelf item and unavailable?

Captain KORETZ. The equipment proposed to go into this facility is essentially off-the-shelf equipment.

WIDEAWAKE FIELD, ASCENSION ISLAND

Mr. SHEPPARD. The next item has to do with Wideawake Field.

This appears to be a very intelligent item here and I wish you would discuss with the committee the requirements for each of these line items.

Colonel PARKHILL. The first item is one where we will construct pads and antenna foundations and electrical connections and access roads for three sites to support a radar doppler trajectory measuring equipment needed for the ADVENT program.

The second would construct a receiver building to support new equipment required to receive communications from the South African station.

Mr. SHEPPARD. Why is it necessary for this particular station to be expanded so as to cover the Indian Ocean?

Colonel KELLY. Long range shots, for example ATLAS, are going into the Indian Ocean. Ascension used to be the terminal of the range. The terminal now is Pretoria, South Africa, and we have already, in the past, had shots going into the Indian Ocean plus global aspects we have recently gotten into.

BROOKS AIR FORCE BASE, TEX.

Mr. SHEPPARD. Let us pick up the next item having to do with Brooks Air Force Base, Tex.

I wish you would explain for the benefit of the committee what you propose with this research laboratory at Brooks.

Colonel PARKHILL. This addition to the research laboratory at Brooks will be a laboratory for biological research in connection with manned-space systems. We have Colonel Wise here to speak to that. He is an expert in this area.

Colonel WISE. This program at Brooks is to carry out the School of Aviation Medicine responsibility to prevent harm coming to flyers from various causes, such as hazardous fuels, chemicals, radiation, and things of that type.

To carry out this mission, we find that we must be able to do research in clean, noninfected, or noninfectible quarters. We have gotten our experiments down to such a level that any dust or micro-organism in the air besides those we put in the air will have the effect of destroying our experiments.

Mr. SHEPPARD. If this is a part of the problem, why do you not move into a dust-free area?

Colonel WISE. We are talking about dust much finer than the dust you are referring to, Mr. Chairman. These are all positive pressurized.

Mr. SHEPPARD. How does this compare with work proposed to be done at Wright-Patterson?

Colonel WISE. There are no facilities at Wright-Patterson for doing this same type of germ-free, dust-free work, micro-organism, single-cell level.

Mr. SHEPPARD. I presume you checked into this?

What similar activity is being carried on at other military installations, with particular reference to NASA?

Colonel WISE. NASA has no facilities along this line. There are similar facilities available to the Army, primarily at Camp Dietrich and at the Chemical Center at Edgewood. These programs of the Army are directed toward BW and CW, chemical warfare. There are similar facilities located in the Public Health Service for disease studies, and in all laboratories doing work on diseases, minor facilities of this type are required.

Mr. SHEPPARD. What have you been doing to meet these requirements in the past?

Colonel WISE. We have been doing only a minor amount of work and this has been done in hoods where one man can work in a closed environment by sticking his hand through a hood, or a workbench with a hood on it, where the air is controlled.

Mr. SHEPPARD. It might be well for you to insert in the record the difference between last year's presentation on Wright-Patterson capability in this field, and what appears to be needed to meet the requirement this year.

General CURTIN. Yes, sir.

(The information follows:)

Note has been taken of last year's testimony with reference to aviation medicine research laboratories at Wright-Patterson Air Force Base. While facilities at Wright-Patterson like those at Brooks are designed to support research in the broad area of aerospace medicine, the kind of work done is generally dissimilar. The Aerospace Medical Research Laboratories at Wright-Patterson perform research aimed primarily toward determining human tolerance to hazards in aerospace environments and for application in development of equipment to either protect man from these hazards or to eliminate the hazards from Air Force weapon systems. The work at Brooks is oriented toward the more fundamental question of determining the exact mechanisms in the human organism through which injury occurs or is first evidenced with the object of altering its course or harmful effect. The proposed Brooks facility is essential for providing the rigorously controlled atmosphere needed for these kinds of studies.

The facility at Brooks represents a unique capability in the Air Force. Studies to be done at Brooks require continuous, long duration and precise atmosphere control. The highly antiseptic conditions essential to research on fundamental biochemical changes in tissues and micro-organisms cannot be obtained in other Air Force laboratories.

The Aerospace Medical Research laboratories at Wright-Patterson and the School of Aerospace Medicine laboratories at Brooks are managed by a single AFSC agency, the Aerospace Medical Division. A prime objective in establishing this Division was to integrate all aerospace medicine research in the Air Force in order to best use resources in a coordinated effort to solve Air Force problems. In the course of work at Wright-Patterson to integrate man into weapon systems and to provide for his protection, the need frequently arises for information on the physiological mechanisms underlying requirements for protective devices. The facilities at Brooks are then employed to obtain the needed information. A continuing program of research into biological reactions to stresses of the aerospace environment is carried out in the Brooks laboratories. Results of these investigations are made available to and are applied by the organizations at Wright-Patterson to improve human performance and protection.

EDWARDS AIR FORCE BASE, CALIF.

Mr. SHEPPARD. Let us pick up the next item having to do with Edwards Air Force Base, Calif.

Please tell the committee what you have in mind for each of these three items.

Colonel PARKHILL. The first would provide an addition to the physiological science laboratory. Actually, the purpose of this fa-

cility is to support the program crew training for the X–15, RS–70 and DYNA-SOAR programs. The present facility is too small and we are proposing an addition.

We have about half of the required space.

The second item will provide for installation of eight chemical propellant temperature- and humidity-conditioned chambers at the static test site.

These are needed for testing chemicals, for liquid and solid propellants.

The third item of construction activity is a change at the static test site for the development of rocket engines.

The chamber will simulate extreme temperature ranges, space altitude and vibrations.

Mr. SHEPPARD. How are you doing this work at the present time?

Colonel PARKHILL. On the first item we are doing the work in a very limited facility. We have only half the required space and, with the expanded flight program, the necessity for additional crews, we need to expand the first item.

As to the second and third items, I would like to call on our expert in that field.

Mr. Chairman, he does not appear to be here.

With what limited information I have, this is an expansion of capability at the static test site. This is a modernization, refinement, and improvement of what we have there now.

Mr. SHEPPARD. Please elaborate on your answer in the record.

Colonel PARKHILL. Yes, sir.

(The information follows:)

PROPULSION ENGINE RESEARCH ENVIRONMENTAL FACILITY

This work is not now being accomplished. The work stems from a new requirement, imposed by the development of large solid-propellant booster and upper stage motors, satellites, and advanced maneuvering orbital and space systems. Rocket propulsion applied research in this area is vitally needed to provide for optimization and improvement of existing flight-weight solid rocket systems, and to improve the reliability and performance characteristics of advanced solid rocket propellant formulations and motor hardware. The effects of prolonged soaking in a space environment (vacuum combined with temperature and vibration cycles) must be determined and the resulting problems overcome in this terrestrial test facility. The only alternative is to produce failures in the flight regime. This is altogether too costly in time and dollars and does not provide the necessary controlled conditions to discern cause and effect.

PROPELLANT RESEARCH DEVELOPMENT CHAMBERS

This work is not being accomplished at the present time. Today's systems use kerosene and liquid oxygen or nitrogen tetroxide, the characteristics of which are fairly well known. There is no facility capable of "accelerated aging testing" of advanced propellants. Earth and space storable weapon systems dictate a new requirement for this facility. Future weapon systems will use advanced storable propellants and will impose new operational requirements on the propellants—that of long-term earth and space storability. These propellants must therefore have known performance and stability characteristics after long-term storage in their operating either on earth or in space. The propellant research development chambers will provide the required test capability for the research and development of advanced propellants and for the full documentation of existing rocket propellants. This is necessary to provide an engineering base for estimating and determining propellant storability, stability characteristics, and shelf life. The present practice is to instrument drums and tanks of propellants and record temperature fluctuations as they occur. Obvi-

ously, only ambient conditions can be covered with this technique. Provision is made, therefore, in both flight and group support systems, to hold propellants within severe temperature limits. This imposes a penalty on performance of the propulsion system, and reflects adversely on the cost of facilities and ground support systems. This facility will provide valuable data resulting in increased propellant performance, longer shelf life, and improvement in storability and stability characteristics.

Mr. SHEPPARD. What is the status of the plans for the propulsion engine facility?

Colonel LATSON. The propulsion engine facility is 5 percent, Mr. Chairman.

Mr. SHEPPARD. What is the time element involved for completion?

Colonel LATSON. Completion of design will be in November and we expect a contract award probably in January or February.

Mr. SHEPPARD. The committee will stand adjourned until 10 o'clock tomorrow morning.

THURSDAY, MAY 3, 1962.

EGLIN AIR FORCE BASE, FLA.

Mr. SHEPPARD. We will convene the committee and take up the first item which is Eglin Air Force Base, Fla.

What is the requirement for the special research structures you are requesting here?

Colonel PARKHILL. Sir, the requirement is tied to an increased program for space probe shots. We expect to double our program in the time period involved and we need to construct test and storage buildings, roads and utilities at Santa Rosa Island which is 15 miles south of Eglin.

Mr. SHEPPARD. What are you using for this function at the present time?

Colonel PARKHILL. We have some facilities. The purpose of this program would be to add to what we have, to expand the facilities and take care of the doubled-up program.

Mr. SIKES. I want to ask particularly about the utilization of the Gulf Missile Range rather than this particular project. The Government has spent $50 million developing the Gulf Missile Range. It is a comparatively short range and I realize that is one handicap. It is a 400-mile range, which is pointed right at Cuba, and possibly the Department of Defense is reluctant to incite Castro propaganda by utilizing the range to full extent. However, we have a lot of money invested in this range and it isn't working but about one-half its capacity. We continue to add to the workload at Cape Canaveral and Vandenberg. I have no quarrel with adding to those facilities, but the facilities at both the Atlantic and the Pacific ranges are very crowded and the additional activities there run into a considerable amount of money, partly because of that congested situation. It would appear to me that a greater effort should be made to utilize the Gulf Missile Range which has cost considerable money, and which is utilized to such a limited extent. I wonder if there is anyone here who can discuss that matter.

Colonel PARKHILL. As you pointed out earlier, the Gulf Missile

Range is limited in its length for obvious reasons. The Air Force activity there is restricted to the small rockets that are used for a very highly specialized space testing. It is doubtful we could go into larger rockets without getting involved in such things as Cuba.

Mr. SIKES. Certainly the Air Force knew we were going to have this condition when the range was built—other than for the change in government in Cuba. Even in friendly hands you would have as much concern about dropping missiles on Cuba as you have now. So the same limitations existed at the time the range was built that exist now.

Surely you anticipated a use for it when it was built. Why do you spend $50 million on a range that you now find you cannot use but a small part of the time? It doesn't appear to be good judgment. You should review your requirements and determine if you are in fact using it to the fullest extent possible. I don't think you are.

I want you to prepare a report to the committee on this matter. I doubt that you are prepared to go into it fully now, but I am trying to secure information. This matter needs reevaluation.

General CURTIN. We are required to put into the record a summary of Air Force efforts to divert work, particularly from the Atlantic Range to other ranges, including the Gulf Range. I think it would be appropriate to include it in that statement if it is agreeable with you.

Mr. SIKES. I would appreciate that being done.

(The information is set forth on p. 467.)

My point, Mr. Chairman, is that both the other ranges are badly crowded. It would seem to me this largely unused range should be utilized to a greater extent and that it would be to the advantage of the Government to do so. Certainly, a substantial saving in dollars would result.

Mr. JONAS. Did I understand you correctly, General, to say the Air Force is now diverting some activity from Canaveral?

General CURTIN. No, sir. We were asked yesterday to insert in the record, Mr. Jonas, a statement of the review that the Air Force made of work at Cape Canaveral to insure that work that could be more appropriately accomplished at the Pacific Missile Range and the Gulf Missile Range was so accomplished and that we were not unduly concentrating work at the Cape.

Mr. JONAS. That seems a little strange to me, since I have just finished a hearing in another subcommittee where NASA officials justified or attempted to justify a request for a substantial amount of money for this next fiscal year to expand Canaveral by buying 13,000 more acres, and one of the bases on which that justification was made was that you didn't have enough room there for your activities.

General CURTIN. We were not intending to imply that we were prejudging the case. We were just asked to submit a summary of the reviews to which these activities had been subjected.

Mr. JONAS. Well, you are in cooperation with the NASA people for expanding activities at Canaveral, aren't you?

General CURTIN. Very definitely, sir, in a detailed way.

Mr. JONAS. And in a substantial way, I might add.

General CURTIN. Yes, sir.

Mr. JONAS. That is all.

HOLLOMAN AIR FORCE BASE, N. MEX.

Mr. SHEPPARD. We will go to the next item which is Holloman Air Force Base.

What is the requirement for a bioastronautics laboratory addition here?

Colonel PARKHILL. This is an expansion for the housing of animals used in space flight testing. This is required to keep up with the increased space launch program.

Mr. SHEPPARD. How does this requirement compare to the similar activity at Edwards Air Force Base?

Colonel WISE. There is no comparison that can be made between Edwards Air Force Base and Holloman Air Force Base.

Mr. SHEPPARD. What work of this type is being done by NASA, if you know?

Colonel WISE. About half of this program is being funded by NASA.

Mr. SHEPPARD. In other words, the relationship and requirement is so close, there is no duplication being effected by and between NASA and yourself; is that correct?

Colonel WISE. That is correct. This is a coordinated program.

LAURENCE G. HANSCOM FIELD, MASS.

Mr. SHEPPARD. Hanscom Field, Mass. How is this laboratory any different from the one presented to Congress last year for which funding was denied? What is the story?

Colonel PARKHILL. We have Major Mosier here from the Office of Aerospace Research.

Major MOSIER. Sir, the facility is the same as we were requesting last year. The urgency of the situation is much greater at this time because of the increasing data processing and computational requirements that we have. We have 13 laboratories there and they give us a unique capability to collect and generate militarily significant information in the electronic physical area, electrophysical and geophysical sciences area. This information is generated by research in the various research laboratories, field expeditions, radio astronomy and other electromagnetic propagation links. Information about the environment in and through which the Air Force must operate is collected on telemeter tapes from highly instrumented balloon and missile flights and satellites. This information is no good to us unless we can reduce it and put it into a usable form. We need this facility to give us a capability to reduce this to a usable form so that we can use it in our Air Force scientific program.

Mr. SHEPPARD. In other words, under existing provisions you have no capability of using this data?

Major MOSIER. Our capability is insufficient. We have an IBM 650 computer which we are sharing with the comptroller on the base. Primarily the rest of our large scale computational requirement is met through contract and we are having trouble keeping up with our requirements, even on a contract basis.

Mr. SHEPPARD. What is wrong with the contractors? If you have contractors and you make a contract, why can they not keep the contract?

Major MOSIER. There isn't enough computation time available, sir, of the type we need of the large digital computer type.

Another requirement is that for much of this information we need, what we call a real-time capability in-line, where we are generating the information that needs to be fed as it happens, directly into a large computer through appropriate processing equipment, of course. This is practically impossible—we are limited to contractor channels unless we set up——

Mr. SHEPPARD. How much are you behind in your workload down there now?

Major MOSIER. I cannot give you a definite figure. I can give you the information on programs.

Mr. SHEPPARD. The information on programs will be an accumulative requirement, but we would like to establish the percentage of workload you are behind. Using a figure of 100 for the requirement, you have a certain percentage as a backlog there, and I presume you have had or else you wouldn't be in trouble. Is this a reasonable assumption?

Major MOSIER. I will get that information.

Mr. SHEPPARD. If you will, please.

(The information follows:)

The backlog has been, and is expected to continue, increasing as a result of increased work of a data collection nature in the atmosphere and in space. In recent months this backlog has fluctuated around 60 percent, the amount in any 1 month being dependent on the availability of the required type of computer time at the various contractor computer installations, and the variable rate of accumulation of scientific data which needs reduction and computer analysis. The largest part of the backlog is in that data which requires a large scale digital computer for its analysis. This backlog, in terms of delay in analysis of such data, represents an average of 4 to 6 months from the time the data is presented for reduction to completion of analysis, depending on the priority of the project.

Mr. SIKES. Where are you doing the work now?

Supply that for the record.

(The information follows:)

During fiscal year 1962 contracts in support of scientific computations have been made with the following organizations: Research Calculations, Inc., and Wolf Associates, Boston, Mass.; Radio Corp. of America and Mitre Corp., Burlington, Mass.; CEIR, Inc., Cambridge, Mass.; General Electric Co., Lynn, Mass.; AVCO, Inc., Wilmington, Mass.; Sperry Rand, Minneapolis, Minn.; IBM Service Bureau, New York, N.Y.; and Electronic Associates, Long Branch, N.J.

Major MOSIER. It is being done in the Boston-New York-Minneapolis areas.

Mr. SIKES. By contract?

Major MOSIER. By contract; yes, sir. There is $1,045,000 on contract this year for computational support.

Mr. SIKES. Do you propose to make this an in-house capability?

Major MOSIER. We need to make it an in-house capability.

Mr. SIKES. What will be the comparative cost of doing it with in-house capability?

Major MOSIER. Sir, the comparative cost on that—and we are at the present time using one shift of large-scale computer time of the IBM 7090 or Philco 2000 type equipment—the approximate cost for that computer rental would be $712,000 a year. If we add some personnel operating costs of, approximately, $120,000, we come up with a total cost of $832,000 a year.

Mr. SIKES. Plus cost of the building?

Major MOSIER. Plus cost of the building.

Mr. SIKES. You do not have a good amortization picture, so what is the compelling reason for this?

Major MOSIER. I can give you the amortization.

The comparative rental time of one shift at a contractor's facility, and if we can get the full time, is $1,560,000.

Mr. SHEPPARD. I missed a word there.

Major MOSIER. If I could get the time at one contractor's facility, it would be $1,560,000.

Mr. SHEPPARD. Why $1,560,000 when you are getting it now for $1,045,000?

Major MOSIER. I beg your pardon?

Mr. SIKES. I understand it is now costing you $1,045,000.

Major MOSIER. I am talking about this year being $1,045,000. We anticipate an increase of 50 percent in our requirements for next year. This amortization is based on this fiscal year 1963 project program. This leaves us a savings, shall we say, of $728,000 a year.

Mr. SIKES. Why should there be a 50-percent increase in 1 year? What are you going to do that will result in a 50-percent increase in 1 year?

Major MOSIER. A large part of this is the additional data that we are getting in as a result of increased missile flights, the geophysical field information, the data being generated at the laboratories. We have all this information coming in and we need a capability to process it. In addition, we need the capability to process it on a real time inline basis and by real time I mean some of this data has to be processed at the same time as it happens. This is difficult to achieve in a contractor facility. It is very expensive, too. This, plus the additional workload, is the reason we need the facility very badly.

Mr. SIKES. That is all, Mr. Chairman.

Mr. SHEPPARD. Mr. Jonas.

Mr. JONAS. Will you propose to cancel out these contracts if you get this facility funded?

Major MOSIER. Some of these contracts certainly will be canceled out.

Mr. JONAS. But not all of them?

Major MOSIER. I cannot give you a flat statement on how much but——

Mr. JONAS. That brings in the question of your justification.

Major MOSIER. We will use this equipment to its fullest extent and we plan to have this cancellation of contracts as a saving.

Mr. JONAS. Can anyone tell us whether all these contracts are to be canceled if this facility is to be built, or is it contemplated that you will keep on paying out money on the contract.

Major MOSIER. No, sir; it is not contemplated to keep on paying out this money on contracts.

Mr. JONAS. What do you plan to do, rent the equipment or buy it?

Major MOSIER. The large-scale digital computer will be a rented item. This is the item I discussed earlier.

Mr. JONAS. What will the rental cost?

Major MOSIER. It is $712,000 a year.

Mr. JONAS. As a matter of fact, then, about the only thing you accomplish here is having a building on the field instead of having your work done off the field; is that right? You would save money that way?

Major MOSIER. Yes, we will save money that way sir, but also the other reason, it will also save money because of more efficient use of our scientists' time and in increased capability to accomplish research requiring an in-line real-time capability that will otherwise be limited.

Mr. JONAS. You are talking now only about one section of a 3-wing building, are you not? This is not the whole program?

Major MOSIER. At this time we are asking for the computer facility.

Mr. JONAS. I know, but it is only the central wing of the laboratory as planned, is that not correct?

Major MOSIER. In a long-range planning sense; yes, sir.

Mr. JONAS. What will the total cost be?

Major MOSIER. We have only made the provision in the building design to be able to add onto the building in case it is necessary at a later date, because of any expansion of the research program.

Mr. JONAS. The justification says:

Specialized scientific computation facility planned to be the central wing of a larger laboratory known as sciences laboratory.

Major MOSIER. That was correct, sir. What has happened since then is that initially we wanted this as a part of an overall facility. We have broken it out as a separate facility because we need this immediately and very urgently. The other is long range—if our program expands to the point where it could justify it.

Mr. JONAS. That was a decision made after this justification was prepared?

Major MOSIER. I cannot answer that question.

Mr. JONAS. This equipment that you have here is pretty heavy, isn't it?

Major MOSIER. Some of it is, sir.

Mr. JONAS. You plan to utilize the first floor of this two-story building for the equipment?

Major MOSIER. The engineers, sir, I think are better qualified to speak to that.

Colonel LATSON. What was the question again, sir?

Mr. JONAS. Is it appropriate to have a two-story building for this sort of work?

Colonel LATSON. Yes, sir.

Mr. JONAS. What will you have upstairs?

Colonel LATSON. I do not have the actual equipment layout.

Major MOSIER. What we plan to have upstairs is the lighter weight equipment and the personnel who will be processing the data. The data processing equipment is smaller and this would certainly be put upstairs.

Mr. JONAS. I assume one of the reasons for the high cost is that it has to be massive construction.

Major MOSIER. Another reason is the special environment computer systems have to have. Air conditioning, humidity control, and that type of thing.

Mr. JONAS. $38 a square foot is pretty high, isn't it?

Colonel LATSON. This is a two-story steel frame building with basement and utility space. All floors and roof are concrete. We have masonry walls and prefabricated insulated panels.

Mr. JONAS. Are you contemplating a utilities system that would take care of the entire facility or just this wing?

Colonel LATSON. This would be just for this wing, sir.

Mr. GIBBENS. The utilities for this building will come from a central plant. The heat and air conditioning both will come from a central plant and the utilities you see here are the connecting elements only for this wing.

Mr. JONAS. This is the central plant, isn't it?

Mr. GIBBENS. I am speaking of a central heating and air-conditioning plant, sir. This is the actual computation laboratory.

Mr. SHEPPARD. Will this be a one, two, or a three-shift operation?

Major MOSIER. Initially it will be one shift—I am talking now of the large-scale digital computer—we will soon be able to use it in excess of one shift. Within a year or so we will be going to a two and probably more shift basis.

Mr. SHEPPARD. How many shifts are you operating now?

Major MOSIER. Right now, sir, we are contracting out pretty much. We give the job to the contractor and he sets the schedule. We feel we have the workload which, if put on one machine, would approximate one shift.

Mr. SHEPPARD. How much in-house operation do you have, taking a factor of 100 percent for the workload retirement? What is the percentage? If you do not have it, supply it for the record.

Major MOSIER. As far as the computational effort is concerned, we have very little in-house because we only share this IBM 650 computer with the base comptroller, so that practically all of our computational effort is on a contract basis.

(Additional information submitted at a later date follows:)

The in-house computer operation, which is used to the fullest extent, provides for less than 10 percent of the computer requirements. Furthermore, approximately 75 percent of the scientific problems which require computer support are of such complexity that they cannot be solved efficiently on the equipment presently available in-house.

Mr. SHEPPARD. Does the base comptroller usually handle that type of equipment?

Major MOSIER. It is a very small computer, a general-purpose computer that can be used for accounting as well as general computations. If we want fast work or a large memory, it is not sufficient. This is why we have had to go to the large-scale contracting facilities, in addition to large workload.

Mr. SHEPPARD. Are you securing one large enough to do the work?

Major MOSIER. Yes, sir.

SACRAMENTO PEAK UPPER AIR RESEARCH SITE, N. MEX.

Mr. SHEPPARD. We will go to the next item, the Sacramento Peak Upper Air Research Site.

What are you proposing with this small request of $45,000?

Colonel PARKHILL. At the present time if they have to repair the precision optical equipment that makes up the solar telescope they

have to do it right on the floor of the observation room, which means they have to shut down operations.

We propose a small addition here so they can do the necessary maintenance work and operate their solar observations at the same time.

Mr. SHEPPARD. Your justifications show you have a shutdown requirement. I do not know what motivates that factor, why you have to shut down, but apparently that is reflected in your requirements.

Colonel PARKHILL. Yes, sir. During the maintenance and testing of the equipment they have to shut down the observation activity because it is all in one room.

Mr. SHEPPARD. What has been the loss in operational time in the last 12 months due to shutdown? If you do not have that, provide it for the record.

Colonel PARKHILL. We will provide that for the record.

(The information follows:)

The time lost due to maintenance under the present conditions is about 20 percent. Most of this time would be saved if the addition to the solar sciences laboratory were available so that maintenance work could be performed without interference to the observational program.

SPACE FACILITIES

DYNA-SOAR

Mr. SHEPPARD. We will now discuss DYNA-SOAR. You have this program in several locations. I wish you would break that down for the committee, and I want it by line item. For each of these locations, tell us specifically what you have in mind in projecting your requirements for them.

Colonel PARKHILL. I would like to point out we should talk about these two items, the $12 million item and the $30 million item together because they are completely interrelated in that the DYNA-SOAR vehicle is dependent upon the large-scale boosters for launching.

The DYNA-SOAR portion of this would involve around $1 million for facilities for the development of a glide vehicle.

Mr. SHEPPARD. You say around that. Does that mean that you don't know?

This is one place where we want to know where the dollars are going. Do you have that information available?

Colonel PARKHILL. Yes, sir. Based on current studies, we have the following for DYNA-SOAR at Atlantic Missile Range. A missile assembling building, $140,000. Flight simulator building, $170,000. Missile guidance station, $114,000. A shop service facility, $92,000. That is a total of $516,00 at the Atlantic Missile Range.

At Edwards we will construct a propulsion research lab for $71,000, a test range, a special addition, $98,000. A total at Edwards of $169,000.

At San Salvador Auxiliary Field, a missile guidance station for $136,000.

At Coolidge, Antigua Island, a missile guidance station, $87,000. That is the total for the DYNA-SOAR exclusive of the TITAN III requirements.

Mr. SHEPPARD. What is the status of your planning in this overall operation?

Colonel PARKHILL. We haven't let any contracts yet.

Where are we in our studies?

Colonel VILLONE. In response to your question, Mr. Chairman, the status of the DYNA–SOAR program in December 1961 the Secretary of Defense approved the Air Force plan to use the TITAN III booster which you see in front of you. This will boost the DYNA–SOAR glider into orbital flight.

Colonel GAINER. I would like to give you a little background on the status first, since both of these programs are very closely linked together.

Back last October the Air Force completed a study and submitted it to the Department of Defense, on the TITAN III launch vehicle. I specifically address myself to the TITAN III which is a standardized space launch vehicle.

At that time the Department of Defense did not approve the TITAN III as a vehicle for space launching for the next decade but rather they have indicated we should go into a study effort to determine the cost, the performance of the vehicle, the configuration that we intend to use, and establish our contractual base as well as establish a military organization to handle it. With these as the objectives we are now coming into focus with the proposed system package program which is currently being air staffed and subsequently, hopefully this month, this program will be submitted to the Department of Defense for approval. We have identified the cost as best we can at this particular time. We do not have our construction contractors and the solid motor contractor on board, which is a large portion of this vehicle.

We are using the TITAN II ICBM as the basic core of the vehicle. This will actually have four stages. The first stage will use solids. The second and third stages are the two stages now used in the TITAN vehicle. We are also going to incorporate what we call advanced stage as an upper stage for the vehicle. This vehicle will have a multiple-mission capability, not only for escape type and in synchronous orbit misisons but also capable of performing the DYNA–SOAR earth orbit type mission.

The TITAN III therefore will be an all-purpose vehicle; solids strapped on each side. These solids will be 120 inches in diameter, the same diameter as the TITAN core.

Mr. SHEPPARD. Is that what you referred to as a third stage?

Colonel GAINER. The solids would be the first stage. This would be the second stage, the first stage of the TITAN II [indicating]. The second stage of the TITAN II would become then the third stage and the fourth stage would be located here [indicating].

Mr. SHEPPARD. Where are you at the present time in regard to the advanced stage to which you refer? How many are in a state of availability?

Colonel GAINER. None are in a state of availability at the present time.

Mr. SHEPPARD. In some cases you have not even selected a contractor; is that correct?

Colonel GAINER. That is correct, sir.

Mr. SHEPPARD. I am going to address myself to General Minton on this because of the construction aspect of it.

Are we not getting into problems similar to the ones we have encountered previously by anticipating an operation without having it resolved to a common denominator? Am I right or wrong, sir?

General MINTON. To a certain extent, yes. In some of these facilities where we are asking for money, they are pretty much routine facilities.

Here, I think we are again in the position where we have to take a calculated risk on it. If we can provide these facilities ahead of time so we can meet the schedule that has been given to us by the construction people for the balance of the hardware that they are putting together, OK. If we have to slip it for another year and they do come up with the hardware on the thing, it won't be so good. We may have it completed as far as facilities are concerned a bit ahead of time before this hardware comes.

Mr. SHEPPARD. If we do, we will have to anticipate the repetition of the "boys with the black box" philosophy, and tear it up and do it over again.

General MINTON. There will probably be some changes. I have no idea what they may be. I do not think anybody else does. I think we have learned a bit in the last 2 or 3 years in the construction of facilities such as this.

The TITAN II, the two stages of it, we are building facilities for now, such as fuel storage facilities and so forth. We know what that is going to be. The solid propellant here is just bigger than the solid propellant we are using for the MINUTEMAN and we know what those problems are going to be.

I do not know what they are talking about in the so-called third or fourth stage of it, but it is going to be comparatively small in size.

Mr. SIKES. Will the Chairman yield?

Mr. SHEPPARD. Yes.

Mr. SIKES. Is this large solid propellant booster one for which a contract has been under discussion for the last year and has not yet been awarded?

Colonel GAINER. No, sir. Only recently did we send out requests for proposals. As a matter of fact, this was in February and we received proposals back from four contractors.

Mr. SIKES. Who were they?

Colonel GAINER. There were four: The United Technology Corp., Aerojet General, Theokol, and Lockheed Propulsion.

Mr. SIKES. That is the same one. We have been talking about this thing for a year around here.

I understand a decision has been reached on the contract, but it probably will be another week or so, before it is announced.

Colonel GAINER. Sir, I do not know about the decision being made, but this has been submitted to the Department of Defense. I have no information on that.

Mr. SHEPPARD. The thing that motivated my comment was based upon the fact that I and members of the committee have been invited

to go out to the firing of this on the 12th of this month which is the smaller stage. The smaller stage aspect will take place on the 12th and if my memory serves me correctly, the second test is to be fired about a month or 8 weeks later.

Mr. SIKES. In any event, the contract has not been awarded; is that correct?

Colonel GAINER. That is correct. As a matter of fact, we do not have program approval at this time and the point I wanted to stress is that this is a unique program to the extent the Department of Defense has taken 6 months of steady effort to come up with a configuration of performance and cost.

Many times we have gone into programs a lot faster than we have with the TITAN III program and therefore we feel that at this stage we are better equipped than we have been in many new programs in the development effort to identify the things essential to a program.

Mr. SIKES. Mr. Chairman, if you will yield further, I think this committee needs to know more about what is proposed. I am told on good authority that the successful applicant is not by any means the low bidder. I think that this committee ought to have more information about the matter before we vote any funds.

General MINTON. Can we arrange for the convenience of the committee to get some people over here?

Mr. SIKES. In fact, I am told the proposed contractor is third from the lowest bid, out of the four applicants. I would like to have more information about this.

Mr. SHEPPARD. I think your approach is definitely in keeping, and at the moment this presents a problem as far as I am concerned.

This job has not yet been fired, and that I know. You are going to have a firing on the 12th, and at that time either the bugs, or the success of the firing, will be quite evident. It is rather obvious to me that, before any contract of this character is let, you will want to know what are the bugs evidenced in the firing. Is the firing a success or not? From that result and the costs involved, if it is a success, there would be a pattern of procedure on which analysis could be applied in the awarding of the contract.

Colonel GAINER. Mr. Chairman, we have had a total of six firings in the 100-inch-diameter range.

Mr. SHEPPARD. I understand that, but this situation is beyond that and you know it just as well as I do. You are learning, and that is a very advantageous situation and I will grant you that. But the proof of the pudding is in the firing of the job, or at least that is what you have told me heretofore in many cases. I would like to know if there are going to be any changes in the concept.

The main thing with the TITAN II vehicle is that it has already flown. This is the vehicle I am talking about for the first and second stages. We have had an advanced development effort using solid motors and using the segmented concept to provide a capability of moving it from the manufacturer and transporting it by rail or air. We have either four or five segments on each side and that is made necessary because of transportation requirements?

Colonel GAINER. That is correct.

Mr. SHEPPARD. You must have it fabricated that way for transportability because of the magnitude of the cells; is that right?

Colonel GAINER. That is right. We have had six firings to date and every one of our firings has been successful. We are going to continue Lockheed propulsion tests and I believe that is the next one coming up.

Mr. SHEPPARD. That is the first firing?

Colonel GAINER. The 12th of the month with 120-inch-diameter firing. We had firings by United Technology Corp. and we also had firings by Aerojet General.

Mr. SIKES. Who is United Technology?

Colonel GAINER. They are a subdivision or subsidiary of United Aircraft, subsidiary.

Mr. SIKES. Go ahead and tell me about this, if the Chairman will yield.

Mr. SHEPPARD. Certainly.

Mr. SIKES. Do you get into the Michoud picture near New Orleans with any of your work?

Colonel GAINER. Not that I know of.

Mr. SIKES. Is that work all done by NASA?

Colonel GAINER. I believe it is, sir. That is all NASA work there.

Mr. SHEPPARD. Let us take the learning curve that you have had from the smaller operations and assume that they are successful as you have stated. There is no question about that to a degree, but here comes the additional factor of the 120 which has not yet been fired by anybody; is that right?

Colonel GAINER. Yes, sir.

Mr. SHEPPARD. The firing will prove a lot of the bugs that are in the system, so right there, there is a real evaluation potential.

Colonel GAINER. Yes, sir.

Mr. SHEPPARD. If Lockheed, Aerojet General—if those people by successful firing go into a competitive bid situation and produce it for less money than those who provided the other stages, then what do you do?

Colonel GAINER. If it was on a fixed-price contract where a contractor would be guaranteeing that he would provide this article on a fixed-cost basis, this is one aspect. If a contractor says, "Well, I will do this on a cost-plus, say an incentive fee—" this is on another basis because then the Government is committed, as a bid we are guaranteeing him the cost that we will pay.

If his estimates are wrong—the Government still pays the——

Mr. SHEPPARD. That circumstance and the contract procedure is left to your option, and if one option goes out to one contractor, you obviously have it going out to other contractors. Or, are you segregating contractors by specialization of design requirement?

I am referring to the dollar effect here and nothing else.

Colonel GAINER. Sir; I do not have the dollar figures.

General MINTON. Mr. Chairman, may I suggest to the committee that you hold this item open to let me ask Dr. Charyk or Dr. McMillan to come over this afternoon?

Mr. SHEPPARD. The way it is going to be handled will have a definite influence on what we provide in the way of construction money. You might as well understand that.

General MINTON. I understand that, and we want to have someone to discuss all facets of the development with you.

Mr. SHEPPARD. Very well.

Off the record.

(Discussion off the record.)

Mr. SHEPPARD. Back on the record.

Assuming that the program we have under discussion should be funded by the committee, what would be the attitude of construction contracts on change orders and evaluating change orders at the time a change is made, instead of having another gray-line element appear and then going back to the same type of problem we had heretofore?

General MINTON. That is one of the things we have learned in the last 2 or 3 years. I hope at that time we will nail down the changes as much as we possibly can, and I also assure you, and if you desire, assuming that the money is made available, we will come back before we actually award contracts, at regular intervals and keep you informed of their status.

Mr. SHEPPARD. Any comments, Mr. Jonas?

Mr. JONAS. I have a question on the tracking facilities, Mr. Chairman.

You listed two, as I recall, in this program?

Colonel PARKHILL. Yes, sir.

Mr. JONAS. Only two?

Colonel PARKHILL. Only two in this

Mr. JONAS. What accounts for that?

Colonel PARKHILL. They are strictly tailored to the DYNA-SOAR requirements.

Colonel RICHERT. In this list of tracking stations, we have shown here, we need at San Salvador and Coolidge, there are also some stations on the Pacific Missile Range that will be required for this program. I must say here now that I am sorry to be late and that there has been quite a bit of study and review of the requirements of the DYNA-SOAR program and the TITAN III launch facility and requirements with it. These are firm requirements as the situation stands.

Mr. JONAS. Why can you not use our present tracking stations, NASA stations?

Colonel RICHERT. Sir, the trajectory of the DYNA-SOAR launch does not permit us to use the Mercury tracking as it now stands. To take advantage of tracking stations presently in place on the Atlantic Missile Range, we launch on an azimuth of about ——— degrees. The Mercury tracking launch is on about 70° and passes over Bermuda and passes farther to the north. To minimize the cost of tracking stations for this program, we use this great launch azimuth and also to recover at the proper site.

Mr. JONAS. You will not need worldwide tracking stations?

Colonel RICHERT. Yes, sir. Worldwide tracking will be needed, and there will be ships on the Pacific Missile Range used for this purpose also.

Mr. JONAS. Not permanent land?

Colonel RICHERT. There are permanent stations in the Pacific Missile Range that will be augmented to support the program as well.

THURSDAY, MAY 3, 1962.

MILITARY CONSTRUCTION, AIR FORCE RESERVE

WITNESSES

MAJ. GEN. C. E. McCARTY, ASSISTANT CHIEF OF STAFF FOR RESERVE FORCES
E. F. LYNCH, PROGRAMS CONTROL DIVISION, ASSISTANT CHIEF OF STAFF FOR RESERVE FORCES
COL. R. A. CONE, SPECIALIST, RESERVE FORCE FACILITIES, DIRECTORATE OF CIVIL ENGINEERING, DEPUTY CHIEF OF STAFF, OPERATIONS

Object classification

[In thousands of dollars]

	1961 actual	1962 estimate	1963 estimate
AIR FORCE			
25 Other services	125	250	250
32 Lands and structures	1,526	6,346	3,247
Total, Air Force	1,651	6,596	3,497
ALLOCATION ACCOUNTS			
11 Personnel compensation:			
Permanent positions	199	340	340
Other personnel compensation	6	10	10
Total, personnel compensation	205	350	350
12 Personnel benefits	17	28	28
25 Other services	8	8	138
32 Lands and structures	164	18	987
Total, allocation accounts	394	404	1,503
Total obligations	2,045	7,000	5,000
Obligations are distributed as follows:			
Air Force	1,651	6,596	3,497
Army	222	378	378
Navy	172	26	1,125

Personnel summary

	1961 actual	1962 estimate	1963 estimate
Total number of permanent positions	31	51	51
Average number of all employees	29	50	50
Number of employees at end of year	23	50	50
Average GS grade	8.3	8.2	8.2
Average GS salary	$7,034	$6,994	$6,998

Program and financing

[In thousands of dollars]

	Budget plan (amounts for construction actions programed)			Obligations		
	1961 actual	1962 estimate	1963 estimate	1961 actual	1962 estimate	1963 estimate
Program by activities:						
Direct:						
1. Major construction	3,550	4,308	4,600	1,794	6,450	4,500
2. Minor construction	300	150	200	127	300	250
3. Planning	150	150	200	125	250	250
Total	4,000	4,608	5,000	2,045	7,000	5,000
Financing:						
Unobligated balance brought forward for completion of prior year budget plans				−1,363	−3,318	−926
Unobligated balance carried forward for completion of prior year budget plans				3,318	926	926
New obligational authority (appropriation)	4,000	4,608	5,000	4,000	4,608	5,000

NOTE.—Reconciliation of budget plan to obligations:

	1961 actual	1962 estimate	1963 estimate
Total budget plan	4,000	4,608	5,000
Deduct portion of budget plan to be obligated in subsequent years	3,318	926	926
Add obligations of prior year budget plans	1,363	3,318	926
Total obligations	2,045	7,000	5,000

Mr. SHEPPARD. General McCarty, you have a statement you wish to make?

General MCCARTY. We have, sir.

Mr. SHEPPARD. Please proceed with it.

GENERAL STATEMENT OF ASSISTANT CHIEF OF STAFF FOR RESERVE FORCES

General MCCARTY. Mr. Chairman and members of the committee, my purpose here today is to present the Air Force Reserve military construction appropriation program for fiscal year 1963.

It is gratifying to be able to report that the Air Force Reserve has enjoyed another year of marked success and continuous improvement.

Five squadrons of the Reserve equipped with C–124 aircraft presently on active duty, are expected to return to inactive duty training during fiscal year 1963. In addition, we will have our present force of 37 C–119 troop carrier squadrons, 3 C–123 assault squadrons, and 5 SA–16 air rescue squadrons.

There are 348 nonflying support units, such as recovery and base support units, hospitals, casualty staging squadrons, mobile communications squadrons, air terminal squadrons, and aerial port squadrons. All of these units are assigned to major air commands and receive the same supervision and inspection as the flying units.

Because of the high degree of combat readiness of Reserve units, they have been assigned specific tasks in U.S. Air Force war plans. Tests have shown that 50 percent of these units can respond within 3 hours of an alert notice. All of the troop carrier squadrons and the five air rescue squadrons can assume their assigned tasks within 24 hours.

The in-being capability of the Reserve troop carrier forces is being used in support of active force requirements. Throughout the year a major portion of troop carrier drop airlift for support of Army training in the United States is provided by the Reserve. This amounts to approximately 42 percent of the required tactical airlift for support of joint Army-Air Force exercises. As an example, in last summer's Exercise Swift Strike in the Fort Bragg area, Reserve troop carrier units played a major role; 192 C–119 aircraft with their crews and support personnel participated. They flew 1,654 sorties, totaling 4,426 flying hours. During the period the aircraft were maintained at 97.8 percent in commission; 9,674 airborne troops, and 214 tons of equipment were parachuted into maneuver drop zones. An additional 1,475 troops and 1,592 tons of equipment were airlanded. The entire operation was accomplished without an accident or incident. The accuracy with which the Reserve crews hit their drop zones was commended by the Army commander.

One of our troop carrier wings has been selected to augment the Air Force space capsule recovery program. Ten C–119 airplanes equipped with a sling arrangement for space capsule recovery are assigned. These are the airplanes that performed this mission so successfully with the Air Force in Hawaii. They have been replaced in the active force with specially equipped C–130's.

The construction program for fiscal year 1963 is related only to the flying units and is comprised of the most urgent items included in our long-range construction program.

The $5 million being requested will permit construction of 32 line items at 21 locations and includes maintenance and supply facilities, operational and training facilities, airfield pavement, and dormitories. In addition, this amount includes $200,000 for planning and design, and $200,000 for minor construction which experience has proven to be essential to meeting urgent and unforeseen requirements that develop during the year.

Gentlemen, this concludes my presentation. My staff and I are prepared to provide any further information you may desire.

Justification of the Estimates

Mr. Sheppard. Mr. Reporter, insert in the record pages 3 and 4. (The pages follow:)

Details of the Fiscal Year 1963 Appropriation Program

Funds in the amount of $5 million are requested for the Air Force Reserve construction program during the fiscal year 1963 to finance urgent requirements consisting of maintenance, training, operational, supply, and personnel facilities at 21 locations, 11 of which are at Air Force bases and 10 located on other than Air Force bases. The items for which funding clearance is requested in the

appropriation program for the fiscal year 1963 fall into the following construction categories:

Categories	Appropriation program	
	Total	Percent
	Thousands	
Operational and training	$1,362	27
Maintenance and production	2,021	39
Supply	935	18
Personnel facilities	359	8
Planning	200	4
Minor construction	200	4
Total	5,077	100

The specific projects totaling $5,077,000 are listed on the following pages of this justification book. General comments on the nature of this program are as follows:

(*a*) Operational and training requirements, specifically identified, constitute 27 percent of the total program. The proposed facilities are for operational pavements at Davis Field, Okla., and Ellington Air Force Base, Tex. In addition, squadron operations and training items are included for U.S. Naval Air Station, New Orleans, La., Andrews Air Force Base, Md., Laurence G. Hanscom Field, Mass., Richards-Gebaur Air Force Base, Mo., and Paine Field, Wash.

(*b*) Maintenance and production requirements, specifically identified, constitute 39 percent of the total program. This requirement consists of maintenance docks at McGuire Air Force Base, N.J., and Stewart Air Force Base, N.Y.; a general purpose aircraft shop at U.S. Naval Air Station, Willow Grove, Pa.; a hangar at General Mitchell Field, Wis.; and nine aircraft washracks at different locations.

(*c*) Supply requirements, specifically identified, constitute 18 percent of the total program. These requirements are for warehouse, supply and equipment, base at O'Hare International Airport, Ill., Laurence G. Hanscom Field, Mass., Richards-Gebaur Air Force Base, Mo., McGuire Air Force Base, N.J., U.S. Naval Air Station, Willow Grove, Pa., and General Mitchell Field, Wis.

(*d*) Personnel facilities, specifically identified, constitute 8 percent of the total program. These requirements provide for airmen dormitories at Bates Field, Ala., Andrews Air Force Base, Md., U.S. Naval Air Station, Willow Grove, Pa., and General Mitchell Field, Wis. An airmen dining hall is also proposed for General Mitchell Field, Wis.

(*e*) The remaining 8 percent of the total is for advance project planning and the construction of minor items urgently required in the interest of national defense and effective mission accomplishment.

PLANNING AND DESIGN

Mr. SHEPPARD. You are requesting under Planning and Design $200,000. How does this compare with your appropriation in prior years? You can use that on the basis of the past 3 years.

General MCCARTY. $150,000 per annum for each of the prior 3 years,

Mr. SHEPPARD. Do you figure in your planning requirements that the allocation of funds heretofore are going to be sufficient to do the job?

General MCCARTY. I think they are.

Mr. SHEPPARD. What is the status of funds in this category, and what are your estimated obligations for fiscal year 1963? In other words, do you have any holdovers?

General McCarty. No sir. We have a request in for additional funds.

Colonel Cone. Mr. Sheppard, our planning funds at this time have been used up. We have an apportionment request in now for additional funds. We have had to hold our design on the new program which we are considering now to the 30-percent level [preliminary design level] until this new request is approved. We are spending in excess of $150,000 per year in the past 2 years.

Mr. Sheppard. It has been my impression heretofore, as I recall, that you have had sufficient funds in your planning and design category. You have not been curtailed in doing proper planning. Is that correct?

Colonel Cone. That is correct. This should be added, that in the past year due to our necessary changes involved in the C–124 conversion program which has gyrated several times, we have had projects which we have had to plan and later slow down the planning and go to other projects that were substituted because of this change in the C–124 conversion. That has taken in the past 12 months more design money than we normally would have used in 1 year. That is the cause of our problem now.

General McCarty. And in that same area there has been not only the call to active duty of some of these organizations and the reprograming as to locations of some of the tactical outfits of the active service—this was the case at Homestead Airbase. A rearrangement of facilities and a deferment of construction there until we see what the residual is going to be after these moves have been made.

(Discussion off the record.)

Summary of Projects

Mr. Sheppard. The summary data appearing on page 14 will be placed in the record at this point.

(The page follows:)

Justification of Estimates for Fiscal Year 1963

Military construction, Air Force Reserve

Installation	Command	Appropriation request (thousands)
Andrews Air Force Base	HQC	$266
Bates Field	CNC	63
Davis Field	CNC	170
Ellington Air Force Base	CNC	428
General Mitchell Field	CNC	384
L. G. Hanscom Field	AFSC	224
McGuire Air Force Base	MTC	760
O'Hare IAP	CNC	240
Paine Air Force Base	ADC	100
Richards-Gebaur Air Force Base	ADC	230
Stewart Air Force Base	ADC	980
U.S. Naval Air Station, New Orleans	U.S. Navy	158
U.S. Naval Air Station, Willow Grove	U.S. Navy	359
Various locations	Various	315
Total		4,677

Mr. SHEPPARD. Are there any new installations is this program, gentlemen? If so, what are they?

General MCCARTY. No, sir.

Mr. SHEPPARD. Generally speaking, what is the status of the planning and design for these various line items?

General MCCARTY. About 30 percent complete.

Mr. SHEPPARD. What is the contemplated time in which they will be completed?

General MCCARTY. The design?

Mr. SHEPPARD. Yes.

Colonel CONE. I would say 6 months from now.

Mr. SHEPPARD. We shall insert in the record at this point certain project data covering various installations.

(The matter referred to follows:)

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE RESERVE

STATION : ANDREWS AIR FORCE BASE
DIR FROM TOWN : 1 MI E CAMP SPRINGS
COUNTY, STATE : PRINCE GEORGE, MD.
COUNTRY :
COMMAND : HQC

GOVT LEASED
GOVT OWNED : 4,393
OTHER ACRES : 76
TOTAL ACRES (BASE) : 4,469
DATE OCC 1943

PRINCIPAL MISSION

TROOP CARRIER (MED) WING (RESERVE)
TROOP CARRIER (MED) SQ (RESERVE)
NAVIGATOR TRAINING SQ (RESERVE)

OFFICERS		AIRMEN			CIVILIANS	
BASE	RESERVE	BASE	RESERVE	TOTAL MILITARY	ARTS	DAF
	255		983	1,238	96	132

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
4,000	3,267	138	595	266	329

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
SQUADRON OPERATIONS (ADDN)		CNR		30,280	18,700	11,580	10,410	SF	212
DORMITORY, AIRMEN (ADDN)		CNR		100	36	64	14	MN	54
									266

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE RESERVE

STATION : BATES FIELD
DIR FROM TOWN : 8 MI N. MOBILE
COUNTY, STATE : MOBILE, ALABAMA
COUNTRY :
COMMAND : CNC
PRINCIPAL MISSION :

TROOP CARRIER (MED) WG, DET (RESERVE)
TROOP CARRIER (MED) SQ (RESERVE)
MOBILE COMMUNICATIONS (LT) SQ, DET (RESERVE)

GOVT LEASED : 226.5
GOVT OWNED : -
OTHER ACRES : -
TOTAL ACRES (AFR ONLY) 226.5
DATE OCC : 1957

OFFICERS		AIRMEN			CIVILIANS	
BASE	RESERVE	BASE	RESERVE	TOTAL MILITARY	ARTS	DAF
	78		474	552	94	65

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
4,500	4,065	50	385	63	322

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
DORMITORY, AIRMEN		CNR		50	0	50	50	MN	63
									63

DEPARTMENT OF THE AIR FORCE RESERVE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION :ELLINGTON AF BASE
DIR FROM TOWN :3 MI N. GENOA
COUNTY, STATE :HARRIS, TEXAS
COUNTRY :
COMMAND :CNC

GOVT LEASED: 22
GOVT OWNED : 2,059
OTHER ACRES : 10
TOTAL ACRES : 2,091
(BASE)
DATE OCC 1917
REACTIVATED 1949

PRINCIPAL MISSION
TROOP CARRIER (MED) WG HQ (RESERVE)
2- TROOP CARRIERS (MED) SQS (RESERVE)
NAVIGATION TRAINING SQ (RESERVE)
AERIAL PORT SQ (RESERVE)
CASUALTY STAGING SQ (RESERVE)
RESERVE ACTIVE DUTY TNG SITE
JOINT USE WITH ANG AIR DEFENSE

OFFICERS		AIRMEN			CIVILIANS	
BASE	RESERVE	BASE	RESERVE	TOTAL MILITARY	ARTS	DAF
	338		1,718	2,056	177	379

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
4,032	1,935	1,469	628	428	200

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
APRON,OPERATIONAL (STRM)		CMR		451,225	385,675	65,550	65,550	SY	428
									428

KANSAS STATE UNIVERSITY LIB
MANHATTAN, KANSAS
JUN 12 1962

DEPARTMENT OF THE AIR FORCE RESERVE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

O'HARE INTERNATIONAL
STATION : AIRPORT
DIR FROM TOWN : 3 MI WSW PARKRIDGE
COUNTY, STATE : COOK, ILLINOIS
COUNTRY :
COMMAND : CNC

GOVT LEASED : 81
GOVT OWNED : 371
OTHER ACRES :
TOTAL ACRES : 452
(AFR ONLY)
DATE OCC 1946

OFFICERS		AIRMEN			CIVILIANS	
BASE	RESERVE	BASE	RESERVE	TOTAL MILITARY	ARTS	DAF
	412		993	1,405	91	214

PRINCIPAL MISSION

AIR FORCE RESERVE RECOVERY GROUP
TROOP CARRIER (MED) WG,DET. (RESERVE)
TROOP CARRIER (MED) SQ (RESERVE)
NAVIGATOR TRAINING SQ (RESERVE)
USAF HOSP (1000 BED) (RESERVE)
JOINT USE WITH ANG (AIR REFUELING)

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
2,500	1,800	78	622	240	382

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
WHSE, SUP & EQUIP, BSE		CMR		38,746	18,000	20,746	16,000	SF	240
									240

DEPARTMENT OF THE AIR FORCE RESERVE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION :PAINE FIELD
DIR FROM TOWN :6 MI SSW EVERETT
COUNTY, STATE :SNOHOMISH, WASHINGTON
COUNTRY :
COMMAND :ADC

GOVT LEASED : 795
GOVT OWNED : 389
OTHER ACRES : 352
TOTAL ACRES : 1,536

DATE OCC 1942
REACTIVATED 1951

PRINCIPAL MISSION

TROOP CARRIER (MED) WING, DET. (RESERVE)
TROOP CARRIER (MED) SQ (RESERVE)
AERIAL PORT SQ (RESERVE)

OFFICERS		AIRMEN			CIVILIANS	
BASE	RESERVE	BASE	RESERVE	TOTAL MILITARY	ARTS	DAF
	81		364	445	91	11

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
1,000	127	608	265	100	165

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
SQUADRON OPERATIONS TRAINING (ADDN)		CNR		17,675	11,675	6,000	6,000	SF	100
									100

DEPARTMENT OF THE AIR FORCE RESERVE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION :RICHARDS-GEBAUR AFB
DIR FROM TOWN :1 MI SSE BELTON
COUNTY, STATE : JACKSON, MISSOURI
COUNTRY :
COMMAND : ADC

GOVT LEASED :
GOVT OWNED : 2,494
OTHER ACRES : 631
TOTAL ACRES : 3,125
(BASE)
DATE OCC 1944

OFFICERS		AIRMEN			CIVILIANS	
BASE	RESERVE	BASE	RESERVE	TOTAL MILITARY	ARTS	DAF
	236		1,453	1,689	177	23

PRINCIPAL MISSION

TROOP CARRIER (HVY) WING HQ (RESERVE)
2 TROOP CARRIERS (HVY) SQS (RESERVE)
AEROMEDICAL EVACUATION SQ (RESERVE)
MOBILE COMMUNICATIONS SQ, DET. (RESERVE)

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
5,375	3,295	700	1,380	230	1,150

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
TECHNICAL TRAINING (ADDN)		CNR		41,560	33,460	8,100	8,100	SF	170
WHSE, SUP & EQUIP. BASE (ADDN)		CNR		43,700	30,400	13,300	6,864	SF	60
									230

DEPARTMENT OF THE AIR FORCE RESERVE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

U.S. NAVAL AIR STATION

STATION : NEW ORLEANS
DIR FROM TOWN : 5 MI N-NE BELLE CHASSE
COUNTY, STATE : PLAQUEMINES PARISH, LA.
COUNTRY :
COMMAND : U. S. NAVY

GOVT LEASED :
GOVT OWNED :
OTHER ACRES : 18
TOTAL ACRES : 18
(AFR ONLY)
DATE OCC 1958

OFFICERS		AIRMEN			CIVILIANS	
BASE	RESERVE	BASE	RESERVE	TOTAL MILITARY	ARTS	DAF
	72		350	422	100	52

PRINCIPAL MISSION

TROOP CARRIER (MED) WING HQ, DET.
TROOP CARRIER (MED) SQ (RESERVE)

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
6,252	5,884	10	358	158	200

JOINTLY OCCUPIED WITH ANG AND NAVY FLYING RESERVE FORCES

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
SQUADRON OPERATIONS TRAINING		CNR		21,000	13,600	7,400	7,400	SF	158
									158

DAVIS FIELD, OKLA.

Mr. SHEPPARD. We shall now discuss Davis Field, Okla.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE RESERVE

STATION : DAVIS FIELD
DIR FROM TOWN : 6 MI S MUSKOGEE
COUNTY, STATE : MUSKOGEE, OKLAHOMA
COUNTRY :
COMMAND : CNC

GOVT LEASED : 350
GOVT OWNED : -
OTHER ACRES : 19
TOTAL ACRES (AFR ONLY) : 369
DATE OCC : 1956

PRINCIPAL MISSION

TROOP CARRIER (MED) WG, DET (RESERVE)
TROOP CARRIER (MED) SQ (RESERVE)

OFFICERS		AIRMEN			CIVILIANS	
BASE	RESERVE	BASE	RESERVE	TOTAL MILITARY	ARTS	DAF
	81		377	458	100	74

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
5,380	2,974	962	1,444	170	1,274

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
TAXIWAY, RUNWAY ACCESS (EXTD)				76,134	44,692	31,442	12,292	SY	170
									170

Mr. SHEPPARD. Will this construction program satisfy the condemnation recommended by the Corps of Engineers of all existing pavement for continued usage by heavy Air Force aircraft?

General MCCARTY. This is the last increment of construction at Davis. This is a taxiway and a runway access. This completes the pavement requirement.

GENERAL MITCHELL FIELD, WIS.

Mr. SHEPPARD. We will now discuss General Mitchell Field in Wisconsin.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE RESERVE

STATION : GEN MITCHELL FIELD
DIR FROM TOWN : MILWAUKEE
COUNTY, STATE: MILWAUKEE, WISCONSIN
COUNTRY :
COMMAND : CNC

GOVT LEASED : 5.00
GOVT OWNED : 99.24
OTHER ACRES :
TOTAL ACRES (AFR ONLY) 104.24
DATE OCC 1956

PRINCIPAL MISSION

TROOP CARRIER (MED) WG HQ (RESERVE)
TROOP CARRIER (MED) SQ (RESERVE)
AIR FORCE RESERVE RECOVERY GROUP
JOINT USE WITH ANG (AIR DEFENSE)

OFFICERS		AIRMEN			CIVILIANS	
BASE	RESERVE	BASE	RESERVE	TOTAL MILITARY	ARTS	DAF
	189		1,089	1,278	110	94

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
5,636	4,913	189	534	384	150

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
HANGAR, RESERVE FORCES (ADDN)		CNR		30,000	22,080	7,920	7,360	SF	110
WHSE, SUP & EQUIP, BSE (ADDN)		CNR		35,132	25,032	10,100	10,100	SF	109
DORMITORY, AIRMEN (ADDN)		CNR		123	50	73	50	MN	95
DINING HALL, AIRMEN (ADDN)		CNR		1,500	-0-	1,500	1,500	SF	70
									384

Mr. SHEPPARD. Tell the committee just what you have in mind here, and the reason for these various additions to existing facilities.

General MCCARTY. At this location at Milwaukee, Wis., Mr. Chairman, we have a troop carrier wing of C–119's. These items are all additions to the present construction there. I was up there just last week and saw these. They have a requirement for expansion of a hangar. They are using floorspace there now that is very, very crowded and there is no question in my mind but what this is a valid requirement for expansion of this hangar.

Also the same condition exists with respect to the warehouse for supply and equipment. They are overcrowded there and the second-line item provides for an expansion of that already existing warehouse.

Mr. SHEPPARD. What is the status here of your A & E?

Mr. LYNCH. It is not complete but will be completed by September 1.

Mr. SHEPPARD. In all these projects I understand it is pretty much the same format of procedure we have had heretofore. In other words, these contracts are all in the competitive status, and you have no specific reason here to change the policy and procedure.

General MCCARTY. We have no recommendations in that regard.

Mr. SHEPPARD. Are there any questions?

Mr. JONAS. General, you say you think you need this hangar facility, and that the present facilities are crowded, but how long have you used them the way they are?

General MCCARTY. This was constructed initially for a fighter organization. It was probably adequate during the time that we had fighter aircraft in this wing, but along about 1956 I believe is the date, give or take a year, the equipment and mission of this unit was changed from tactical fighters, much smaller aircraft, to C–119 troop carrier aircraft, and this just outgrew the facilities which had been constructed for the other mission. This is what causes the requirement to arise.

Mr. JONAS. You want to add 7,360 square feet; is that correct?

General MCCARTY. Yes, sir.

Mr. JONAS. In the form of a second story?

General MCCARTY. That is right. A second story lean-to.

LAURENCE G. HANSCOM FIELD, MASS.

Mr. SHEPPARD. The next item is Hanscom Field, Mass.

DEPARTMENT OF THE AIR FORCE RESERVE
FY—1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION	: LAURENCE G. HANSCOM FIELD	GOVT LEASED	: 803
DIR FROM TOWN	: 2 MI S SW BEDFORD	GOVT OWNED	: 1,066
		OTHER ACRES	: 282
COUNTY, STATE	: MIDDLESEX, MASS	TOTAL ACRES	2,151
COUNTRY	:		
COMMAND	: AFSC	DATE OCC	1942

PRINCIPAL MISSION

TROOP CARRIER (MED) WG HQ (RESERVE)
TROOP CARRIER (MED) SQ (RESERVE)
NAVIGATOR TRAINING SQ (RESERVE)
AIR TERMINAL SQ (RESERVE)

OFFICERS		AIRMEN			CIVILIANS	
BASE	RESERVE	BASE	RESERVE	TOTAL MILITARY	ARTS	DAF
	235		1,189	1,424	108	13

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
2,800	2,385	0	415	224	191

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
TRAINING,TECHNICAL BLDG (ADDN)		CNR		41,100	35,100	6,000	6,000	SF	124
WHSE, SUP & EQUIP, BSE (ADDN)		CNR		27,000	17,000	10,000	10,000	SF	100
									224

Mr. SHEPPARD. I think you told this committee of the crowded conditions here at Hanscom. Why continue this Reserve operation here? What is the necessity for it under those circumstances?

General MCCARTY. For having the Reserve organization there?

Mr. SHEPPARD. Yes.

General MCCARTY. The personnel are there, the organization is there, it is a going concern, and it would be economically unfeasible to move it, Mr. Chairman. It is a part of our ready force in being and in the Reserve Forces which support the Active Force, and to move it to another location, even if there was one as good as this one available would be a waste of money, a waste of effort and training time.

This base, of course, is an Active Air Force base.

The first line item, I have personally been through that building—I mean the second line item, the warehouse. It is now occupied not only by the Reserve organization under inadequate space but also by the Active Establishment there. They are very crowded, and this additional space is needed to consolidate the supply administration and storage.

Mr. SHEPPARD. What is the total personnel operating off this base in the Reserve category, please?

General MCCARTY. One thousand, four hundred and twenty-four, plus 108 technicians and 13 Department of the Air Force civilian employees.

Mr. SHEPPARD. Are there questions on the item?

Mr. JONAS. General, it is easy for you to say the arrangement if continued—that is the joint use by the Reserve unit and the Regular service unit—will have an adverse effect on the overall efficiency of training and mission, but that is merely a conclusion. Why can they not continue to make joint use of those facilities?

General MCCARTY. They can, sir. I did not mean to be understood to say there is a deleterious effect by having the joint usage. As a matter of fact, this is to be desired.

Mr. JONAS. I am reading your own language. The last sentence on page 30. You say, "personnel are presently utilizing space jointly with the base active units." You say if that continues it will have a deleterious effect. I cannot understand why.

General MCCARTY. This is speaking to the one building only. I thought you meant the location and the base for training.

I do not like to use the word "security" but that hits it about as well as anything else. You have two accountable areas in there, one adjacent to the other. This is a split operation. As a matter of fact it is even worse than that because as I recall it the Reserve space is about down the center of this building, this warehouse building, and the Active Establishment on account of particular installations within the building, is on either side of it.

Now, the addition that we have asked for not only will provide the additional square footage which is needed for the mission accomplishment but it will also permit the segregation of the Reserve supply, this wing supply from the Active supply.

Mr. JONAS. The only thing that would be served there would be to eliminate the possibility of mixing up the equipment?

General MCCARTY. No, sir, we need the additional space in any event. There is not enough square footage there to accommodate the two operations now, but this will permit the other also.

Mr. JONAS. Well, they are using them now, General?

General MCCARTY. Yes, sir, but they are very much overcrowded and they have a considerable amount of stuff stored outside.

Mr. LYNCH. Actually, Mr. Jonas, at Hanscom at the time we built these two buildings, the training building and the warehouse, it was in 1953 or 1954. The Active Air Force mission at that base was not too active and we were able to use other facilities on the base. Hanscom now has taken over a lot of the responsibilities of the Cambridge Research Center. They have taken over buildings they formerly loaned to the Reserves. While we built the warehouse at that time for a fighter mission, this was another base that was for a fighter mission of the Reserves, we only required 17,000 square feet of warehouse space. We changed the mission to troop carrier and our 17,000 is no longer adequate. Due to the additional Air Force mission they cannot make space available to us. So we need to construct onto the existing warehouse and we have to construct onto our additional A. & T. building because the base is crowded with Active Air Force research missions.

Mr. SHEPPARD. Then I interpret from your response that this request is because of a joint-usage program. Through joint usage you are increasing your requirements over and above what would be your particular responsibility normally speaking. Is that right or wrong?

General MCCARTY. The requirement for the base is more than it was; yes, sir.

Mr. SHEPPARD. That is what I mean.

General MCCARTY. Yes, sir.

Mr. LYNCH. There are two combinations there, Mr. Chairman: The Active Air Force mission at Hanscom was greatly expanded since we first went in there and built our facilities. Our research requirements have greatly expanded. We have changed our mission there to troop carrier, plus having other nonflying Reserve units.

Mr. JONAS. You use these facilities only for week-end training?

Mr. LYNCH. Primarily, but we have a full-time permanent party there that carries on the work of this wing during the week.

General MCCARTY. This is one of the troop carrier units that I spoke of a moment ago in my prepared statement that furnishes day-to-day help to the active establishment. Every day this wing and the squadron along with other troop carrier organizations furnishes aircraft to the active establishment to train with the Army and with the Tactical Air Command. This amounts to about 40 percent of the day-in-and-day-out requirement of the active establishment. It is a continuing day-to-day operation.

Mr. JONAS. I do not understand that. What do they do for the active groups?

General MCCARTY. As you know, at Fort Bragg in the Carolinas and at Fort Campbell, Ky.—at the latter place is the 101st Airborne Division. At the other place, there is the 82d Airborne Division and the XVIII Airborne Corps.

We have to furnish the tactical airlift——

Mr. JONAS. What does the Reserve unit do?

General MCCARTY. The Air Reserve unit makes available to Tactical Air Command and under operational control of Tactical Air Command approximately 10 aircraft per day to assist in the training of

these units. These are aircraft and crews which otherwise would have to be supplied by active duty personnel. And of course we get—either one is a byproduct of the other—training of the Reserves is accomplished also.

Mr. JONAS. That would not be true at installations where you don't have active units such as the airfields, at some installations?

General MCCARTY. Do you mean if a unit were stationed at other than an Active Air Force base? Yes, it is true, sir.

These organizations, every one of them provide aircraft on an almost daily basis.

For instance, crews will report upon an available basis for a week or 10 days at a time, take vacations from their places of employment, go down and perform Active Air Force work with these organizations.

Mr. JONAS. That is all, Mr. Chairman.

General MCCARTY. With respect further to this warehouse we have a number of items which should be stored on base which are now being stored—equipment being stored at the Boston Army Air Base which is some 18 miles away and off this reservation. This is a very unsatisfactory condition too, in the light of the fact that these organizations have a very short readiness requirement. And the man-hours and transportation loss have been very uneconomical.

Mr. SHEPPARD. What is going to happen to the space they are using if this is funded and constructed? I mean where they are now, do you know what use will be made of the space?

General MCCARTY. The place where we are now at Hanscom Field?

Mr. SHEPPARD. Yes.

General MCCARTY. It will continue to be used because this is merely an expansion of the space we have. It will continue in use along with the additional 10,000 feet which is required.

MCGUIRE AIR FORCE BASE, N.J.

Mr. SHEPPARD. We shall go to the next item which is McGuire Air Force Base, N.J.

DEPARTMENT OF THE AIR FORCE RESERVE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

STATION :McGUIRE AFB
DIR FROM TOWN :1 MI S E WRIGHTSTOWN
COUNTY, STATE :BURLINGTON, NEW JERSEY
COUNTRY :
COMMAND :MTC

GOVT LEASED : -
GOVT OWNED : 3,490
OTHER ACRES : 67
TOTAL ACRES : 3,557
DATE OCC 1942

PRINCIPAL MISSION

TROOP CARRIER (MED) WING (RESERVE)
TROOP CARRIER (MED) SQ (RESERVE)
NAVIGATOR TRAINING SQ (RESERVE)
AERIAL PORT SQ (RESERVE)
AIR TERMINAL SQ (RESERVE)
AIR TERMINAL SQ (RESERVE)

OFFICERS		AIRMEN			CIVILIANS	
BASE	RESERVE	BASE	RESERVE	TOTAL MILITARY	ARTS	DAF
	309		1,344	1,653	108	29

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
1,260	0	0	1,260	760	500

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
MAINT DOCK, MED A/C (ADDN)		CNR		45,744	22,344	23,400	23,400	SF	460
WHSE, SUP & EQUIP, BSE		CNR		30,746	0	30,746	30,746	SF	300
									760

Mr. SHEPPARD. What are you using for maintenance, stock, and administrative space now?

General MCCARTY. This is an active Air Force base where the headquarters of the Eastern Transport Air Force is located together with several units of MATS. The maintenance dock addition requires adding 23,400 square feet of space to the existing maintenance dock. This is a wrap-around on this particular dock to give the troop carrier squadron necessary space for squadron functions of administration, maintenance, operation, and training. There are no buildings on the flight line area available for this purpose.

I might add in this area, too, on the part of the active establishment there is a continuing buildup and there is nothing available on the base which can be utilized in lieu of this requested construction. I was up there with the thought that perhaps across the fence at Fort Dix we might borrow a building over there if one were available. We explored that possibility to no avail. There is nothing available there that we can use. So this is the only solution we came up with, this 23,400 square feet.

Mr. SHEPPARD. What are you using now?

General MCCARTY. Ramp maintenance and the space within the dock, of course, will be the same space used for the repair of aircraft, but that means going over to base supply, going to the shops for parts which otherwise should be right there at hand to keep these mechanics doing their job.

Mr. SHEPPARD. Even though this request is funded for this particular item, that doesn't mean you are going to eliminate or deactivate any of your present usable items there?

General MCCARTY. That is right.

Mr. SHEPPARD. This is due to a high load requirement?

General MCCARTY. Yes, sir.

Mr. LYNCH. This is our most urgent requirement in the program. We have moved these units from Mitchel Air Force Base down to McGuire. The only thing the Air Force could provide were maintenance docks. We are up there on a catch-as-catch-can basis, trying to get our parts and supplies and everything into these maintenance docks to maintain the airplanes. If we get this wrap-around it will give us our shop space and everything else. It will give us a complete maintenance capability to maintain the airplanes. Right now it is a very poor setup.

STEWART AIR FORCE BASE, N.Y.

Mr. SHEPPARD. All right, let us proceed to the next item, Stewart Air Force Base, N.Y.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE RESERVE

STATION : STEWART AFB
DIR FROM TOWN : 4 MI NW NEWBURGH
COUNTY, STATE: ORANGE, NEW YORK
COUNTRY :
COMMAND : ADC

GOVT LEASED :
GOVT OWNED : 1,892
OTHER ACRES : 123
TOTAL ACRES : 2,015

DATE OCC 1952

PRINCIPAL MISSION

TROOP CARRIER (MED) WING, DET. (RESERVE)
TROOP CARRIER (MED) SQUADRON (RESERVE)

OFFICERS		AIRMEN			CIVILIANS	
BASE	RESERVE	BASE	RESERVE	TOTAL MILITARY	ARTS	DAF
	77		327	404	91	10

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
1,500	0	0	1,500	980	520

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
MAINTENANCE DOCK, MED A/C W/SHOPS		CNR		2	0	2	2	EA	980
									980

Mr. SHEPPARD. What do you propose to do at this location?

General MCCARTY. At this location we have a regional headquarters of the Continental Air Command and a squadron of the troop carrier wing. We are asking here for two maintenance docks which will be erected at the installation to provide necessary maintenance facilities for the squadron which was relocated from Mitchel Air Force Base at the same time the squadron about which we just spoke at McGuire and the wing headquarters was moved down to McGuire.

The provision of two docks with shops added is more economical than constructing standard troop carrier hangars as the average cost to construct a hangar would be some $1.4 million. So we are going to get by with two maintenance docks at this location.

This is required because of an added mission to the base, a transfer of this unit from Mitchel Air Force Base to Stewart.

Mr. SHEPPARD. Basically, what was the reason for that transfer?

General MCCARTY. Mitchel Air Force Base was being closed as a flying facility. The wing headquarters and the region headquarters, two squadrons of troop carrier aircraft, and even Continental Air Command Headquarters was at Mitchel. That facility was closed and it necessitated the removal of the units there stationed to other locations.

As you know, Continental Air Command Headquarters moved to Robins Air Force Base, Ga., and one of the squadrons to McGuire Air Force Base, along with the wing headquarters and this squadron and the region headquarters were moved to Stewart Air Force Base.

U.S. NAVAL AIR STATION, WILLOW GROVE, PA.

Mr. SHEPPARD. The next item is U.S. Naval Air Station at Willow Grove, Pa.

DEPARTMENT OF THE AIR FORCE RESERVE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE

U.S.NAVAL AIR STATION

STATION : WILLOW GROVE
DIR FROM TOWN : WILLOW GROVE

COUNTY, STATE : MONTGOMERY, PENNA
COUNTRY :
COMMAND : U.S.NAVY

GOVT LEASED : 156.98
GOVT OWNED :
OTHER ACRES :
TOTAL ACRES (AFR ONLY) : 156.98

DATE OCC 1958

PRINCIPAL MISSION

TROOP CARRIER (MED) WING HQ (RESERVE)
2 TROOP CARRIER (MED) SQS (RESERVE)
AERIAL PORT SQUADRON, DET. (RESERVE)

JOINTLY OCCUPIED WITH ANG & NAVY FLYING RESERVE FORCES

OFFICERS		AIRMEN			CIVILIANS	
BASE	RESERVE	BASE	RESERVE	TOTAL MILITARY	ARTS	DAF
	245		1,459	1,704	181	310

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
8,829	6,913	52	1,864	359	1,505

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
SHOP, A/C GENERAL PURPOSE (ADDN)		CNR		28,880	19,920	8,960	8,960	SF	156
WHSE, SUP & ISSUE, BSE, (ADDN)		CNR		47,000	30,348	16,652	11,600	SF	126
DORMITORY, AIRMEN		CNR		292	50	242	50	MN	77
									359

Mr. SHEPPARD. What type of dormitory facility are you constructing at a cost of approximately $1,540 per man?

General MCCARTY. This dormitory is an airmen's dormitory and the second one. We already have one there. It will accommodate 50 men. Participating at this installation are reservists who travel over 50 miles or are engaged in driving over two hours from residence to the training activity. The base has no facilities to assign the Reserve for this purpose. Reservists report for duty on the weekends, as you know, and it is economically unsound (1) for them to drive more than 50 miles, and (2) this is one of the units which has an alert requirement to be ready within as short a time as possible. Our criteria is 3 hours for 50 percent and 24 hours for all of the squadron personnel to report to perform their portion of a war plan. These units are in a war plan.

Now, this construction is a one-story, cinderblock, open-bay structure.

Mr. SHEPPARD. It is an addition to an already existing facility?

General MCCARTY. No, sir. It is a separate facility.

Mr. SHEPPARD. The same general explanation has to do with the next item?

General MCCARTY. The next item is a warehouse. It is an addition to existing facility.

VARIOUS LOCATIONS

Mr. SHEPPARD. We will proceed with the next item, Various Locations.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE RESERVE

STATION : VARIOUS
DIR FROM TOWN : VARIOUS
COUNTY, STATE : VARIOUS
COUNTRY :
COMMAND : VARIOUS

PRINCIPAL MISSION

VARIOUS

GOVT LEASED : N/A
GOVT OWNED :
OTHER ACRES :
TOTAL ACRES : N/A

DATE OCC

OFFICERS		AIRMEN			CIVILIANS	
BASE	RESERVE	BASE	RESERVE	TOTAL MILITARY	ARTS	DAF
N/A	N/A	N/A	N/A	N/A	N/A	N/A

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
N/A	N/A	N/A	N/A	N/A	N/A

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
WASHRACK, AIRCRAFT		CNR		9	0	9	9	EA	
TINKER AFB, OKLA.									41
BARKSDALE AFB, LA.									39
McCLELLAN AFB, CAL.									41
HAMILTON AFB, CAL.									39
MEMPHIS MAP, TENN.									30
PAINE FIELD, WASH.									30
CLINTON COUNTY AFB, OHIO									32
MINN-ST. PAUL IAP, MINN.									32
NIAGARA FALLS MAP, N. Y.									31
									315

Mr. SHEPPARD. What wash rack facilities exist at each of these locations and why can't they be made available to Reserve Forces?

General MCCARTY. Either no wash rack facilities exist at the location or they do—at Barksdale Air Force Base, for example, they have a wash rack which is at the extreme end of the facility from the location on the ramp of the organization which is before us for consideration here. These are C–124 type aircraft. Even if that wash rack were available timewise—which it is not; it is saturated by the Strategic Air Command's requirement for it, but even were it available the taxiing of these C–124 aircraft for the full length of that ramp, which is several hundred yards, necessitating the moving of aircraft and so forth, would be entirely unacceptable and impractical from a maintenance standpoint. So in effect we are talking about the nonexistence of a wash rack at Barksdale insofar as this unit is concerned. The one that is there might just as well be at another air base as far as this unit is concerned.

I can say the same thing about all of these other locations. I have visited most of them and there are either no wash rack facilities at the base where we are asking for one, or the one which is there is not located in a place where it can be used and where time is available away from other using organizations for which it was initially constructed.

MINOR CONSTRUCTION

Mr. SHEPPARD. We shall proceed to Minor Construction. The justifications on pages 52 and 53 will be inserted in the record at this point.

(The justifications follow:)

PROGRAM 340: MINOR CONSTRUCTION, $200,000

PART I. PURPOSE AND SCOPE

The funds estimated in this program are to provide financing for those projects not otherwise authorized by law.

PART II. JUSTIFICATION OF FUNDS REQUESTED

The funds required for minor construction ($200,000), will provide for those unforeseen projects arising during the course of the year in which the urgency is such that they cannot await inclusion in the next regular military construction program for the Air Force Reserve.

DEPARTMENT OF THE AIR FORCE
FY — 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR FORCE RESERVE

STATION MINOR CONSTRUCTION
DIR FROM TOWN
COUNTY, STATE
COUNTRY
COMMAND
PRINCIPAL MISSION

GOVT LEASED
GOVT OWNED
OTHER ACRES
TOTAL ACRES
DATE OCC

OFFICERS		AIRMEN		TOTAL MILITARY	CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT		NATIONALS	DAF

EST TOTAL COST (000)	ASSETS AS OF 31 DEC 1961 (000)	FUNDED CONSTR NOT IN INVENTORY (000)	BALANCE REQUIRED (000)	FY 1963 REQUEST (000)	FUTURE YEARS (000)
				200	

PROJECT TITLE	PRIORITY	TENANT COMD	AUTH P.L.	QUANTITATIVE REQUIREMENTS			APPROPRIATION REQUEST		
				TOTAL REQUIRED	FINANCED	UNFINANCED	QUANTITY	UNIT	AMOUNT (000)
MINOR CONSTRUCTION			NEW					LS	200

Mr. SHEPPARD. You are requesting $200,000 for minor construction. How does this compare with appropriations in prior years?

General MCCARTY. We have had $150,000 in prior years, Mr. Chairman, in this item. We think it will probably be a little heavier now due to the conversion of many of these units from the C–119 aircraft to the C–124 aircraft and we think this is in the area of need for the coming fiscal year.

Mr. SHEPPARD. I wish you would insert in the record a list of these minor construction projects constructed in the fiscal year 1962, and those pending construction.

General MCCARTY. Very well, that will be furnished for the record.

(The list follows:)

Minor construction, Air Force Reserve

Location	Item	Scope	Amount (thousands)
Approved:		*Square feet*	
Portland International Airport	Shop aircraft general purpose	1,600	$20.0
Do	Warehouse supply and equipment base.	2,160	26.5
McClellan Air Force Base	Warehouse supply and equipment	4,500	45.0
Hill Air Force Base	Warehouse supply and equipment, base.	4,000	44.0
O'Hare International Airport	Modified storage aviation gasoline	273,000	44.0
Bates Field	Storage hazardous	600	10.0
	Storage base pyrotech	205	5.6
Selfridge Air Force Base	Shed supply and equipment base	6,000	43.0
Willow Grove Naval Air Station	Refuel vehicle storage operational	2,500	20.0
Davis Field	Operational storage ground powered equipment.	1,986	9.9
Minneapolis-St. Paul International Airport.	Storage hazardous	586	8.5
Total			276.5
Pending: None.			

Mr. SHEPPARD. What is your ability to outlease hangar space in Youngstown, Ohio?

General MCCARTY. It just happens I was there the other day.

It seems that sometime in the past a hangar there was declared surplus. This is true. We do have a hangar there which is surplus to the needs of the local Reserve organization and available for outleasing. However, what was omitted from the letter which conveyed that information over to you, Mr. Chairman, was the fact that the ramp space around it is not available. Therefore, if the hangar could be used by someone gaining ingress and egress from the rear thereof without coming over the ramp, it could be leased out. However, for anyone who would need to gain ingress and egress over the ramp from the front portion of it, it would be unacceptable from the military operations standpoint to so lease. As a matter of fact, this would generate a requirement for us to spend several hundred thousand dollars to construct more ramp space to accommodate the organization. I was there 2 weeks ago last Sunday. I personally went over the area and I am convinced this is a true representation of the commander's views. I concur in it.

MILITARY CONSTRUCTION, AIR NATIONAL GUARD

THURSDAY, MAY 3, 1962.

WITNESSES

MAJ. GEN. W. P. WILSON, ASSISTANT CHIEF FOR THE NATIONAL GUARD BUREAU, AIR NATIONAL GUARD

Object classification

[In thousands of dollars]

		1961 actual	1962 estimate	1963 estimate
	AIR FORCE			
25	Other services	511	1,200	1,000
32	Lands and structures	9,126	11,484	6,481
	Total, Air Force	9,637	12,684	7,481
	ALLOCATION ACCOUNTS			
11	Personnel compensation:			
	Permanent positions	876	884	887
	Other personnel compensation	66	61	61
	Total personnel compensation	942	945	948
12	Personnel benefits	70	71	71
25	Other services	773	761	950
32	Lands and structures	0	6,539	6,550
	Total, allocation accounts	1,785	8,316	8,519
	Total obligations	11,422	21,000	16,000
	Obligations are distributed as follows:			
	Air Force	9,637	12,684	7,481
	Army	1,012	1,016	1,019
	Navy	773	7,300	7,500

Personnel summary

	1961 actual	1962 estimate	1963 estimate
ALLOCATION ACCOUNTS			
Total number of permanent positions	133	133	133
Average number of all employees	127	128	128
Number of employees at end of year	133	128	128
Average GS grade	8.3	8.2	8.2
Average GS salary	$7,034	$6,994	$6,998
Average salary of ungraded positions	$3,677	$3,496	$3,451

Program and financing

[In thousands of dollars]

	Budget plan (amounts for construction actions programed)			Obligations		
	1961 actual	1962 estimate	1963 estimate	1961 actual	1962 estimate	1963 estimate
Program by activities:						
Direct:						
1. Major construction	11,846	17,275	12,600	10,452	19,000	14,500
2. Minor construction	700	500	500	459	800	500
3. Planning	904	900	900	511	1,200	1,000
Total	13,450	18,675	14,000	11,422	21,000	16,000
Financing:						
Unobligated balance brought forward:						
For completion of prior year budget plans				−5,030	−7,058	−4,733
Available to finance new budget plans		−400			−400	
Unobligated balance carried forward:						
For completion of prior year budget plans				7,058	4,733	2,733
Available to finance subsequent year budget plans	400			400		
New obligational authority (appropriation)	13,850	18,275	14,000	13,850	18,275	14,000

NOTE.—Reconciliation of budget plan to obligations:

	1961 actual	1962 estimate	1963 estimate
Total budget plan	13,450	18,675	14,000
Deduct portion of budget plan to be obligated in subsequent years	7,058	4,733	2,733
Add obligations of prior year budget plans	5,030	7,058	4,733
Total obligations	11,422	21,000	16,000

Mr. SHEPPARD. We have with us today an oldtime friend in the person of General Wilson. While you have always performed your duties and done your homework remarkably well, unless my memory at my late stage in life serves me improperly, this is the first time you have ever graced this room with the presence of a lady accompanying you. I am delighted to have her here and I think it will be a refreshing thing, for which we are appreciative.

General WILSON. Joyce is the one who handles my obligations and does the work on the budget for construction in my Comptroller's Office. Although she has been doing it for several years, she did not know how things happened on the Hill and I thought it would be well to let her come over and see the work that she has been doing and how it is handled here.

Mr. SHEPPARD. We welcome you here and hope that you enjoy your stay.

Will you make your presentation, General Wilson?

General Statement of Assistant Chief for the National Guard Bureau, Air National Guard

General Wilson. Mr. Chairman and members of the committee, it is a distinct privilege to appear before this distinguished committee to present the Air National Guard military construction program for fiscal year 1963.

First, let me express my sincere appreciation and full support of the action taken by the Congress to restore the Reserve Forces military construction program to a lump sum or bulk basis, a system which served us so well prior to fiscal year 1959 when the line item by location procedure was developed and implemented. After 4 years operation under this system, I am firmly convinced that due to the very nature of the ANG program and its ever-increasing role as an element of the force in being, a more responsive capability in the provisioning of ANG facilities is necessary. This responsive capability did exist prior to fiscal year 1959 and we are indeed grateful to the Congress for this recognition and its positive approach to correct the situation. While there are many reasons in support of restoring the program to a lump sum basis, the most predominant, of course, is the need for responding to requirements generated by accelerated aircraft conversions and mission changes, a matter over which the ANG has no control. These changes are generally the end result of changes in the active program to include modernization programs, increased production schedules, advances in technology, etc. Historically, the number of aircraft or equipment conversions per fiscal year far exceeded those contemplated or programed at the time the military construction program was developed. Fiscal year 1963, for example, presents a real challenge with a total of 27 squadrons programed for equipment conversions; more are anticipated if certain plans are finalized. The necessity for an improved response capability is, therefore, transparently clear and the action taken by the Congress with respect to the fiscal year 1963 Reserve military construction program is the answer to this need.

The ANG military construction appropriation request for fiscal year 1963 is $14 million. Of this amount $900,000 is for planning and design, $500,000 for minor construction, and the balance of $12,600,000 is for major construction. The military construction program before you reflects the projects presently contemplated and represents, in our opinion, the highest priority requirements essential to the balanced execution of the entire ANG program. As I firmly believe our record will indicate, application of appropriated funds against ANG construction has always been governed by the best interests of the defense effort, the Government, and the taxpayer. Sound, genuine, and urgent requirements is a criterion which has been stringently applied and personally approved by me as relates to the ANG program. I will assure this committee the continuation of this practice to further assure the maximum return for every defense dollar invested. If any changes to the list of projects, and their attendant financial requirements, contained in the book before you become necessary, you will be fully informed in accordance with the provisions contained in section 601, H.R. 11131, dated April 5, 1962. I will do everything within my power to support the confidence this committee has demonstrated in our ability to properly manage this vital element of our program.

I will not impose upon the busy schedule of this committee to discuss in detail the achievements and outstanding records established by Air National Guard units during the recent mobilization. To do so would be repetitious since I gave a detailed report to many of you during the hearings on our "Operations and maintenance" and "Military personnel" appropriations. I should, however, invite your attention to excellent reports on this subject contained in Congressional Records dated March 5 and January 23, 1962. The Honorable John C. Stennis, Senator from Mississippi and some of his colleagues gave an excellent and factual account of this accomplishment. On the House side, the Honorable L. Mendel Rivers, Congressman from South Carolina, likewise gave an outstanding and factual account of these achievements. I wish to say to this committee, however, that this excellent performance would not have been possible without the facilities provided to Air National Guard units through your able, understanding, and aggressive support of our program. Operationally, we were generally in good shape. A deficiency does exist, however, in food service and housing facilities which is creating some command problems and personal hardships. Accordingly, our policy for the provisioning of such facilities has been revised. As time goes on we plan to construct minimum austere facilities at locations where mobilization war plans provide for the units to operate from their present Air National Guard locations. In the interim, they will serve a very useful purpose as additional classrooms and billeting space during weekend training assemblies and field training exercises.

Prior to fiscal year 1962 the majority of Air National Guard runways and aprons were designed to accommodate only earlier model jet aircraft. Since that time the Guard has been striving to provide as many needed facilities as the dollars available can support toward meeting current and programed requirements. New missions and recent conversions to century and heavy transport aircraft has created a need for strengthening of aprons, extension of runways, and construction of necessary support facilities. As always, we are taking maximum advantage of excess Air Force facilities in an all-out effort to keep costs down. Within current budgetary guidelines, we are unable to request all of our known deficiencies; therefore, only the most critical needs can be satisfied.

The Air National Guard construction program for fiscal year 1963 is a continuation of this buildup to support recent conversions, newly assigned Headquarters USAF missions and critical communications and electronics requirements. There are eight runway projects constituting 45 percent of the program, eight apron projects constituting 33 percent, and the balance of 22 percent constituting support facilities.

We are now faced with more conversions. While the overall number of flying units and wings will not change, the composition as now reflected in our program for fiscal year 1963 will provide for:

Fighter interceptor wings with 27 flying squadrons	8
Tactical fighter wings with 21 flying squadrons	7
Tactical reconnaissance wings with 12 flying squadrons	3
Air transport wings with 15 flying squadrons	5
Air refueling wing and 3 flying squadrons	1
Aeromedical squadrons	9
Troop carrier squadrons	4
Air transport squadron, medium	1

The above constitutes 24 wings, and 92 squadrons with the balance of the force being nonflying ground support type, communications and electronics, weather flights and miscellaneous units including State headquarters.

As you will recall, last year we were appropriated a total of $18,275,000. This included a supplemental package of $4,275,000 added to the program by the Congress to provide facilities essential to the successful mission accomplishment of units concerned. These facilities are progressing at a steady rate and will be completed in the near future.

The Air National Guard military construction program I am presenting today is designed to provide facilities when and where needed in support of operating programs established by Headquarters, USAF. Through the application of a well-planned long-range construction program. we are progressively modernizing facilities constructed during World War II and constructing other urgently needed facilities, such as runway extensions and rehabilitation of existing runways and taxiways, apron expansions, and rehabilitation of existing aprons, construction of nose docks, communications and electronics facilities, et cetera, on a phased basis to coincide with aircraft conversions, receipt of new weapons, and/or changes in mission assignment.

During fiscal year 1963 we will be operating from 92 flying locations. Of this number, 38 facilities are on a joint-use basis with Air Force, Navy, Air Force Reserve units and other Federal agencies. The others, with the exception of two privately owned fields, are used jointly with civil agencies. We are also currently operating and maintaining facilities at 43 nonflying locations in support of our aircraft control and warning and other communications and electronics programs.

For our fiscal year 1963 construction program, we are requesting funds to finance our highest priority items only. These funds will provide for such facilities as runway extensions, apron strengthenings, maintenance facilities, and operation facilities urgently required in the training of our units.

In addition to the request for funds to support our major construction program, we are also requesting funds to finance minor construction projects on the same basis as the Active Air Force. These are urgently needed projects that cannot await inclusion in a subsequent military construction program. As I testified last year, there is always an increasing need for this capability in order to respond to mission changes and aircraft conversions dictated by defense policies or changes in requirements. Projects developed under this program will be administered in the same manner as they are in the active establishment and the same criteria and ground rules will apply.

The requirement for classified facilities was discussed during the hearings on the fiscal year 1962 military construction program. You will recall that this requirement at five Air National Guard locations could not be included as a part of the program in that approval was awaiting final decision. The authority for this action has now been established and the urgency for the early provisioning of these facilities has been the subject of special consideration of headquarters NORAD and ADC in order to provide an optimum air defense capa-

bility by the Air National Guard units involved. In view of this deep concern the National Guard Bureau has requested the approval of transferring funds from other Air National Guard resources under the provisions of section 638, Public Law 87–144 to proceed with the immediate construction of these urgent facilities. Subject facilities are completely designed and will be ready for advertising upon receipt of appropriate program and funding clearances. The National Guard Bureau anticipates approval of this request which accounts for the fact that they were not included in the fiscal year 1963 program.

In summary, the fiscal year 1963 "Military construction, Air National Guard" appropriation request before you totals $14 million. Of that amount, $12,600,000 is for new construction, $500,000 for minor construction, and $900,000 for planning and design. Before concluding, I want to assure this committee that all funds requested for Air National Guard construction are expended only for genuine requirements and administered on a priority basis consistent with flying safety and operational or mission requirements.

This concludes my presentation in support of funds for the "Military construction, Air National Guard" appropriation. My staff and I are ready to entertain any questions you may have concerning our construction program.

Justification of the Estimates

Mr. Sheppard. The justifications appearing on pages 2 through 5 will be inserted in the record at this point.

(The pages follow:)

Appropriation Introduction

Funds in the amount of $14 million are requested to finance the military construction program in fiscal year 1963 at military installations, in accordance with authorizations as approved by the Congress.

Details of the Fiscal Year 1963 Appropriation Program

Funds in the amount of $14 million are requested for the Air National Guard construction program during fiscal year 1963 to finance urgent requirements consisting of maintenance, administrative, operational, and supply facilities at 19 locations. This continues the policy of the Air National Guard to provide only facilities essential to the training of the Air National Guard. The requirements are established on a priority basis consistent with current war plans and mobilization concepts. The line items for which funding clearance is requested in the appropriation program for fiscal year 1963 fall into the following construction categories:

Categories	Appropriation program	
	Total (thousands)	Percent
Operational and training	$10,905	77
Maintenance and production	1,374	10
Supply	315	3
Planning	900	6
Minor construction	500	4
Total	13,994	100

The specific projects totaling $13,944,000 are listed on the following pages of this volume.

General comments on the nature of this program are as follows:

(*a*) Operational and training requirements, specifically identified, constitute approximately 77 percent of the total program. These requirements are for augmenting runway-taxiways at eight locations, operational aprons at eight locations, communications and operations building at Santa Ana, Calif.., A.C. & W. facility on Hawaiian Island complex, an alert shelter at Gore MAP, Mont.

(*b*) Maintenance requirements, specifically identified, constitute 10 percent of the total program. These requirements are for a maintenance dock at Willow Grove NAS, Pa., hangar modification and lean-to at Anchorage IAP, Alaska, and auto maintenance shop at Little Rock AFB, Ark.

(*c*) Supply requirements, specifically identified, constitute 3 percent of the total program. These requirements are for a warehouse and auto storage at Anchorage IAP, Alaska, and paint, oil, and dope storage building and auto storage at Little Rock AFB, Ark.

(*d*) The remaining 10 percent of the total program is for advance project planning and construction of unforeseen items, urgent and in the interests of national defense, but not otherwise authorized.

Funds in the amount of $14 million are requested for the Air National Guard construction program during fiscal year 1963 to finance urgent requirements consisting of maintenance, administrative, operational, and supply facilities at 19 locations. The items for which funding clearance is requested in the appropriation program for fiscal year 1963 fall into the following program element categories:

Program elements	Appropriation program	
	Total (thousands)	Percent
Tactical fighter/tactical reconnaissance	$2,260	16
Tactical airlift	4,893	35
Air defense	2,853	20
Other Reserve activities	3,988	29
Total	13,994	100

Planning and Design

Mr. Sheppard. Now we shall address ourselves to Planning and Design, for which you are requesting $900,000. How does this compare with appropriations in prior years and your obligations in fiscal years 1961 and 1962?

General Wilson. In 1960, P–313, which is planning, we were appropriated $773,000; in 1961, $900,000 and in 1962, $900,000. Accumulative appropriations during this period have been $2,573,000. Our cumulative obligations against this amount are $1.9 million. The balance of total availability will be required to complete design of the fiscal year 1962 and fiscal year 1963 construction program.

Mr. Sheppard. What is the status of the planning for the fiscal year 1963 program now before us?

General Wilson. Mr. Chairman, we expect to have the total program planned and available for contract during the first quarter of 1963.

Mr. Sheppard. On page 7 of your statement you make reference to classified facilities, and that an appropriation transfer has been requested to finance these facilities at five locations. What is the amount of the appropriation transfer requested?

General WILSON. The amount requested is $2.5 million which reflects our best estimate for these type facilities in the ANG program. This figure may prove a little conservative but if the low bids should exceed this amount we expect to make up the difference from savings in the program.

Mr. SHEPPARD. And you anticipate no difficulty in getting this request approved by the Secretary of Defense.

General WILSON. That is right, sir. We feel it will be approved on the basis of the high priority assigned to these type of facilities.

INSTALLATION DATA

Mr. SHEPPARD. Please place the installation data on pages 16 and 17 in the record at this point.

(The matter referred to follows:)

Installation:	*Appropriation request (thousands)*
Alpena County Airport, Mich	$527
Anchorage International Airport, Alaska	1,156
Dannelly Field, Ala	858
Detroit-Wayne Airport, Mich	480
Dow Air Force Base, Maine	276
Ellington Air Force Base, Tex	2,059
Gore Field, Mont	110
Greater Peoria MAP, Ill	230
Gulfport MAP, Miss	381
Hawaiian Island complex	570
Little Rock Air Force Base, Ark	183
McEntire ANG Base, S.C	408
Rosecrans Memorial Airport, Mo	2,044
Salt Lake MAP, Utah	723
Santa Ana, Calif	396
Springfield MAP, Ohio	509
Travis Field, Ga	620
Volk Field, Wis	714
Willow Grove NAS, Pa	350
Total	12,594

Mr. SHEPPARD. Are there any sites in this program where either the base rights or mission of the units is in question, or questionable?

General WILSON. No, sir.

Mr. SHEPPARD. The project data on various installations will be inserted in the record at this point.

(The matter referred to follows:)

DEPARTMENT OF THE AIR FORCE
FY 1963

APPROPRIATION: MILITARY CONSTRUCTION, AIR NATIONAL GUARD

STATION: Alpena Co. Arpt
DIR TO TOWN: 6 mi. W of Alpena
COUNTY, STATE: Alpena Co., Michigan
COMMAND: ANG DATE OCC: 1953

		OFFICERS		AIRMEN		CIVILIANS	
		BASE	TRANS/ROT	BASE	TRANS/ROT	NATIONALS	DAF
GOVT LEASED:	73						
GOVT OWNED:							
OTHER ACRES:							
TOTAL ACRES:	73	2		18			20

EST TOTAL COST ($000)	ASSETS AS OF 30 JUN ($000)	FUNDED CONSTRN NOT IN INVENTORY ($000)	BALANCE REQUIRED ($000)	FY 1963 REQUEST ($000)	FUTURE YEARS ($000)
4,367	3,621	-0-	746	527	219

PRINCIPAL MISSION:
Permanent Training Site

Project Title	Priority	Tenant Comd	Auth P.L.	QUANTITIVE REQUIREMENTS Total Req.	Financed	Unfinanced	APPROPRIATION REQUEST Quantity	Unit	Amount ($000)
Runway, Prim/Instr - EXTD				16,667	-0-	16,667	16,667	SY	527

DEPARTMENT OF THE AIR FORCE

FY 1963

APPROPRIATION: MILITARY CONSTRUCTION, AIR NATIONAL GUARD

STATION: Dannelly Field

DIR TO TOWN: 7 mi S.W. Montgomery

COUNTY, STATE: Montgomery Co, Alabama

COMMAND: ANG DATE OCC: 1953

		OFFICERS		AIRMEN		CIVILIANS	
		BASE	TRANS/ROT	BASE	TRANS/ROT	NATIONALS	DAF
GOVT LEASED:	58						
GOVT OWNED:							
OTHER ACRES:		47		500			144
TOTAL ACRES:	58						

EST TOTAL COST ($000)	ASSETS AS OF 30 JUN ($000)	FUNDED CONSTRN NOT IN INVENTORY ($000)	BALANCE REQUIRED ($000)	FY 1963 REQUEST ($000)	FUTURE YEARS ($000)
3,431	2,337	-0-	1,094	858	236

PRINCIPAL MISSION:

160 Tac Recon Sq

Project Title	Priority	Tenant Comd	Auth P.L.	QUANTITIVE REQUIREMENTS Total Req.	Financed	Unfinanced	APPROPRIATION REQUEST Quantity	Unit	Amount ($000)
Runway, Prim Instr - Extd				16,667	-0-	16,667	16,667	SY	858

DEPARTMENT OF THE AIR FORCE

FY 1963

APPROPRIATION: MILITARY CONSTRUCTION, AIR NATIONAL GUARD

STATION: Detroit-Wayne MAP

DIR TO TOWN: 17 mi W.S.W. Detroit

COUNTY, STATE: Wayne Co, Michigan

COMMAND: ANG DATE OCC: 1952

		OFFICERS		AIRMEN		CIVILIANS	
GOVT LEASED: 35		BASE	TRANS/ROT	BASE	TRANS/ROT	NATIONALS	DAF
GOVT OWNED:		178		1144			198
OTHER ACRES:							
TOTAL ACRES: 35							

EST TOTAL COST ($000)	ASSETS AS OF 30 JUN ($000)	FUNDED CONSTRN NOT IN INVENTORY ($000)	BALANCE REQUIRED ($000)	FY 1963 REQUEST ($000)	FUTURE YEARS ($000)
2,173	797	-0-	1,376	480	896

PRINCIPAL MISSION:

127 Tac Recon Wg
107 Tac Recon Sq (PJ)
171 Tac Recon Sq (PJ)

Project Title	Priority	Tenant Comd	Auth P.L.	QUANTITIVE REQUIREMENTS Total Req.	Financed	Unfinanced	APPROPRIATION REQUEST Quantity	Unit	Amount ($000)
Apron, Oper - Str				70,000	-0-	70,000	70,000	SY	480

DEPARTMENT OF THE AIR FORCE

FY 1963

APPROPRIATION: MILITARY CONSTRUCTION, AIR NATIONAL GUARD

STATION: Dow AFB

DIR TO TOWN: 2 N.W. Bangor

COUNTY, STATE: Penobscot Co, Maine

COMMAND: ANG DATE OCC: 1941

		OFFICERS		AIRMEN		CIVILIANS	
GOVT LEASED:							
GOVT OWNED:	20	BASE	TRANS/ROT	BASE	TRANS/ROT	NATIONALS	DAF
OTHER ACRES:		137		813			164
TOTAL ACRES:	20						

EST TOTAL COST ($000)	ASSETS AS OF 30 JUN ($000)	FUNDED CONSTRN NOT IN INVENTORY ($000)	BALANCE REQUIRED ($000)	FY 1963 REQUEST ($000)	FUTURE YEARS ($000)
2,675	1,776	-0-	899	276	623

PRINCIPAL MISSION:

101 Air Defense Wg Hq
101 Ftr Gp Hq
132 Ftr Intep Sq

				QUANTITIVE REQUIREMENTS			APPROPRIATION REQUEST		
Project Title	Priority	Tenant Comd	Auth P.L.	Total Req.	Financed	Unfinanced	Quantity	Unit	Amount ($000)
Apron, Oper - Str				22,000	-0-	22,000	22,000	SY	276

DEPARTMENT OF THE AIR FORCE

FY 1963

APPROPRIATION: MILITARY CONSTRUCTION, AIR NATIONAL GUARD

STATION: Gore MAP

DIR TO TOWN: Great Falls

COUNTY, STATE: Cascade Co, Montana

COMMAND: ANG DATE OCC: 1953

		OFFICERS		AIRMEN		CIVILIANS	
GOVT LEASED:	56						
GOVT OWNED:		BASE	TRANS/ROT	BASE	TRANS/ROT	NATIONALS	DAF
OTHER ACRES:		123		773			188
TOTAL ACRES:	56						

EST TOTAL COST ($000)	ASSETS AS OF 30 JUN ($000)	FUNDED CONSTRN NOT IN INVENTORY ($000)	BALANCE REQUIRED ($000)	FY 1963 REQUEST ($000)	FUTURE YEARS ($000)
4,887	4,638	-0-	249	110	139

PRINCIPAL MISSION:

120 Ftr Gp (AD)
186 Ftr Intcp Sq

				QUANTITIVE REQUIREMENTS			APPROPRIATION REQUEST		
Project Title	Priority	Tenant Comd	Auth P.L.	Total Req.	Financed	Unfinanced	Quantity	Unit	Amount ($000)
Hangar Alert - Closed				21,888	-0-	21,888	10,944	SF	110

DEPARTMENT OF THE AIR FORCE

FY 1963

APPROPRIATION: MILITARY CONSTRUCTION, AIR NATIONAL GUARD

STATION: Gr Peoria Arpt

DIR TO TOWN: 4.8 W.S.W. Peoria

COUNTY, STATE: Peoria Co, Illinois

COMMAND: ANG DATE OCC: 1947

		OFFICERS		AIRMEN		CIVILIANS	
		BASE	TRANS/ROT	BASE	TRANS/ROT	NATIONALS	BAF
GOVT LEASED:	19						
GOVT OWNED:							
OTHER ACRES:		61		486			111
TOTAL ACRES:	19						

EST TOTAL COST ($000)	ASSETS AS OF 30 JUN ($000)	FUNDED CONSTRN NOT IN INVENTORY ($000)	BALANCE REQUIRED ($000)	FY 1963 REQUEST ($000)	FUTURE YEARS ($000)
6,890	5,062	-0-	1,828	230	1,598

PRINCIPAL MISSION:

169 Tac Ftr Sq

				QUANTITIVE REQUIREMENTS			APPROPRIATION REQUEST		
Project Title	Priority	Tenant Comd	Auth P.L.	Total Req.	Financed	Unfinanced	Quantity	Unit	Amount ($000)
Apron, Oper - Str				32,000	-0-	32,000	32,000	SY	230

DEPARTMENT OF THE AIR FORCE

FY 1963

APPROPRIATION: MILITARY CONSTRUCTION, AIR NATIONAL GUARD

STATION: Gulfport MAP

DIR TO TOWN: 3 N.E. Gulfport

COUNTY, STATE: Harrison Co, Mississippi

COMMAND: ANG DATE OCC: 1942

	GOVT	OFFICERS		AIRMEN		CIVILIANS	
	LEASED: 207.5						
	GOVT OWNED:	BASE	TRANS/ROT	BASE	TRANS/ROT	NATIONALS	DAF
	OTHER ACRES:	3		13			17
	TOTAL ACRES: 207.5						

EST TOTAL COST ($000)	ASSETS AS OF 30 JUN ($000)	FUNDED CONSTRN NOT IN INVENTORY ($000)	BALANCE REQUIRED ($000)	FY 1963 REQUEST ($000)	FUTURE YEARS ($000)
3,497	2,765	-0-	732	381	351

PRINCIPAL MISSION:

Permanent Trng Site

				QUANTITIVE REQUIREMENTS			APPROPRIATION REQUEST		
Project Title	Priority	Tenant Comd	Auth P.L.	Total Req.	Financed	Unfinanced	Quantity	Unit	Amount ($000)
Runway, Prim Instr - Extd				16,667	-0-	16,667	16,667	SY	381

DEPARTMENT OF THE AIR FORCE

FY 1963

APPROPRIATION: MILITARY CONSTRUCTION, AIR NATIONAL GUARD

STATION: McEntire ANG Base

DIR TO TOWN: 6 S.W. Columbia

COUNTY, STATE: Richland Co, South Carolina

COMMAND: ANG DATE OCC: 1955

	GOVT LEASED:	GOVT OWNED:	OTHER ACRES:	TOTAL ACRES:
		2,300	98	2,300

OFFICERS		AIRMEN		CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	NATIONALS	DAF
		797			193

EST TOTAL COST ($000)	ASSETS AS OF 30 JUN ($000)	FUNDED CONSTRN NOT IN INVENTORY ($000)	BALANCE REQUIRED ($000)	FY 1963 REQUEST ($000)	FUTURE YEARS ($000)
4,710	1,442	1,830	1,438	408	1,030

PRINCIPAL MISSION:

157 Ftr Intcp Sq

				QUANTITIVE REQUIREMENTS			APPROPRIATION REQUEST		
Project Title	Priority	Tenant Comd	Auth P.L.	Total Req.	Financed	Unfinanced	Quantity	Unit	Amount ($000)
Runway, Prim Instr - Extd				16,667	-0-	16,667	16,667	SY	408

DEPARTMENT OF THE AIR FORCE

FY 1963

APPROPRIATION: MILITARY CONSTRUCTION, AIR NATIONAL GUARD

STATION: Salt Lake City MAP

DIR TO TOWN: 5 W. Salt Lake

COUNTY, STATE: Salt Lake Co, Utah

COMMAND: ANG DATE OCC: 1946

	GOVT	OFFICERS		AIRMEN		CIVILIANS	
LEASED:	75.30						
OWNED:		BASE	TRANS/ROT	BASE	TRANS/ROT	NATIONALS	DAF
OTHER ACRES:		151		877			226
TOTAL ACRES:	75.30						

EST TOTAL COST ($000)	ASSETS AS OF 30 JUN ($000)	FUNDED CONSTRN NOT IN INVENTORY ($000)	BALANCE REQUIRED ($000)	FY 1963 REQUEST ($000)	FUTURE YEARS ($000)
3,876	1,689	300	1,887	723	1,164

PRINCIPAL MISSION:

151 Air Transp Gp Hq
191 Air Transp Sq

Project Title	Priority	Tenant Comd	Auth P.L.	QUANTITIVE REQUIREMENTS Total Req.	Financed	Unfinanced	APPROPRIATION REQUEST Quantity	Unit	Amount ($000)
Taxiway, Runway Access - Extd				6,600	-0-	6,600	6,600	SY	219
Apron, Oper - Addn				20,000	-0-	20,000	20,000	SY	504

723

DEPARTMENT OF THE AIR FORCE

FY 1963

APPROPRIATION: MILITARY CONSTRUCTION, AIR NATIONAL GUARD

STATION: Springfield MAP

DIR TO TOWN: 5.5 S. Springfield

COUNTY, STATE: Clark Co, Ohio

COMMAND: ANG DATE OCC: 1955

GOVT LEASED: 44

GOVT OWNED:

OTHER ACRES:

TOTAL ACRES: 44

OFFICERS		AIRMEN		CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	NATIONALS	DAF
85		671			137

EST TOTAL COST ($000)	ASSETS AS OF 30 JUN ($000)	FUNDED CONSTRN NOT IN INVENTORY ($000)	BALANCE REQUIRED ($000)	FY 1963 REQUEST ($000)	FUTURE YEARS ($000)
4,631	2,852	164	1,615	509	1,106

PRINCIPAL MISSION:

162 Tac Ftr Sq

Project Title	Priority	Tenant Comd	Auth P.L.	QUANTITIVE REQUIREMENTS			APPROPRIATION REQUEST		
				Total Req.	Financed	Unfinanced	Quantity	Unit	Amount ($000)
Runway, Prim Instr - Extd				16,667	-0-	16,667	16,667	SY	509

DEPARTMENT OF THE AIR FORCE

FY 1963

APPROPRIATION: MILITARY CONSTRUCTION, AIR NATIONAL GUARD

STATION: Travis Fld

DIR TO TOWN: 8 N.W. Savannah

COUNTY, STATE: Chatham Co, Georgia

COMMAND: ANG DATE OCC: 1950

		OFFICERS		AIRMEN		CIVILIANS	
GOVT LEASED:	110	BASE	TRANS/ROT	BASE	TRANS/ROT	NATIONALS	DAF
GOVT OWNED:		94		722			173
OTHER ACRES:							
TOTAL ACRES:	110						

EST TOTAL COST ($000)	ASSETS AS OF 30 JUN ($000)	FUNDED CONSTRN NOT IN INVENTORY ($000)	BALANCE REQUIRED ($000)	FY 1963 REQUEST ($000)	FUTURE YEARS ($000)
8,329	3,884	526	3,919	620	3,299

PRINCIPAL MISSION:

165 Air Transp Gp Hq
158 Air Transp Sq
Perm Trng Site

Project Title	Priority	Tenant Comd	Auth P.L.	QUANTITIVE REQUIREMENTS Total Req.	Financed	Unfinanced	APPROPRIATION REQUEST Quantity	Unit	Amount ($000)
Apron, Oper - Str				43,000	-0-	43,000	43,000	SY	620

DEPARTMENT OF THE AIR FORCE

FY 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR NATIONAL GUARD

STATION: Volk Fld
DIR TO TOWN: 1 E. Tomah
COUNTY, STATE: Wood Co, Wisconsin
COMMAND: ANG DATE OCC: 1952

GOVT LEASED: 1440
GOVT OWNED:
OTHER ACRES:
TOTAL ACRES: 1440

OFFICERS		AIRMEN		CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	NATIONALS	DAF
2		18			20

EST TOTAL COST ($000)	ASSETS AS OF 30 JUN ($000)	FUNDED CONSTRN NOT IN INVENTORY ($000)	BALANCE REQUIRED ($000)	FY 1963 REQUEST ($000)	FUTURE YEARS ($000)
5,494	4,032	536	926	714	212

PRINCIPAL MISSION:

Perm Trng Site

Project Title	Priority	Tenant Comd	Auth P.L.	QUANTITIVE REQUIREMENTS Total Req.	Financed	Unfinanced	APPROPRIATION REQUEST Quantity	Unit	Amount ($000)
Apron, Oper - Str				140,000	-0-	140,000	140,000	SY	714

DEPARTMENT OF THE AIR FORCE

FY 1963

APPROPRIATION: MILITARY CONSTRUCTION, AIR NATIONAL GUARD

STATION: Willow Grove NAS

DIR TO TOWN: 5 S.W. Philadelphia

COUNTY, STATE: Montgomery Co, Pa.

COMMAND: ANG DATE OCC: 1958

		OFFICERS		AIRMEN		CIVILIANS	
		BASE	TRANS/ROT	BASE	TRANS/ROT	NATIONALS	DAF
GOVT LEASED:	47						
GOVT OWNED:							
OTHER ACRES:		134		963			-0-
TOTAL ACRES:	47						

EST TOTAL COST ($000)	ASSETS AS OF 30 JUN ($000)	FUNDED CONSTRN NOT IN INVENTORY ($000)	BALANCE REQUIRED ($000)	FY 1963 REQUEST ($000)	FUTURE YEARS ($000)
3,939	-0-	1,965	1,974	350	1,624

PRINCIPAL MISSION:

111 Air Transp Gp Hq
103 Air Transp Sq

Project Title	Priority	Tenant Comd	Auth P.L.	QUANTITIVE REQUIREMENTS Total Req.	Financed	Unfinanced	APPROPRIATION REQUEST Quantity	Unit	Amount ($000)
Maint Dock Med A/C				2	1	1	1	EA	350

ANCHORAGE AIRPORT, ALASKA

Mr. SHEPPARD. The next item is Anchorage Airport, Alaska.

DEPARTMENT OF THE AIR FORCE

FY 1963

APPROPRIATION: MILITARY CONSTRUCTION, AIR NATIONAL GUARD

STATION: Anchorage IAP

DIR TO TOWN: 7 mi Anchorage

COUNTY, STATE: Seward Meridian, Alaska

COMMAND: ANG DATE OCC: 1953

	GOVT LEASED:	OFFICERS		AIRMEN		CIVILIANS	
	GOVT OWNED: 30	BASE	TRANS/ROT	BASE	TRANS/ROT	NATIONALS	DAF
	OTHER ACRES:	49		228			91
	TOTAL ACRES: 30						

EST TOTAL COST ($000)	ASSETS AS OF 30 JUN ($000)	FUNDED CONSTRN NOT IN INVENTORY ($000)	BALANCE REQUIRED ($000)	FY 1963 REQUEST ($000)	FUTURE YEARS ($000)
4,010	1,772	678	1,560	1,156	404

PRINCIPAL MISSION:

144 Air Transp Sq

				QUANTITIVE REQUIREMENTS			APPROPRIATION REQUEST		
Project Title	Priority	Tenant Comd	Auth P.L.	Total Req.	Financed	Unfinanced	Quantity	Unit	Amount ($000)
Hangar, Reserve Forces - Addn				27,400	16,800	10,600	10,600	SF	339
Hangar, Reserve Forces - Mod				25,500	-0-	25,500	25,500	SF	540
Whse, Sup & Equip, Bse				20,000	-0-	20,000	20,000	SF	240
Auto Stg Open				3,600	-0-	3,600	3,600	SY	37
									1,156

Mr. SHEPPARD. I wish you would turn to page 20 of the justifications and tell the committee just what the requirements are for each of these line items.

General WILSON. The first is a reserve hangar addition, sir. At the time the facility was built in Anchorage, Alaska, it was planned to be used for fighters only. The facility is not sufficient to maintain the 123's that have been assigned there now since the fighter has gone out of the picture. We have 10 C–123's there and we need to modernize and remodel the hangar to be able to use the facility properly.

As you know, the weather is such that you have to be able to get the airplanes inside out of the weather.

Mr. SHEPPARD. Is there any elevation requirement?

General WILSON. It is due to the elevation requirement, as you pointed out. It is a question of raising the roof of the hangar and extension of the doors to make it usable for the C–123.

Mr. SHEPPARD. What consideration have you given to performing this National Guard function at other air base locations in the Alaskan area?

General WILSON. We sent a team of people from the Department of Defense headed by Mr. Bob Deininger, who is in the Reserve Forces Facility Divison, Office, Secretary of Defense, to Anchorage, Alaska, Elmendorf, and surveyed the entire base as to the usableness of the facility and recommended to OSD we modify these facilities because there were none available at Elmendorf for use by these units.

Mr. SHEPPARD. I am not going to quarrel with you, but their decision is based upon the fact that you have a record behind you of getting as much out of a dollar's construction as anybody can. You have been able to get away without too many complaints that I know of.

General WILSON. Thank you, sir.

ELLINGTON AIR FORCE BASE, TEX.

Mr. SHEPPARD. We shall take up the next item having to do with Ellington Air Force Base, Tex.

DEPARTMENT OF THE AIR FORCE

FY 1963

APPROPRIATION: MILITARY CONSTRUCTION, AIR NATIONAL GUARD

STATION: Ellington AFB

DIR TO TOWN: 3 mi S. Genoa

COUNTY, STATE: Harris Co, Texas

COMMAND: ANG DATE OCC: 1949

		OFFICERS		AIRMEN		CIVILIANS	
GOVT LEASED:							
GOVT OWNED:	21	BASE	TRANS/ROT	BASE	TRANS/ROT	NATIONALS	DAF
OTHER ACRES:		111		957			263
TOTAL ACRES:	21						

EST TOTAL COST ($000)	ASSETS AS OF 30 JUN ($000)	FUNDED CONSTRN NOT IN INVENTORY ($000)	BALANCE REQUIRED ($000)	FY 1963 REQUEST ($000)	FUTURE YEARS ($000)
4,228	1,427	-0-	2,801	2,059	742

PRINCIPAL MISSION:

147 Ftr Gp Hq
111 Ftr Intep Sq

				QUANTITIVE REQUIREMENTS			APPROPRIATION REQUEST		
Project Title	Priority	Tenant Comd	Auth P.L.	Total Req.	Financed	Unfinanced	Quantity	Unit	Amount ($000)
Runway, Minor - Extd				66,667	-0-	66,667	66,667	SY	1,390
Apron, Oper - Str				43,000	-0-	43,000	43,000	SY	669
									2,059

Mr. SHEPPARD. What is the runway requirement here for which you are requesting $1,390,000?

General WILSON. This is to extend the runway to 9,000 usable feet. At the present time we are flying off of a 7,000-foot runway and we have F–102 aircraft stationed there with live weapons on a 5-minute runway alert for the Air Defense Command 24 hours a day, 7 days a week. It is necessary that we give them adequate runway space from a flying-safety standpoint. This is to bring the runway to the 9,000-foot Air Force approved criterion.

Mr. SHEPPARD. Will this runway extension enable you to operate in this air traffic problem area without restrictions on your essential 24-hour alert program?

General WILSON. Yes, sir. We have this cleared with the FAA and, in fact, we are working with them daily. We have a corridor in and out of Ellington established now for this purpose.

Mr. SHEPPARD. What consideration has been given to transferring this unit to another location where the operational problems are not so acute?

General WILSON. When you try to move a squadron that has the number of people we have there, trained and living in that area, you cannot pick a guard unit and move it to another location and expect the same money that you spent on training the people to be available. The people have their civilian jobs in that community, and that is their home. It would cost a great deal of money and we have our facilities on this Air Force base. This just about completes them, and we feel that it would be a waste of money, time, and training, and everything else, to try to move to any other location.

Mr. SHEPPARD. Questions on this item?

Mr. JONAS. Is this the only runway there?

General WILSON. No, sir. There are two runways there and this is the one to be extended to give us the 9,000-foot limit which fits in with the FAA and their work.

Mr. JONAS. How long is the other runway?

General WILSON. 6,800 feet.

Mr. JONAS. What type of aircraft uses it?

General WILSON. They have the C–119 from the Air Force Reserve located on that base, also. This would not preclude the Reserve from using this runway, too. Also NASA is moving in there, and, as you know, they are bringing in some F–100's and F–102's, also.

Mr. JONAS. Pretty soon you will be overcrowded with only one runway, will you not?

General WILSON. I do not think so, with the two runways serving the ANG F–102 squadron and the Air Force Reserve C–119 squadron.

Mr. JONAS. Is this near the installation being built by NASA in Harris County?

General WILSON. This is right at Ellington Field, which is southeast of the center of Houston, about 18 miles from Houston Municipal Airport, southeast.

Mr. JONAS. Where is the NASA installation to be built with respect to this base?

General WILSON. I am not familiar with that.

Mr. JONAS. That is all.

HAWAIIAN ISLAND COMPLEX

Mr. SHEPPARD. Gentlemen, we shall proceed to the next item which is the Hawaiian Island Complex.

DEPARTMENT OF THE AIR FORCE
FY 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR NATIONAL GUARD

STATION: Hawaiian Island Complex
DIR TO TOWN:
COUNTY, STATE: Hawaiian Islands
COMMAND: ANG DATE OCC: 1963

	GOVT LEASED:	GOVT OWNED:	OTHER ACRES:	TOTAL ACRES:

OFFICERS		AIRMEN		CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	NATIONALS	DAF

EST TOTAL COST ($000)	ASSETS AS OF 30 JUN ($000)	FUNDED CONSTRN NOT IN INVENTORY ($000)	BALANCE REQUIRED ($000)	FY 1963 REQUEST ($000)	FUTURE YEARS ($000)
570	-0-	-0-	570	570	-0-

PRINCIPAL MISSION:

169 AC&W Sq (Fixed)

				QUANTITIVE REQUIREMENTS			APPROPRIATION REQUEST		
Project Title	Priority	Tenant Comd	Auth P.L.	Total Req.	Financed	Unfinanced	Quantity	Unit	Amount ($000)
AC&W Opns Bldg				14,000	-0-	14,000	14,000	SF	570

Mr. SHEPPARD. I note that this project will be used jointly with the FAA. Are they bearing any portion of this cost?

General WILSON. Yes, sir; they are building the road. They are putting in certain of their facilities, and we will jointly use certain training facilities or certain operational facilities with the FAA. This is our portion of the cost to become operational. This unit is the second unit. One unit was located on Kokee Island 2 years ago. This unit remains there as one of the two units that give complete radar defense of the Hawaiian Islands. This is operated on a 24-hour basis, 7 days a week, by an ACW squadron of the Hawaiian Air Guard.

Mr. SHEPPARD. If you did not have this allocation of funds and had to bear the whole load, what would the cost be?

General WILSON. Close to $1.5 or $2 million.

LITTLE ROCK AIR FORCE BASE, ARK.

Mr. SHEPPARD. The next item is Little Rock Air Force Base, Ark.

DEPARTMENT OF THE AIR FORCE

FY 1963

APPROPRIATION: MILITARY CONSTRUCTION, AIR NATIONAL GUARD

STATION: Little Rock AFB

DIR TO TOWN: 5 mi S.S.E. Jacksonville

COUNTY, STATE: Pulaski Co, Arkansas

COMMAND: ANG DATE OCC: 1941

GOVT LEASED:	
GOVT OWNED:	50
OTHER ACRES:	
TOTAL ACRES:	50

OFFICERS		AIRMEN		CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	NATIONALS	DAF
133		757			134

EST TOTAL COST ($000)	ASSETS AS OF 30 JUN ($000)	FUNDED CONSTRN NOT IN INVENTORY ($000)	BALANCE REQUIRED ($000)	FY 1963 REQUEST ($000)	FUTURE YEARS ($000)
2,850	1,890	-0-	960	183	777

PRINCIPAL MISSION:

154 Tac Recon Sq

545

Project Title	Priority	Tenant Comd	Auth P.L.	QUANTITIVE REQUIREMENTS Total Req.	Financed	Unfinanced	APPROPRIATION REQUEST Quantity	Unit	Amount ($000)
Auto Maint Shop				4,040	-0-	4,040	4,040	SF	145
Stor Paint & Dope Base				600	-0-	600	600	SF	16
Auto Stg Open				3,600	-0-	3,600	3,600	SY	22

General WILSON. Mr. Chairman, this is an auto maintenance shop, paint storage, and dope building. These are the balance of the facilities to be in phase with the construction of the facilities being provided as a result of the move from Adams Field to Little Rock Air Force Base. The Air Force base made a ramp and other administrative facilities available. This completes the requirement for this unit, and the move to Little Rock Air Force Base.

Facilities are not available at Little Rock Air Force Base other than those we would have to construct.

Mr. SHEPPARD. While it is only a small item of $16,000, I interpret from your comments that it is a large base, but the Air Force in its operation cannot find some other place for storage or paint dope operations?

General WILSON. No, sir. That is not available.

ROSECRANS MEMORIAL AIRPORT, MO.

Mr. SHEPPARD. The next item is Rosecrans Memorial Airport, Mo.

DEPARTMENT OF THE AIR FORCE

FY 1963
APPROPRIATION: MILITARY CONSTRUCTION, AIR NATIONAL GUARD

STATION: Rosecrans Mem Arpt
DIR TO TOWN: 4 W.N.W. St Joseph
COUNTY, STATE: Buchanan Co, Missouri
COMMAND: ANG DATE OCC: 1943

		OFFICERS		AIRMEN		CIVILIANS	
		BASE	TRANS/ROT	BASE	TRANS/ROT	NATIONALS	DAF
GOVT LEASED:	50						
GOVT OWNED:							
OTHER ACRES:		73		520			107
TOTAL ACRES:	50						

EST TOTAL COST ($000)	ASSETS AS OF 30 JUN ($000)	FUNDED CONSTRN NOT IN INVENTORY ($000)	BALANCE REQUIRED ($000)	FY 1963 REQUEST ($000)	FUTURE YEARS ($000)
6,294	2,446	-0-	3,848	2,044	1,804

PRINCIPAL MISSION:

180 Tac Recon Sq
Change to:
139 Air Transp Gp Hq
180 Air Transp Sq

Project Title	Priority	Tenant Comd	Auth P.L.	QUANTITIVE REQUIREMENTS Total Req.	Financed	Unfinanced	APPROPRIATION REQUEST Quantity	Unit	Amount ($000)
Runway, Prim Instr - Str				133,333	-0-	133,333	133,333	SY	1,401
Apron, Oper - Str				59,000	-0-	59,000	59,000	SY	643
									2,044

Mr. SHEPPARD. What is your requirement here for an expenditure of over $2 million for strengthening the runway and apron?

General WILSON. Mr. Chairman, we were operating F–84–F aircraft on World War II facilities. We are now converting this unit to C–97 airplanes which requires a minimum wheel loading of 80,000 pounds. The runway we are actually operating there is a little bit of a flying safety problem, and we have to do this if we are going to continue this operation.

SANTA ANA AIR RESERVE FACILITY, CALIF.

Mr. SHEPPARD. Let us move on to the next item which is Santa Ana Air Reserve Facility.

DEPARTMENT OF THE AIR FORCE

FY 1963

APPROPRIATION: MILITARY CONSTRUCTION, AIR NATIONAL GUARD

STATION: Santa Ana Air Reserve Facility

DIR TO TOWN: 5 S. Santa Ana

COUNTY, STATE: Orange Co, California

COMMAND: ANG DATE OCC: 1942

		OFFICERS		AIRMEN		CIVILIANS	
		BASE	TRANS/ROT	BASE	TRANS/ROT	NATIONALS	DAF
GOVT LEASED:							
GOVT OWNED:							
OTHER ACRES:		10		181			9
TOTAL ACRES:							

EST TOTAL COST ($000)	ASSETS AS OF 30 JUN ($000)	FUNDED CONSTRN NOT IN INVENTORY ($000)	BALANCE REQUIRED ($000)	FY 1963 REQUEST ($000)	FUTURE YEARS ($000)
396	-0-	-0-	396	396	-0-

PRINCIPAL MISSION:

222 Radio Relay Sq

				QUANTITIVE REQUIREMENTS			APPROPRIATION REQUEST		
Project Title	Priority	Tenant Comd	Auth P.L.	Total Req.	Financed	Unfinanced	Quantity	Unit	Amount ($000)
Comm and Ops Bldg				22,815	-0-	22,815	22,815	SF	396

Mr. SHEPPARD. What are you using for this facility at the present time, and why can you not continue to utilize this in the future?

General WILSON. Sir, by local agreement we are presently using a Marine facility on a temporary basis until adequate facilities can be provided through the construction program. Present arrangements cannot continue due to overriding Marine Corps requirements.

It is very inadequate and we spent no money on it other than just the bare necessities to maintain it in operational status.

We now have the land on a long-term lease. This is a real fine communications unit with some 250 people on board, highly qualified electronic technicians that we need in the program. The only thing we can do to keep them there is to furnish facilities.

Mr. SHEPPARD. What is the cost and the requirement for the fallout shelter you have constructed in this portion of the building?

It is somewhat of an innovation, is it not?

General WILSON. Yes, sir. It is about $68,000 and we are for the first time including this where we have a capability of doing it without increasing the cost too much. It is already built with a basement and all we are doing is making a shelter out of it. It costs a little more for ventilation and so forth.

Mr. SHEPPARD. What would you assume at the moment, would be the additional cost involved in dollars, without the shelter?

General WILSON. About $68,000 is the cost associated with the shelter. The facility without the shelter would cost about $328,000.

Mr. SHEPPARD. Off the record.

(Discussion off the record.)

Mr. SHEPPARD. Questions on the item?

Mr. SHELLEY. No questions.

I do think it makes sense, particularly in that area out there.

General WILSON. It would cost, if we had to build a shelter, about $250,000 to $300,000 to build one where we are doing it with construction and we can do it much cheaper.

Mr. SHEPPARD. Questions, Mr. Jonas?

Mr. JONAS. What will it cost to rehabilitate the space you are now using?

General WILSON. It has been condemned. It is a World War II building and it is just not worth trying to recondition. I have been there, and it is a World War II barracks building.

Mr. JONAS. That is all.

MINOR CONSTRUCTION

Mr. SHEPPARD. We will go to the next item having to do with Minor Construction.

DEPARTMENT OF THE AIR FORCE

FY 1963

APPROPRIATION: MILITARY CONSTRUCTION, AIR NATIONAL GUARD

STATION: Minor Construction

DIR TO TOWN:

COUNTY, STATE:

COMMAND: DATE OCC:

GOVT LEASED:
GOVT OWNED:
OTHER ACRES:
TOTAL ACRES:

OFFICERS		AIRMEN		CIVILIANS	
BASE	TRANS/ROT	BASE	TRANS/ROT	NATIONALS	DAF

EST TOTAL COST ($000)	ASSETS AS OF 30 JUN ($000)	FUNDED CONSTRN NOT IN INVENTORY ($000)	BALANCE REQUIRED ($000)	FY1963 REQUEST ($000)	FUTURE YEARS ($000)
				500	

PRINCIPAL MISSION:

				QUANTITIVE REQUIREMENTS			APPROPRIATION REQUEST		
Project Title	Priority	Tenant Comd	Auth P.L.	Total Req.	Financed	Unfinanced	Quantity	Unit	Amount ($000)
Minor Construction								LS	500

Mr. SHEPPARD. Here you are requesting $500,000 for minor construction.

How does this compare with your appropriations and obligations in prior years?

General WILSON. In 1960 we were appropriated $250,000 for minor construction; in 1961, $700,000; and in 1962, $500,000, for a total cumulative amount of $1,450,000. Cumulative obligations against this amount are $1,013,380.

Mr. SHEPPARD. I wish you would list for the record the projects funded in this program during fiscal year 1962, and the pending requirements.

General WILSON. I will be glad to.

(The information follows:)

Fiscal year 1962 minor construction

Location	Line item	Amount
Baden, N.C.[1]	Auto maintenance shop	$34,289
Hancock Field, N.Y.[1]	Aircraft engine inspection and repair shop	38,985
Kokee, Hawaii [1]	Troop camp	12,160
North Highlands, Calif.[1]	Communications and operations building (addition).	19,777
Hot Springs, Ark.[1]	do	43,532
Kelly Air Force Base, Tex.[1]	Ground power equipment shop	33,610
Ontario IAP, California [1]	Aircraft engine inspection and repair shop	42,793
Fresno Airport, Calif.[1]	do	38,396
Jackson MAP, Mississippi [1]	Installations engineer facilities	20,000
Hancock Field, N.Y.[1]	Obstruction lights	5,000
Glenn L. Martin, Maryland [1]	Hangar modification	5,000
Andrews Air Force Base, Md.[1]	Paint, oil, and dope building	8,000
Do [1]	Squadron parking lot	5,500
Boise AT, Idaho [1]	Security fence	6,093
Dow Air Force Base, Maine [2]	Alert hangar (alteration)	40,000
Punta Salinas, P.R.[2]	Auto maintenance shop	35,000
Portland IAP, Oregon [2]	Alert hangar	45,000
O'Hare IAP, Illinois [2]	Aircraft engine inspection and repair shop	40,000
Hayward, Calif.[2]	Dispensary (rehabilitation)	25,000
Ontario, Calif.[2]	Dispensary	45,000
Foss Field, S. Dak.[2]	Vehicle parking	45,000
Total		588,135

[1] Funded.
[2] Pending.

Mr. SHEPPARD. Questions upon the item?

Mr. SHELLEY. No questions.

Mr. JONAS. You say that you have used all of your current year's funds?

General WILSON. Yes, sir.

Mr. JONAS. That is all.

Mr. SHEPPARD. It has been a very pleasant experience to have you with us.

General WILSON. Thank you, Mr. Chairman.

MONDAY, MAY 7, 1962.

BALLISTIC MISSILE PROGRAM, DEPARTMENT OF THE AIR FORCE

WITNESSES

HON. EUGENE M. ZUCKERT, SECRETARY OF THE AIR FORCE
ALAN I. McCONE, SPECIAL ASSISTANT FOR INSTALLATIONS, OFFICE, SECRETARY OF THE AIR FORCE
MAJ. GEN. T. P. GERRITY, COMMANDER, BALLISTIC SYSTEMS DIVISION
MAJ. GEN. A. M. MINTON, DIRECTOR OF CIVIL ENGINEERING
L. C. MEYER, DIRECTORATE OF BUDGET
COL. W. H. PARKHILL, DIRECTORATE OF CIVIL ENGINEERING
COL. HUBERT W. GAINER, OFFICE, DEPUTY CHIEF OF STAFF, SYSTEMS AND LOGISTICS
COL. B. H. FERRER, OFFICE, DEPUTY CHIEF OF STAFF, SYSTEMS AND LOGISTICS
MAJ. G. C. BEACHUM, DIRECTORATE OF CIVIL ENGINEERING

Mr. SHEPPARD. The committee will come to order. We have some very interesting features to review this morning. We have two statements. Secretary Zuckert, will you present your statement first, please, sir.

GENERAL STATEMENT OF THE SECRETARY OF THE AIR FORCE

Secretary ZUCKERT. Mr. Chairman and members of the committee, in my opening statement week before last I advised the committee that the largest portion of the military construction appropriations being requested is to support ballistic missiles. I have with me today General Gerrity, who commands our Ballistic Systems Division. He will discuss the details of the missile program.

I welcome the opportunity to come before your committee again to talk with you about our major achievements as well as some of our difficulties. The result of the missile program is one that we are all proud of—the growing U.S. inventory of operational ballistic missiles and boosters for space vehicles. No activity has engaged more of my time during the past year than this one.

By 1964, in less than 10 years since the start of the program, all ATLAS and TITAN ballistic missile sites will be operational, as well as a large portion of the MINUTEMAN force. By 1965, we are sure that the boosters that have evolved from these ballistic missiles will permit even more spectacular advances in our national space programs than they have to date. We will have accomplished these goals by "beating the clock" in research, development, and production of ballistic missiles and in the associated site design, construction, and activation.

It has taken an unprecedented mobilization of human imagination, industrial and construction capacity, and managerial competence, to enable us to take the tremendous risk of discarding the usual practices in developing weapon systems. As you know, the customary procedure is to build new weapon systems, piece by piece, in a series of conservative steps, hand fashioning prototypes before venturing into production tooling. However, in the ballistic missile programs, to compress the time cycle from research to operational use, we took the calculated risk of proceeding in all areas concurrently. We undertook simultaneously the research and development, test production, and construction phases of the program.

While this effort was going forward, we also attacked our operational problems—the people and the bases. It takes longer to train people into organized units than it takes to build hardware; and the task of building new bases for these weapons would be difficult even when construction and installation and checkout of equipment are simple. But, we made the base construction and equipment installation more complicated by introducing into these facilities devices, systems, and techniques that insure fact reaction, high reliability, and protection from enemy nuclear detonations. I believe that it is not an exaggeration to say that the ground environment for the intercontinental ballistic missile force will be one of the foremost technical and engineering achievements of this aerospace age.

A significant fact is that 75 to 80 percent of the cost of our total ICBM force will be vested in facilities. In other words, the cost of the flying missile is only 20 percent of the total cost of an ATLAS or TITAN placement and 35 percent of a MINUTEMAN placement.

In view of the magnitude of the engineering job implied by these statistics, and the caliber of perfection required for systems which must perform with unprecedented reliability, we can be proud of our accomplishment and truly say that the price was not too high to provide this ground environment.

The ATLAS and TITAN programs, not including the test and training sites at Vandenberg, Patrick, and elsewhere, will cost approximately $1,273 million. This amount includes the estimated $225 million which is contained in the fiscal year 1963 request before this committee.

The MINUTEMAN program, again not including the test and training sites at Vandenberg, Patrick, and elsewhere, will cost us approximately $630 million. These funds will build the facilities for the first five operational wings. This amount includes $262 million now in the fiscal year 1963 request.

Adding the total fiscal year 1963 request of $487 million to the previous amount of $1,417.9 million cleared by this committee for operational ballistic missiles brings our total cost to approximately $1,900 million.

Mr. Chairman, I would now like to present General Gerrity and have him continue this presentation on the ballistic missiles program. At your pleasure both General Gerrity and I will answer your questions at the conclusion of his prepared statement. Thank you, Mr. Chairman.

Mr. SHEPPARD. Thank you very much, Mr. Secretary. All right, General Gerrity, proceed with your statement. We will not interrupt until you have completed it.

GENERAL STATEMENT OF COMMANDER, BALLISTIC SYSTEMS DIVISION

General GERRITY. Mr. Chairman, I am here to explain that portion of the military construction program pertaining to ballistic missiles. From previous statements you have noted that the program for this fiscal year contains requests for $487 million, of which $225 million is for ATLAS and TITAN base construction. These funds are to be applied to the ATLAS and TITAN launch complexes now underway or completed. The entire amount of $225 million is needed to complete construction and to finalize contract payments for operational ATLAS and TITAN facilities. These funds are not for new basis. The program also contains $262 million for MINUTEMAN base construction. Of that total, $168 million is requested for 4 additional MINUTEMAN squadrons and $94 million is for work related to the 12 previously approved MINUTEMAN squadrons. This $94 million will be used to increase the survivability of 6 operational squadrons; will provide environmental control for the first 12 squadrons and to provide other improvements within previously authorized programs.

The major portion of construction at the first MINUTEMAN wing at Malmstrom Air Force Base, Mont., is complete. The installation of equipment is underway to make the initial site operational this fall. Construction is ahead of schedule for both the second wing at Ellsworth Air Force Base, S. Dak., and the third wing at Minot Air Force Base, N. Dak. As you are aware, Warren Air Force Base at Cheyenne, Wyo., has been designated at the site for the fifth MINUTEMAN wing. When operationally deployed, the MINUTEMAN system with its attendant simplicity, near instantaneous reaction time either singly or in groups, extended readiness periods without maintenance will provide us the best cost effectiveness of all of the ballistic missile systems. The extremely successful flight test program at Cape Canaveral has established a number of enviable milestones within the past year, and to date, has resulted in seven consecutive successful firings from the launching silo. In the near future, testing of the entire weapon system will begin at Vandenberg Air Force Base. There the weapon will be mated with its ground environment and with SAC's operational crews and system testing begins. This integrated testing will be the most thorough preoperational checkout procedure ever accomplished on an Air Force weapon system.

On April 12, the first MINUTEMAN missile assembled at Air Force Plant No. 77, Ogden, Utah, was rolled out. As you know, this is our production plant for operational missiles. Components manufactured in Washington, California, and Utah are assembled there and shipped to Vandenberg and to the operational sites. Bringing plant No. 77 in on schedule was an extremely important milestone in the program, and will be a key factor as operational activation gets into high gear.

There has been considerable committee interest, and rightfully so, in the cost increases in the ATLAS and TITAN programs. I will spend a few minutes and explain in some detail the circumstances of the increases.

From its inception, the ballistic missile program has presented a unique challenge. I believe you will agree that never before have we had a peacetime defense program which presented such a challenge

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or which has required such precisely integrated effort. To understand the nature of the task of bringing our missile sites to a ready state, it is important to have an appreciation of the enormous complexity of the operation, and I will explain this to you in detail.

Within the past year, we have made giant strides toward our goal of fielding a deterrent ballistic missile force which will increase our defense posture and provide for the security of the free world. This year will see the culmination of our efforts and ICBM's will begin to enter the inventory in quantity.

A few years ago, when we began our drive to develop ballistic missiles, I doubt if anyone would have been willing to hazard what it would cost. It was difficult enough to find experts who thought it could be done at any cost.

Today, the extraordinary accomplishments of the ballistic missile program have become familiar, perhaps too familiar, in that we now take them for granted. We tend to overlook the incredible challenges that had to be surmounted to bring missiles from concept to concrete, from factory to field, in a timespan that has surprised the experts.

Missile base construction is not the largest segment of the ballistic missile program, for it runs about 15 percent of overall costs. Nor is it the most exotic. From the standpoint of challenge, however, it is second to none.

Missile bases are not off-the-shelf items. In their own way, no less than missiles themselves, they are built to tolerances and under conditions that have required breakthroughs in the state of the art. This is true for "brick and mortar" work as well as for the specialized equipment that fills our missile silos almost to the brim. For a base that is not perfect, down to the last detail, may render the best missile useless.

Much of the challenge has been of our own making, in that we sought missile bases that were not merely unprotected launching pads but fully hardened shelters, sunk deep into the ground. This meant working spaces that were cramped at best, and frequently bottlenecked. It also meant that at each base, missile sites had to be widely dispersed, so that there were in effect as many different jobs as there were sites.

But above all, there is the element of time. Missile bases had to be started long before the missile they were to house had been flown, much less fully tested, if both were to be ready at the earliest possible date, as the National Security Council had directed. Even then, construction schedules had to be tightly compressed, so that there was little leeway as it became necessary to incorporate the improvements dictated by the results of subsequent system tests. Call this concurrency, or what you will, the demands it made have been more than offset by the years saved over traditional step-by-step procedures.

Just as these factors made missile base construction a difficult task, so they made it difficult to estimate the cost of that task. Estimating is difficult enough for routine construction; and, missile bases have had more than their quota of the "normal" contingencies—from bad weather to adverse subsurface conditions, from the national steel strike to local labor disputes. Beyond doubt, however, missile base construction has never been routine. Whether the test is size, first-of-a-kind technology, or urgency, it has no parallels in past experience.

In the preparation of cost estimates for missile base construction, the Air Force has, from the first, drawn upon some of the Nation's finest architect-engineering and construction firms, as well as the vast construction know-how of the Corps of Engineers. At the outset, however, it should be obvious that missile base construction was a formidable assignment, even for the most expert of estimators. Because the complications could have been foreseen, and were in a general sense, it does not follow that they could be valued with any certainty. No one, in short, could be sure how much it would take, at least until the changes that concurrency was expected to generate had begun to materialize and actual experience could be substituted for guesswork.

Under such circumstances, there is perhaps a natural tendency toward cost estimates that err, if at all, on the high side. Had this been our purpose, we would in the beginning have sought to place a dollar figure on the intangibles inherent in missile base construction large enough to cover every eventuality. In fact, however, we took the opposite approach. Our consistent policy has been to stick to cost estimates that we could support, and not to pad them with extraordinary allowances for unknowns.

This was our approach to the original program estimates presented to the Congress and thereafter to the initial working estimates prepared by our contracting officers. Not until the latter point, of course, did we have the benefit of detailed designs. When we did, we based our estimates essentially on standard cost factors, as developed over the years in the construction industry, applied to the work as it was then planned, not as it might be changed. Significantly, almost without exception, these initial working estimates alined quite closely with the amounts for which contracts were subsequently awarded, after competitive bidding.

The first contract for an operational missile base was let in the middle of 1958. By January 1960, ATDAS D was well along, and ATLAS E plus most of TITAN I were under contract. At this point, we had accumulated data on the special nature of missile base construction. This confirmed our expectations that the program would differ from standard construction work, but did not give an accurate picture of the magnitude of the difference. In fact, measured against the working estimates our contracting officers had developed, it seemed that our original program estimates were not low but high. It was here, with the approval of the Congress, that we added 54 new ATLAS F launchers to the program, and undertook to bear the cost within our existing resources.

We now know, in the clear light of hindsight, that this action early in 1960, which in effect, amounted to a scaledown of our original program estimates, was premature. Had we stood fast and sought additional authorization and appropriations for the ATLAS F expansion, our problems today would be greatly reduced. Still, outright speculation aside, there was then no basis upon which to justify provision for the contingencies that eventually materialized. For those who now criticize us for overoptimism, there would have been as many then to charge us with needlessly asking for funds.

The process by which we came to recognize that actual costs would outstrip our revised estimates was a gradual one. Signs to this effect

began to appear during the course of 1960, as construction was completed at our first bases, and started for ATLAS F and TITAN II. But it was not until early in 1961, and the hearings before this subcommittee during February of that year, that the matter finally crystallized. In a word, it had become clear that for missile base construction, the cost of a change might involve far more than the time and material consumed by the change itself. This implied that we could not be sure of costs even when, due to the progress of the program, the nature of many changes had become known. It was also necesssary to assess the cost impact of these changes on the total construction context into which they were introduced.

Impact costs as such were not a new phenomenon. What was unique was the scale on which they appeared in missile base construction. It did not, of course, happen overnight. Typically, major changes did not occur until the work was well underway, precisely when their impact was greatest. In the later stages, moreover, the effect was further heightened as changes cumulated, and were superimposed, one upon the other. So it was, all too often, that contractors themselves were not aware of the full cost of a change until after the fact, and only then were able to submit documented cost proposals. Needless to say, our contracting officers, who had to value changes as they were issued, were scarcely in a better position.

In the months that preceded the February 1961 hearings, the estimates submitted by contractors mounted so rapidly that by that time they had reached alarming proportions. At first, contracting officers found it difficult to credit these estimates with much more than an inclination on the part of contractors to protect themselves. But as discussions with contractors got down to cases, and the hard facts on impact costs were laboriously developed, our caution gave way to a recognition that, if contractors' proposals were generally high, ours were often low. Change after change, particularly those traced through the ATLAS D and E sites as they neared completion late in 1960, increasingly brought home that impact costs for missile base construction could not be approached by our construction experts in their traditional manner. Your hearings in February 1961, which articulated this concept, can be assigned as the turning point

The response was twofold—first, to initiate an exhaustive review of our cost estimates for change in light of what we had learned and second, to take a number of steps designed to strengthen the processes by which we arrive at them. Even so, the identification of widespread impact costs is a time-consuming task. Impact costs are by definition indirect and depend not on the change itself as much as on its patternless interference with, and disruption of, other work. Care had to be taken, moreover, not to overcompensate. We intended to be fair, not generous, to contractors. It was thus not for several months, specifically July of 1961, that a report was made to the Congress.

At that time, it was emphasized that:

*** * * because of the uncertainties of costs in change orders as well as claims, it appears that the final estimates of the program will further exceed the specific authorizations and appropriations made for this program. Every effort is being made to refine and control these costs, but it is quite possible that it may become necessary to request the Congress for an additional authorization and appropriation to finance this important program. Such a proposal will be made to the Congress, if necessary, when the costs of changes and claims are more definite.**

This reservation was made, because, in our view, the hearings which were held by this subcommittee were not an invitation to inflate our estimates, but a mandate to check them carefully against the facts. This was done, and because we attempted to hold to firm ground, it was necessary to point out to the Congress the likelihood that the July estimates would increase as more became known.

The program presented to the Congress last July, based upon May 1961 data, totaled $1,048 million for ATLAS and TITAN base construction. The Air Force now seeks an increase of $225 million. This additional amount is not for new projects. It is to be applied toward the more than 200 ATLAS and TITAN launchers now underway or completed, broken down as follows:

	Million
ATLAS D	$11
ATLAS E	8
ATLAS F	88
TITAN I	46
TITAN II	72
Total	225

As might be anticipated, the same factors that led to the July reevaluation also account for the bulk of the increase since that period. On the one hand, as a result of further negotiations with contractors, and as detailed cost data came in and could be verified, many July figures for changes and other claims have been reconsidered and reviewed upward by our contracting officers. On the other hand, subsequent to the time of our July estimates, contractors have released a flood of new and revised proposals, by no means valid in aggregate, but valid at least in part, in the judgment of our contracting officers. It is well to point out here, in order to put into perspective the problem we still face in the ATLAS F and TITAN I programs, that a substantial portion of the increase in modifications and claims occurred in the ATLAS D and E programs, which had been completed by July. From roughly $250 million at the time of the July estimates, by the end of the year contractors' proposals on main launcher contracts alone approached the $500 million mark. This growth over a period of months almost equaled the total of previous proposals since the inception of the program. Similarly, over the same period, actual settlements plus the value placed on unsettled proposals by our contracting officers more than doubled. In July, this figure stood at approximately $130 million; today, it has passed $260 million. The additional $130 million for settled and validated proposals is the major component in our present $225 million increase.

Several other areas have also contributed to the increase above last July. First, there is a special adjustment of some $25 million that accounts for a significant portion of the growth in TITAN II. This represents the difference between the amounts at which we carried major phases of TITAN II, not then placed under contract and the prices at which contracts for these phases have since been competitively awarded. Another element relates to costs associated with overhead and other expenses for which we reimburse the Corps of Engineers, our construction agency. These average about 7 percent of total construction costs; and as basic construction costs rise, they rise

in turn, from approximately $80 to $90 million since last July. Further miscellaneous items, particularly recently identified work for which orders have not yet been issued, add almost $30 million more to the present increase.

The final source of the post-July increase is a substantial provision for future costs. In our current estimates, as before, a concerted effort has been made to be conservative, and we have scrupulously avoided undue allowances for contingencies. Nevertheless, based upon our experience during the past year, we know with virtual certainty that we have not seen the last of changes and claims for missile base construction. We know, in particular, that TITAN II has just now entered the later and more difficult stages of construction. It was at this juncture in 1960 that contractors' proposals began to climb for ATLAS D and E. It was at this juncture in 1961 that ATLAS F and TITAN I followed suit. We hope to ease the problem for TITAN II, but we know we cannot eliminate it entirely. Furthermore, even as to ATLAS and TITAN I bases now behind us, or nearly so, we know that there is a real possibility of further changes, so long as system tests still continue. Finally, we know that, while actual settlements of changes and claims have run well under contractors' proposals, they have averaged somewhat higher than the value initially placed on them by our contracting officers. We are confident that our current estimates are closer to the mark, but in view of the large number of items that are now outstanding, and may yet arise, it is essential that some leeway be permitted in this regard. It is with these considerations in mind, therefore, that we have included $25 million for future costs in the $225 million increase—a provision that we regard as a realistic minimum.

I would now like to touch on the subject of costs and schedules generally rather than specifically, and to perhaps put costs into a little different light.

While we have heard a good deal about ballistic missile budget increases, little has been said about budget savings. This is largely because savings—and there have been many—are reflected in follow-on budget requirements and thereby lose their identity. Making a missile system more reliable, for example, frequently means making it simpler. A component that is not needed costs nothing. The TITAN II, as you know, is considerably simpler than TITAN I. And MINUTEMAN, our compact ICBM, is simpler still than TITAN or ATLAS. This reversal in the traditional trend toward increasingly complicated, more costly defense systems is frequently forgotten in evaluations of ballistic missile expenditures. We forget, too, that in an accelerated program total costs tend to come together faster and to "peak" earlier in the program, instead of being spread over a longer period of time. I think we need to look at the subject of costs from a positive point of view. The true criterion is not the costs of isolated parts of the total system, but rather the cost effectiveness—the degree of deterrence we buy for the dollar—applied over the expected life of the complete systems. In this respect, it is enlightening to observe that the total acquisition costs for the THOR, ATLAS, TITAN, and MINUTEMAN systems as now programed—exceeding $17 billion—represents only one-twentieth of 1 percent of America's gross national income over the lifespan of the program. And that is for the acquisition of the systems in the program, not their life expectancy.

Just as our ICBM budget experience has been favorable, so has our adherence to schedules. We have actually met or bettered our original schedules and, overall, we are ahead in our development and deployment time estimates.

Sheer size, complexity, and geographic distances are factors which have made concurrency and adherence to schedules difficult, but not impossible. It has even been possible to introduce substantial modifications into site designs without seriously affecting ultimate target dates. In fact, extensions in site completion dates, necessary for a variety of reasons, have averaged less than 2 percent of the total approval-to-operational time. I believe this shows a highly conscientious attitude toward schedules, and an exceptional aptitude for observing timetables. The record bears out this claim. THOR became operational in 4.3 years from the time of program approval. ATLAS in 5.2 years; TITAN in 5.8 years. MINUTEMAN, a simple but highly sophisticated system, will set a new mark inside 4 years. Concurrency has reduced weapon system acquisition leadtime greatly in comparison to the traditional way of doing business.

I feel that I would be remiss if, in addition to explaining why costs have increased in certain areas, I did not repeat what these moneys are buying and have bought and the timespan involved. Let me summarize briefly where we stand today. On April 18, 1962, we turned over to the Strategic Air Command an operational squadron of TITAN ballistic missiles at Lowry AFB, Colo. In one ceremony, we increased by more than 15 percent the Nation's total ICBM combat inventory. Before this year is ended, we will have put into SAC's hands five additional TITAN I squadrons. ATLAS missiles are already operational in six completed squadrons. These will be followed—also this calendar year—by six more ATLAS squadrons. Also, during 1962 the first solid propellent MINUTEMAN ICBM's are scheduled to go into their underground sentry boxes at sites now being built in Montana. This year, therefore, we will triple our operational ICBM force, and in 1963, we hope to triple it again. By the end of next year, the six TITAN II squadrons are scheduled to be completed and the missiles in place, while the buildup in MINUTEMAN production and deployment will accelerate sharply. In point of real time, we are actually very close—as you can see, to the attainment of our substantial programed force of 129 operational ATLAS launchers in 13 squadrons; 114 operational TITAN launchers in 12 squadrons; and 800 MINUTEMAN missiles in 16 squadrons.

The sharply-climbing numerical curve is one important aspect of this positive progress report, but numbers alone do not account for our attitude of confidence. With the first TITAN squadron at Lowry, we have turned a strategically significant corner on operational deployment concepts. From this time forward, all of our ICBM facilities will be fully hardened against attack. The increased demands this imposes on a potential enemy's force structure and targeting requirements, plus the advantages it implies for us in terms of survivability, reaction time, and strike-back capability, add up to a force effectiveness equation that far exceeds mere numbers.

I would like to thank you, Mr. Chairman, and members of this committee, for this opportunity to appear before you. I want to assure you that I am completely aware of my responsibilities to bring

these systems in on a highly compressed schedule, and at the least possible cost. I must also tell you that the military-industry-labor team doing this task is the finest team ever assembled. I have never been associated with people, from top management down, who have shown such dedication in the daily execution of their all-important tasks. These people are literally working 16 to 18 hours a day, 7 days a week to make certain we meet our schedules. I want you to know that I am proud to be a member of this team.

Mr. SHEPPARD. Thank you, General. That is a very interesting statement. Off the record.

(Discussion off the record.)

EFFECT OF REORGANIZATION OF BALLISTIC MISSILE WORK

Mr. SHEPPARD. General, in April 1961, the ballistic missile work within the Department of the Air Force and the Corps of Engineers was reorganized. Last year General Welling explained this reorganization to the committee. Would you tell us what the effect of this reorganization has been and, generally speaking, what reaction it has had on the subsequent ballistic missile activities in general other than the statement you have made. In other words, why not confine yourself to the refinement aspects because you have generalized in your statement and have rather well covered the waterfront. So give us some specifics.

General GERRITY. If you recall, prior to April 1961, we actually had three organizations involved in the total ballistic missile program. One was the Ballistic Missile Center of the then Air Materiel Command, which had responsibility for procurement and production. We had the Ballistic Missile Division which had overall program responsibility and specific responsibility for design. Then we had the Corps of Engineers which had the responsibility for construction operations. The separation of the three organizations did create some communications problems and some problems in understanding to get timely decisions on matters affecting the overall program.

As intelligent management should, based on the experience that we had attained in this program, we decided to make a change and put these three organizations together as one. Since that time, after the initial shakedown period—as you know, Mr. Chairman, in any reorganization of that magnitude there are some growing pains associated with it.

I think we have made some tremendous strides in improving our communications and understanding and teamwork. Instead of having people argue with each other about the right thing to do in a specific circumstance, we now have people actively pulling together to accomplish the end objective. It is more on everybody's mind, and each individual element of the total organization has a clear objective in mind constantly.

So, I think by solving this communications problem and understanding it, we have made some great strides, and I am personally delighted with the organization we have today. I hope nobody thinks of any new changes.

RELEASE OF FUNDS TO FIELD COMMANDERS

Mr. SHEPPARD. One of the common complaints received in the past has been the inability of those working with the ballistic missile program in the field to secure prompt releases of funds required for carrying on this work. What has been your experience within the past year as to the release of funds in the Air Force to your organization, and thence to the appropriate field commanders as required?

General GERRITY. We have had some difficulties in the past, Mr. Chairman, but I think over the past several months, by working with the Air Force Systems Command and the air staff on this matter, we have overcome these problems and now have a timely release of funds as they are required and identified as needed at individual bases.

Secretary ZUCKERT. The volume of complaints that I have gotten has gone down sharply, Mr. Chairman. In fact, I have not had a complaint the last 6 months, whereas last year I had several.

Mr. SHEPPARD. Taking the funding aspect at the moment, this program has been conveyed to the congressional committees as an immediate requirement, to the degree that in many instances we have had to spend more money than normally would have been spent had we taken the time to do a little closer evaluation. We understand that. It occurs to me that under circumstances of that kind, when these requests for funds come in, there is no reasonably good excuse why those funds cannot be made available without too much delay.

Must there be the same series of reviews on those direct appropriation requests as those which are evaluated upon the change order concept? I use that line of demarcation in this question.

There ought to be a very rapid flow in the release of funds to the requirements.

Secretary ZUCKERT. As I say, I am unaware of any real problem in the last few months.

General GERRITY. I believe our problem in the past, as I brought out in my statement, Mr. Chairman, was associated with the difficulties we were having in coming up with accurate estimates on the impacts of many of these changes, but as this situation became clarified and understanding was reached at the Air Force level, I think the flow of funds and the release of authority came very fast.

CONSTRUCTION SCHEDULES

Mr. SHEPPARD. Among some of the other complaints we have received in the past has been the seeming inability of the Air Force to give a reasonable construction schedule to the various contractors. I know that within the past year or so, steps have been taken to try to correct this deficiency. What has been your experience in this area within the past years, and just how successful have you been in maintaining reasonable construction, installation, and checkout schedules?

General GERRITY. I think we have made a number of improvements in the past year. The construction schedules have come along very well. Some adjustments have been made, rather minor, for the normal excusable delays, but all within the framework of getting the total program accomplished on time.

Beyond that, with the exception of having the usual problems which you associate with the first-of-a-kind base, such as TITAN I, I think we have made some tremendous strides. I attribute that in part, again, to the reorganization which created a single team to do this job, and in part to the experience we have gained over the past several years in this overall base construction program.

Mr. SHEPPARD. I infer from your response that your teamwork has improved to the degree that you can make the statements you have made pertaining to the progress in this area.

General GERRITY. Yes, sir.

Mr. SHEPPARD. It is tied in with management teamwork. That is about 90 percent of the potential in the first place, is it not—once you get the money, of course.

General GERRITY. That is correct, Mr. Chairman. I just want to tell you, sir, that because of the effective teamwork we have today, I have great confidence in the future of the program.

Secretary ZUCKERT. I was tremendously impressed with the spirit and the determination, and also the surprising degree of unanimity about the way the TITAN I program was being handled. In sessions with the contractors, they were convinced that we were on the right track and that this program was being handled in an extremely businesslike fashion. General Gerrity is modest. I think a lot of that is dependent upon the kind of leadership he has given the program.

STABILIZATION OF DESIGN

Mr. SHEPPARD. The matter of the stabilization of design, and the elimination of unnecessary change orders has been a matter of concern to the committee and to you, I am certain, for some time. Certainly it has been somewhat of a thorn in everybody's side. I wish you would briefly review for the benefit of the committee the procedure that is now in effect with reference to the review of potential change orders before they are actually issued to the contractor.

General GERRITY. Mr. Chairman, we have always been concerned to minimize changes in this ballistic missile program. We realize the very serious impact changes create in the TITAN construction and installation and checkout program. In the last year we have taken even more rigorous measures to tighten up our control in this area. As you know, we have a configuration control board associated with each one of our programs. The membership of the board consists of top people from the Program Director's Office, people from the Design Office in the construction area, and people from the construction operations area. These people all meet and determine from an engineering viewpoint the absolute essentiality of the change to make the weapons system work. Unless that is determined, the change is not made. Of course, notwithstanding our effort to keep changes down, changes are a way of life in this business, because as we go through our development, testing, and flight testing program at Patrick and Vandenberg, we find that we just could not accurately conceive of the exact requirements and make the system work properly in advance. As a result of testing we find changes must be made. However, I am confident that the control is very strong and sufficient to keep the changes to the minimum required.

ESTIMATED COST OF CHANGE ORDERS

Mr. SHEPPARD. What procedures do you follow at the present time to secure an accurate cost estimate of the potential change order before it is issued as compared with the method in effect prior to your group's taking over? What changes have been made in this field, if any?

General GERRITY. Sir, now the cost estimating has improved as a result of the experience we have gained in the past. Now, in addition to having an architect-engineer estimate at the outset, we get some additional information from the construction operations people, who have experience out in the field and sense how far the job has advanced. Even then, sir, we are at a disadvantage in having to go ahead with the change because of its urgency before the job gets any further advanced. At the same time, without having the ability of getting accurate contractors' estimates because of the time element, we are still working on an estimate basis at the time we direct the changes. I think these estimates have improved as a result of experience, but still cannot be considered completely accurate in view of our not having time fully to assess all of the impacts associated with these changes.

Mr. SHEPPARD. I know this has to be more or less a shotgun response, but you do feel that you are closer to your problem by a considerable degree than you were?

General GERRITY. That is correct.

USE OF TWO-PART CHANGE ORDER

Mr. SHEPPARD. One of the management tools you used to effectuate change orders was the issuance of the so-called two-part change order. Would you briefly describe for the benefit of the committee and for the record what this means, and tell us what success you have met with in the use of this procedure in any particular area?

General GERRITY. Mr. Chairman, the two-part change order, to describe it briefly, consists of placing a value on the change at the very outset, and allowing, say, 90 percent of the estimated value placed on the change by the Government to be recorded in the contract, and allowing payments to the contractor to that estimated amount. We found it necessary to use these two-part change orders because of the large number of changes which were being made and the fact that the contractor's expenditures were far exceeding the normal progress payment curve on the completion of his contract. Realizing that because of this problem the contractor was getting involved in unduly financing the effort beyond what had been considered in the original contract, we established the use of this two-part change order on major changes which were directed in the program.

Our experience since we have incorporated this two-part change order has been very good. I think it has taken care of one of the major complaints on the part of the contractors which, in the situation, I believe was justified.

NONAVAILABILITY OF ARCHITECT-ENGINEER PERSONNEL TO WORK WITH CONTRACTORS ON CHANGE ORDERS

Mr. SHEPPARD. One of the comments we picked up in our recent visit to several of the missile sites had to do with the change order problem and the nonavailability of the architect-engineer personnel to consult and work with the contractor on the change orders. What steps have you taken to clarify this problem, and what success have you had?

General GERRITY. First, I believe that problem has been resolved, sir. The problem involved insufficient architect-engineering at base level to draw up shop drawings and check them. Since then, we have put the proper number of people in to do that work, and the problem has ceased to exist.

APPLICATION OF TWO-PHASE TYPE CONSTRUCTION

Mr. SHEPPARD. In the ATLAS and TITAN I programs, you went to the so-called two-phase type construction to assist in stabilizing design and eliminating change orders. Do you plan to apply this approach to the TITAN II and the MINUTEMAN programs?

General GERRITY. We did apply that initially, Mr. Chairman, in the TITAN II program. We have actually three phases in the construction period. This has given us a little more time to work out a more complicated design effort in the mechanical and electrical installations before placing that work on contract. I believe our results in numbers of change orders have shown that this was a good measure to reduce change impact.

In the MINUTEMAN program we have used phased work effort. However, because of the inherent simplicity of the MINUTEMAN sites, we have not had to use it as extensively as we did in TITAN II.

RETROFIT CHANGE ORDERS

Mr. SHEPPARD. One of the problems which has plagued this program in the past has been not only the multiplicity of the change orders, but the fact that many of these were retrofit change orders whereby you would go back and tear out work already done and make changes accordingly. While I realize that some of this is always necessary, how have you attempted to control this, and what success have you had in the TITAN II and the MINUTEMAN programs?

You say in one instance, which is correct, that you have a closer relationship and liaison between the operational factors involved; but time after time in the past the people who were producing the black boxes would come out with an innovation and maybe you were one-third or one-half through the program and you had to reverse, which was a costly operation. What is the relationship in that field? Is that improved so that we are better off in that field?

General GERRITY. Mr. Chairman, our experience has been better in the past several months in this area, indicating again that, based on experience, we are doing better in the program. However, I must say that because of the very nature of the program, the concurrency where you are building a base before you have even flight tested the first missile, you are bound to run into changes. To that extent, you abso-

lutely cannot legislate against change if you find, as a result of flight tests, that change is mandatory. It must be put in as soon as possible, and sometimes this occurs at a rather advanced stage of construction, when much of the mechanical and electrical installations are already installed. Unfortunately, at that point you are involved in some tear-out effort before you put the new change in.

I am always hopeful that we can minimize that, looking to the future. Our experience in recent months has indicated that it has reduced in size and scope. For example, our experience so far in the MINUTEMAN program at Malstrom has been excellent. We have so far had only somewhat over $3 million of change at those MINUTEMAN sites at Malstrom. However, we are not through yet. I still have my fingers crossed, sir.

Mr. SHEPPARD. As you continue the learning curve in the MINUTEMAN program, you are undoubtedly encountering many desirable operational changes. There is no question about that. However, having reached a certain stage of the art, it would appear to a layman who is not too close to the picture, at least not so close as you gentlemen are, that the people who are in the black box production would have arrived at a point where they are more standardized, perhaps, than they were when we had our original difficulty with that problem. Is that reasonably correct to assume?

General GERRITY. I think it correct to assume that, from the standpoint of production, we have reached a point of standardization on the MINUTEMAN. However, here again, Mr. Chairman, the operational requirements can change. They have changed in the past year. As you may recall from earlier testimony, before the House Appropriations Committee, we have incorporated some additional flexibility features into the system to allow for more selective control and increased safety. This was the so-called Fletcher committee changes, of which you may have heard. We also have further hardened the launch control center environmental system and the environmental system at the silo at wings 3 and 4 for increased survivability, extending the overall survivability of the system. Changes such as this can and undoubtedly will occur in the future, although I cannot specify any change at the moment.

While from the production point of view we feel that we are advancing well on the MINUTEMAN toward standardization, these sorts of requirements for changes may still have to be made.

Then, too, we are not completely through with testing MINUTEMAN. You see, we still have the most vigorous phase of the testing of the complete system ahead of us at Vandenberg. This will take place this summer. After that is completed, then I can come to this committee, sir, with assurance that we have a proven system in MINUTEMAN which I hope we will no longer need to change except for requirements changes.

INCORPORATION OF CHANGES INTO CONTRACTS

Mr. SHEPPARD. We know you are bound to be confronted with changes in requirements. I think that is clearly understood by those in the Congress and others. What is your policy with reference to incorporating these changes into contracts (1) after they have been

issued and construction work has begun, and (2) new contracts prior to requesting bids? Is the system tightened up compared to the original procedure?

General GERRITY. Sir, I think we have a very good system in effect now. Of course, we look at each change on its own merits and determine whether that change, considering the stage the construction is in, should be accomplished by the construction contractor or by a separate contractor. Normally the decision is that it should be accomplished by the construction contractor and negotiated as a change in the contract. I am satisfied that the approach we are using is the most logical one, considering the circumstances involved, and is getting us the best value for the dollar invested.

CLAIMS

Mr. SHEPPARD. With reference to the claims situation, what is the status of claims as submitted by the contractors for each of the missile programs, and could you give us some idea in answering this question, of those claims which you are aware, but which have not yet been submitted? What can you give us in that general field?

General GERRITY. Mr. Chairman, without taking unduly long to answer your question, I could summarize the answer by giving you an overall picture.

Mr. SHEPPARD. If you will, please.

General GERRITY. Let me say first, I think the term "claims" as used here is perhaps a mislabel, because most of these so-called claims, of which there are many, are really costs associated with changes that we have directed. As soon as we recognize, based on a contractor's proposal, that the individual claim is covering a cost associated with a change, it then automatically becomes a part of the modifications to the contract. In that context, I would say there are very few claims as we recognize claims in the traditional sense. These claims as we talk about them here are for the most part simply changes which are involved as a result of modifications directed to the contract.

To date, we have had some 2,500 of these submitted by the contractors. Of the 2,500, nearly 2,000 have been processed and settled or withdrawn.

Mr. SHEPPARD. May I take that to mean they have been finalized?

General GERRITY. That is correct.

Mr. SHEPPARD. Paid off. Irrespective of what negotiations took place, that amount of claims, about 2,000, have been finalized.

General GERRITY. They have been finalized to the extent they have been either negotiated and granted or denied, or withdrawn. We have roughly 600 still to be negotiated. There are some, I must say, that we do not know of yet because the contractors have not notified us of them.

PRIOR CONSULTATIONS WITH CONTRACTORS ON CHANGE ORDERS

Mr. SHEPPARD. What actual consultation do you have with the contractor in advance of the issuance of change orders? Is any consideration given by the contracting officer on the base, or the person who is responsible for issuing the change order at the time, to having a reasonable understanding of the cost? Do those consultations take

place in the field. Perhaps the question should be addressed to the Army Engineers.

General GERRITY. Of course, I would never take the liberty of speaking entirely for the Army Engineers, but I know well their procedures in working on this missile program. One of the problems in directing changes on the missiles is the urgency of time because the job is underway. If you wait a day or week to talk to the contractor about how much the change will cost before you do it, he is just a week further advanced in his work and, therefore, it will cost you more to get that very change accomplished. So, initially we sit down with the contractor and tell him to go ahead with the change. In the meantime, we start working with him in parallel to estimate the detailed cost of the change.

Mr. SHEPPARD. In other words, he is operating on the job under his original concept, and he keeps right on going, and you feed in additional operational costs to the degree you can.

General GERRITY. That is correct. We refine this as we go along. Of course, one of the tasks we have at the base level is to insure that the contractor is putting in the change exactly as we want it, that he is not making more of it than should be involved.

Mr. SHEPPARD. He is under that supervision constantly, is he not?

General GERRITY. He is, yes sir.

GOVERNMENT NEGOTIATING PERSONNEL

Mr. SHEPPARD. What steps have been taken under this reorganization program in the past year to assure that qualified Government negotiating personnel are available to carry on these negotiations with the contractors?

General GERRITY. We have put on more people in the price analysis area to take care of this problem. As you know, Mr. Chairman, a year ago both the contractors and the Government were backlogged with a tremendous amount of changes. One was held up for the other. Of course, the Government could not go ahead as long as the contractor had not submitted his price breakdowns for changes. So, as soon as the contractor started getting his price details in, the backlog hit us. We put on additional people. We now have really overcome the problem. You will note from the statement I made earlier in the claims area that tremendous progress has been made in negotiating these things.

Let me give you the figures on the modifications. Some 5,500 modifications have been directed at the various bases in this entire program. Of those, we have reached price agreement or finalized some 5,000. In other words, we have a backlog of only about 500 changes now. In the context of the entire program, I would say that we have overcome the backlog and are reasonably current.

AUTHORITY OF CONTRACTING OFFICER

Mr. SHEPPARD. Has there been any diminution of the clarifying authority of the contracting officer in this area? In other words, does the contracting officer have as much authority or less than heretofore?

General GERRITY. I do not think there has been any basic change in the contracting officer's authority. I think there is better understand-

ing. Of course, the real control of cost in the administration of the contracts lies in the hands of the overall construction program director at Inglewood, Calif. His people in the field are simply his agents and operate within confined authorities which are well understood, considering the fact that the principal program director at Inglewood is the fellow who has the understanding and complete knowledge of what goes on across all of the bases in a given program and, therefore, he is the fellow who, in the final analysis, negotiates the major changes in the contracts and directs those major changes. At the base level the area engineer oprates within a restricted authority to make field changes and otherwise administer the contract as directed by the man at Inglewood.

IMPACT COST

Mr. SHEPPARD. One of the most serious subjects with which we have to deal is the so-called impact cost, with which you have had a terrific problem. I wish you would define the impact cost for the benefit of the record, and tell the committee what procedures you have followed in settling these types of claims. I am referring specifically to the so-called impact aspect, and nothing else at the moment.

General GERRITY. Sir, I believe I discussed that in part previously. The so-called impact costs are indirect costs which have been associated with changes or changed conditions. For example, I mentioned the crib structure change on the ATLAS program a little earlier. If you look at the direct costs of that, you must buy some materials involved in the change, and you must take so many man-hours of labor to install it. Then there is the normal supervision and overhead that accompany this sort of effort. The indirect costs or impact costs will vary depending on the status of construction when the change is directed. If the construction is well advanced, as it had been at several of the bases in this specific example, then there is tearout work to be done, there is scrappage of material, there are cancellations of orders for materials which are now no longer needed, there is the lost effort and the additional man-hours involved in tearing out the installation which has already been made. There is also involved the interference now of this change with other work that was going on in the area. That causes some lost time. These are simply examples of impact costs.

It is difficult to get at those impact costs until the contractor is well advanced in performing the changes and sees more clearly the extent of the impact. At that point, he submits to us a proposal which has been labeled in the claims area. Really, it is a cost associated with performing a change.

Mr. SHEPPARD. It would carry a dual concept, meaning that it is a matter of bookkeeping and also perhaps a matter of literal expense. It would not constitute a claim, but to the person expending the time and effort under the contract, it would mean an obligation, call it whatever you may. Somebody has to pay off on the basis of the final determination because of those eventualities.

General GERRITY. That is correct.

Mr. SHEPPARD. It has to be determined somewhere along the line.

General GERRITY. As these claims of impact costs have been definitized and justified by the contractors, they have been recognized as legitimate costs of the performance of the change.

SUBMISSION OF BILLINGS BY CONTRACTORS

Mr. SHEPPARD. What response are you getting from the contractors in submitting bills of obligation, if you wish to call it that, with definitive and knowledgeable understanding? Have they improved their method of making their presentation for moneys due them, to a better degree than they had heretofore?

General GERRITY. Yes, sir; they have. However, there are some notable exceptions. When we get down to the final stages of trying to settle out a contract at a given base, we find ourselves in a position that some contractors think that they have earned more money than is in the contract, but they have not been in a very good position to definitize their claims. The end result of that has been delay in the final settlement after completion of the work.

PENDING CLAIMS

Mr. SHEPPARD. I think you said there are some 600 claims remaining to be paid or to be considered.

General GERRITY. Yes; there is a rather large dollar amount associated with that.

Mr. SHEPPARD. What percentage of those pending, does it appear, will go to the Contract Appeals Board?

General GERRITY. I would not really be sure how many of those will be going to the Contract Appeals Board, but I have here a record that so far there have been 104 appeals to the Contract Appeals Board. How many of the remaining will be denied and go forward, I would be in poor position to state.

Mr. SHEPPARD. Are the 104 still pending, or have some been adjudicated by the Contract Appeals Board?

General GERRITY. I do not have that information available, sir.

Mr. SHEPPARD. If you will supply that for the record, it would be interesting to the committee.

(The information follows:)

The following is the status of all ICBM appeals received as of May 11, 1962:

Total ICBM appeals received as of May 11, 1962	171
Appeals withdrawn by contractors	68
Appeals not yet heard by Corps of Engineers Board of Contract Appeals	[1] 86
Appeals heard by ENG BCA, but not yet decided	7
Appeals heard and decided by ENG BCA:	
Appeals allowed	4
Appeals partially allowed	2
Appeals denied	4

[1] 85 appeals are before ENG BCA, 1 appeal is before ASBCA.

AUDITS BY ARMY AUDIT AGENCY TO SETTLE CLAIMS

Mr. SHEPPARD. Independent audits by the Army Audit Agency have been utilized by your organization to assist in settling these claims. Would you tell the committee just what you have done in this respect, what are your plans for the future, and what success have you had with that process?

General GERRITY. Sir, we have used the Army Audit Agency to assist us in several ways. In the first place, we have audited the overhead on all of these contracts. In some specific instances we have

audited the complete contract, including most of the subcontractors involved. For example, in view of the unusual costs associated with the effort at Plattsburg, we have directed a complete audit of that base. I think these audits, where we have used them, have been of great assistance to us. This is not to say we have needed audits in all cases. Where bases have fallen within a pattern, where experience we have already gained shows they are operating within the given pattern, I do not see any real requirement for an audit in those cases.

So, to the extent we have used audit, sir, I think it has been very good and very useful to us in reaching our final settlements with the contractors to make sure that we are protecting the Government's interests as well as being fair and reasonable.

Mr. SHEPPARD. You utilize them where you find it practical, but not necessarily across the board.

General GERRITY. No, sir, and I would not recommend they be applied across the board in all instances.

LABOR RELATIONS

Mr. SHEPPARD. With regard to labor problems and agreements thereunder, I realize that you covered most of the area of labor relations and work stoppages on your recent TV interview with Mike Wallace, but the committee would appreciate a little further elaboration in this area. For example, what agreements have you been able to consumate in the construction area, and what problems, if any, have you encountered?

General GERRITY. Sir, I would say in the last year we have had much improved results in the labor area. However, the situation is not perfect today. We have had some unauthorized walkouts at several of our bases. There is no real, set pattern. The lost time has been greatly reduced over what it had been in the past, over a year ago.

What has helped is a tremendous amount of cooperation between the Department of Defense, Secretary Goldberg of the Department of Labor, and the labor leadership. I personally had Mr. Neal Haggerty accompany us on trips to the top leadership of industry, and also Mr. Nick Zonerus of the industry.

The findings, as I see it, are along the lines of the findings in other elements of the program, that the problem is one of communications and human relations. We have worked hard toward improving our human relations and communications problem, showing that labor is a full member of the team, just as industry and the Air Force and the Corps of Engineers.

Mr. SHEPPARD. I assume the same comment applies to the Department of Labor working closely with you people.

General GERRITY. Yes, sir. As a result of this effort and the improved communications, at most of our bases the record is very good. We have had some isolated problems at some bases.

Mr. SHEPPARD. While I am on that topic, Mr. McCone, let me ask you this question. What has occurred on the change of the rules that we were discussing a few days ago? You remember we were discussing the issue where the Department of Labor was going to change the labor ratings within a certain area.

Mr. McCone. That has been resolved. This is before the committee of Dr. Dunlop of Harvard, who has been assigned by Secretary Goldberg——

General Gerrity. May I add something further, Mr. Chairman. I want to go on record with the committee as saying I will never be satisfied as long as we are losing one man-day out in the field in this important effort. On the other hand, looking at the total man-days worked versus man-days lost, in looking at the record of many individual bases in the program, and looking at the cooperation we have gotten from labor leadership as well as the Department of Labor to the end of reducing the unauthorized walkouts, I cannot fail to commend the top leadership for their great assistance toward the end we are seeking. We shall continue to work at each individual base in this program to get better understanding so we can minimize walkouts in the future.

Mr. Sheppard. Would you answer the same question with reference to the area of installation and checkout contractors, where the problem of jurisdiction appears to be more real than some of the other problems with which we have been confronted?

General Gerrity. I think, sir, what I was saying in my last comment was really directed to both the construction and the installation and checkout.

Mr. Sheppard. What has been, in your opinion, the result of the work committee appointed by the Secretary of Labor in this area? How responsive have they been to the work assigned to them, and what loss of time has resulted to the detriment of the program by their not coming to a firm decision as rapidly as possible?

General Gerrity. Sir, I would like to answer the question in this way: I think the establishment of the Labor Sites Commission under Secretary Goldberg has in itself been of great assistance in this program, and Mr. Goldberg's personal participation has certainly helped in bringing about better understanding. But most of the problems which developed in connection with this effort are the type of problem which can and should, wherever possible, be solved on the local scene. They are local problems. For the most part, we have endeavored to solve them on a local basis. As a result, very few have come up to the Department of Labor Missile Sites Commission. Where this has occurred, it has usually been the complex problems and it has taken some time to resolve them. I do not know of any case where we were really unduly delayed in getting a solution to the problems that were pressing us.

Mr. Sheppard. Either off or on the record, have you any suggestions of your own for improvements in this particular field whereby you think this committee might be of some help to you in accomplishing expeditious consideration? Either off or on the record.

General Gerrity. May I speak off the record?

Mr. Sheppard. That is your privilege.

(Off the record.)

Mr. Sheppard. Last year the Air Force inserted in the hearings a list of the special inducements made by various contractors to secure proper labor relations for their particular contracts. I wish you would insert in the record at this point a similar list from the time

of the contracts mentioned previously up to and including the present time.

General GERRITY. All right, sir.

(The information follows:)

The information on pages 674–676 of the "Hearings before the Subcommittee of the Committee on Appropriations, House of Representatives, 87th Congress, 1st session—Military Construction Appropriations for 1962," is made current as follows:

Malmstrom Air Force Base

There have been no changes. Labor-management contracts with the various unions expired in April 1962, and contractors are currently negotiating new contracts.

Little Rock Air Force Base

Information previously not available for certain crafts can now be furnished with respect to pages 675 and 676, as follows:

Cement masons:

Wage rate: $3.20 per hour.

Overtime: 1½ times basic rate over 8 hours per day and Saturdays. Two times basic rate for Sundays and holidays.

Travel: None.

Fringe benefits: None.

Plumbers and steamfitters:

Wage rate: $3.60 ($3.95 if over 10 miles from Pulaski County Courthouse).

Overtime: Two times basic rate: Over 8 hours per day; Saturdays, Sundays, holidays.

Travel: None.

Fringe benefits: 1 cent per hour educational fund.

Painters:

Wage rate: Brush, $3 per hour; spray, $3.45 per hour; structural steel and wood truss, 25 cents per hour additional.

Overtime: 1½ times basic rate: Over 8 hours per day and Saturdays. Two times basic rate for holidays.

Travel: Up to 20 miles, none; 20 to 25 miles, $1 per day; 25 to 35 miles, time in transit at hourly rate. No travel pay if the contractor elects to pay room and board.

Fringe benefits: None.

Dyess Air Force Base

There were no changes up to the time of competion of construction.

Mr. SHEPPARD. I wish you would outline for the committee any special inducements which have been made to labor on these various projects where there was a change in contractual arrangements. If you will provide that for the record we will appreciate it.

General GERRITY. All right, sir.

(The information follows:)

No special inducements have been made to labor outside of the requirements of the labor-management contracts.

RUSSIAN PROBLEMS ON MISSILE SITE CONSTRUCTION

Mr. SIKES. I think this entire operation, the construction of missile sites, has been one of the most difficult this country has ever undertaken. It has been costly. Hindsight shows that mistakes have been made. But the overall fact remains that this has been an extraordinary and outstanding achievement. I think a great deal of credit must go to the people who have been responsible.

General, do we have any realistic intelligence on what problems the Russians may have encountered in their missile site construction? Does it parallel ours, or do we know?

General GERRITY. Mr. Sikes, I prefer not to go into anything further than generalities.

Mr. SIKES. You may go off the record and talk to the question, then.

General GERRITY. Off the record.

(Discussion held off the record.)

WARREN AIR FORCE BASE MISSILE SITE

Mr. SIKES. You mentioned four additional MINUTEMAN squadrons. Does that mean additional bases?

General GERRITY. No, sir; the 200 MINUTEMAN, or the four squadrons, for the 1963 program will be located at Warren Air Force Base, at Cheyenne.

Mr. SIKES. Are you concerned about adding to the vulnerability of our missile program by this concentration of activity in the Warren vicinity?

General GERRITY. Personally, no, sir. The sites are all widely dispersed and they become individual targets.

Mr. SIKES. Are controls such that there is no danger of damage to the central control system by attack?

General GERRITY. That is right.

EXAMPLES OF CONTRACTOR CLAIMS NOT ALLOWED

Mr. SIKES. You have given us a comprehensive statement. I think it would be well if you would give us for the record some additional information about the types of claims contractors are not allowed. I would like you to expand the information you have given the committee by listing some illustrations of contractor claims which have not been allowed.

Do you wish to submit those for the record?

General GERRITY. May I do that, sir?

Mr. SIKES. Very well.

(The information follows:)

Illustrations of contractor ICBM claims which have not been allowed:

I. GENERAL CATEGORIES

Claims which, in some cases, have been rejected have developed from such items as—

(1) The early policy (subsequently abandoned) of assignment by the Government to construction contractors of certain supply and service contracts which the Government had awarded. This sometimes resulted in claims dealing with conflicts of interest.

(2) Requirement for cleanliness of propellant loading systems.

(3) Government requirement to accomplish work which it considered to be due it under the terms of the original contract, but which the contractor considered to be a requirement for additional work. Claims in this category have required interpretation of the contract provisions and, in some instances, assistance therein by the Air Force architect-engineers who provided the plans and specifications.

(4) Alleged changed conditions encountered with respect to subsurface operations.

(5) Assessment of liquidated damages and rejection of contractor's contention that the delays were excusable.

II. SPECIFIC EXAMPLES

(1) Contractor was required to furnish materials and services which he contended should have been part of the assigned supply contract.

(2) Requirement for cleaning components at the construction site prior to assembly in propellant loading system piping. Contractor contended that the components were cleaned at the factory, where the Government had an inspector.

(3) Claims for extras on behalf of subcontractors, denied on the basis that coordination of work was the responsibility of the prime contractor. Also, claims predicated on design deficiencies, differences of opinion as to requirements of plans and specifications, and contention that conformance with the contract specifications and not a contractor deficiency was the cause of failure to produce the end result desired.

(4) A number of claims for changed conditions on account of subsurface ground water, soil, and rock conditions.

(5) Time extension claims alleging that additional work ordered could not be performed concurrently with other contract work; that weather was unusually severe or other than normal; that an accident caused by an employee constituted an excusable delay; and that delays due to the fault of a supplier should be excused.

ACCURACY OF CURRENT ESTIMATES

Mr. SIKES. In view of past experience, do you feel that you are now in position to tell us that current estimates are reliable and accurate estimates, or must these also be subject to claims and major modifications?

General GERRITY. The current position we are in gives us the advantage of having a good deal of experience to look back to. I would be less than prudent if I did not say to you that there are still things in the program which makes it wise for us to say that at this stage of the game we are still talking estimates.

Let me give you an example. Our TITAN II base construction is well advanced. We are in the phase 2 electro-mechanical phase now. We have activity going on at all places.

We have just fired the first TITAN II missile a little over a month ago. This flight test development program is in its early stages now. We will be very lucky if we did not have some change as a result of this program development.

What those changes will be we do not know at this stage of the game. We hope they can be minimal and will not have any great effect.

If some major change must be made the best thing in the world we can do is to get at it right away and get it done, notwithstanding the cost involved.

I am very hopeful that with the experience we gain today on the TITAN II and on the MINUTEMAN that the cost of changes will go down on both those programs, but I must reserve final judgment on that until we get further along.

By this time next year, sir, we ought to have fairly clear data on this program.

Incidentally, not major today but still significant is the fact we still do not know in some cases what the final settlement costs will be on some of the bases that are already completed.

NO CUTOFF DATE ON CLAIMS

Mr. SIKES. On past work, is there a cutoff date after which no further claims can be submitted. Or can we anticipate there will still be additional claims filed on work which has been completed?

General GERRITY. In some bases we have settled out completely. There has been, in effect, a quit claim. Wherever you can wrap up a program on that basis it is advantagous.

Mr. SIKES. You have settled some site claims completely and on these there are to be no further claims submitted?

General GERRITY. That is correct.

Mr. SIKES. Are there still negotiations in process on completed bases where there is a possibility there will still be additional claims filed?

General GERRITY. There are, sir. There are negotiations underway. There are claims which still have not been fully definitized.

Mr. SIKES. Is there not a cutoff date which will stop these claims from coming in?

General GERRITY. No, sir; there is not.

Mr. SIKES. At what point is it required that all claims be submitted which are going to be submitted?

General GERRITY. I don't think there is a clear cutoff point.

Mr. SIKES. I speak with reference to individual bases now.

General GERRITY. You, see, a contractor will come in with his claims at the point of completion, but he may not have it definitized, so he will submit some cost estimate to the contracting officer who will turn him down because he has not substantiated them, for example, and he will go back and work on them more.

This can take a period of months and even a year.

Mr. LAIRD. There is a statute of limitations on these, though, which runs 6 or 7 years.

General GERRITY. Yes, sir; I would agree with that, and I certainly would think we would settle long before that statute of limitations runs out.

The thought I meant to convey is that I do not think there is any assurance that we will clean them up within 6 months after the base job is complete or even a year. It depends on the mutual desires of both parties working together to get the matter resolved.

COMPLETION SCHEDULES

Mr. SIKES. You spoke about Air Force success in adhering to schedules. I had understood that because of the changes and delays we had serious slippages in schedules. Is that incorrect? Is this the original schedule which you state you have successfully adhered to?

General GERRITY. Sir, I was talking about the overall completion schedules of our program which involved not only construction but installation and checkout.

In some cases we have made individual adjustments in construction schedules within the confines of our total schedule. These adjustments were made as a result of obvious increases in work or other excusable delays.

Mr. SIKES. So while there have been delays in schedules on individual bases, it is your statement that the overall schedule toward completion of the program was approximately accurate. Is that right?

General GERRITY. That is correct, sir.

Secretary ZUCKERT. These slippages have not been over extended periods. There was one on the TITAN at Lowry, but we have been pushing them pretty hard and adherence to schedules has been good. We have some problems but we know of no serious and extended problems.

General GERRITY. I must be complimentary to the entire team. We fussed about the cost of changes, whether or not they should be done in certain ways, but the folks involved in the program have gotten at the job and gotten it done. They have not let negotiations or differences of opinion in that area keep them from doing the job. They have been positive minded and aggressive in getting the job done.

IMPROVED LABOR RELATIONS

Mr. SIKES. Prior to the hearings which this committee held with you a year ago, we were very concerned with the labor problems which had been reported. We were particularly concerned with unauthorized walkouts. It seemed in some instances the Government and this very essential program were at the mercy of unscrupulous labor people who were holding back the various phases of this program. Apparently that problem exists to a much lesser degree now. Is it true that work stoppages are now much less a problem?

General GERRITY. That is correct. As you will recall, the hearings a year ago produced some evidence of—I would not say malpractices—but practices which were not in the best interest of the Government in terms of cost. After getting into these matters further we did make some changes. We found in many cases the rules of the game were not wrong, for example, paying a man high time for working in a high and dangerous place.

This was perfectly appropriate, but we found out the application of the rules have not been tight enough in some instances. We straightened that out.

So far as the lost time is concerned, the record certainly is much better since the time of those hearings because of the understanding brought about by the hearings, I think. Certainly we have gotten a great deal of cooperation.

As I say, sir, I will not be satisfied until we do not lose a single man-day out there on the job.

Mr. SIKES. There are two ways in which these problems can be settled. One is by a stronger attitude on the part of Government in dealing with them. Another is by yielding to the demands which are made.

What is the case here?

General GERRITY. Sir, we have not yielded to demands in my opinion. Of course, the Government in a sense must maintain neutrality and not interfere between management and labor. This is exactly the role we play out there. Whenever there is a walk off or

a problem out there I want to assure you we get in with both hands and feet to insist that the parties involved solve their problems in a reasonable way and get back on the job.

Mr. SIKES. Where the interests of the Nation are involved, whether the parties who are holding up a program be labor or management, I do not think you can afford to be neutral.

General GERRITY. No, sir.

Secretary ZUCKERT. I think he means "objective" more than "neutral."

Mr. LAIRD. That is a better term.

Secretary ZUCKERT. Whenever there is a strike at a missile site, we require a missile site summary to be forwarded to my office every day. When five men walk off a job because of a dispute about jurisdiction, and the strike lasts for more than a day or two, we then get into it and we are on General Gerrity's neck. With very few exceptions the walk offs have become scattered.

Mr. LAIRD. I wonder if we might have on a year-to-year basis for the last 3 years, a breakdown of the principal walkouts or labor problems you have had?

Mr. JONAS. And would you include the number of man-hours lost and the total time lost? Also include whatever adjustments, if any, have been made in working conditions and what increases were made in wages.

Secretary ZUCKERT. We will be glad to get you a useful summary of the experience and actions taken.

Mr. SIKES. If you wish you may use calendar years.

Secretary ZUCKERT. We will bring you up to date, sir.

(The information follows:)

There is provided a summary of all work stoppages on Corps of Engineers contracts at ICBM operational bases since 1958, showing man-days lost as compared to man-days worked.

There was a drastic reduction in the number of work stoppages during April and May 1961. Since that time the number of stoppages has been gradually increasing. From January through April 1962, there were 22 stoppages on corps contracts. Ten stoppages were the result of jurisdictional disputes, involving 3,383 man-days lost time. Twelve were the result of grievances, with 391 man-days lost time. No adjustments were made in negotiated working conditions or wages because of the work stoppages.

Work stoppages comparison chart—Man-days worked versus man-days lost, totals for 1958, 1959, 1960, 1961, 1962, Corps of Engineers contractors, base totals, as of Apr. 30, 1962

Base weapons system	1958 and 1959		1960, January through December		1961, January through December		1962, total to date	
	Worked	Lost	Worked	Lost	Worked	Lost	Worked	Lost
Fairchild	63,792	80	222,829	574	7,039	7		
Forbes	82,737	320	292,830	5,791	29,652	19		
Offutt	119,537	1,744	168,796	479	720			
Warren I, II, and III	290,645	11,170	276,285	7,246	82,483	72		
ATLAS, D and E	556,711	13,314	960,740	14,090	119,894	98		
Schilling			310,598	70	165,270	9	1,602	
Lincoln			234,571	1,392	316,850	416	7,133	
Altus			204,620	137	267,592	287	1,363	
Dyess			131,928	9	258,879		291	
Walker			108,065	2,297	277,182	221	13,027	
Plattsburgh			176,067	46	496,607	52	56,548	9
ATLAS F			1,165,849	3,951	1,782,380	985	79,964	9
Lowry I and II	166,193	426	546,583	2,730	363,425	2,746	462	
Ellsworth			215,590	34	336,840	557	5,631	
Beale			135,066	122	317,787	775	16,636	
Larson	159		253,258	2,230	298,000	603	28,524	46
Mountain Home			150,434	14	314,273	870	51,629	25
TITAN I	166,352	426	1,300,931	5,130	1,630,325	5,551	102,882	71
Davis-Monthan			1,508		272,595	944	170,062	668
McConnell			666		358,744	128	167,220	98
Little Rock			16		430,434	24	133,706	2,759
TITAN II			2,190		1,061,773	1,096	470,988	3,525
Malmstrom					292,602	949	157,681	
Ellsworth					24,776		76,862	
Minot							10,613	
Whiteman							206	169
MINUTEMAN					317,378	949	245,362	169
Total	723,063	13,740	3,429,710	23,171	4,911,750	8,679	899,196	3,774

MISSILE IN-COMMISSION RATE

Mr. SIKES. I have had concern about the number of missiles actually operational at given sites. For instance, I have been on missile sites where you have a potential of X number of missiles, but operational on that base there will be only half that number because of modifications or other necessary activities.

I don't know how general this is, but it is something that I have encountered at sites I have visited. Is this a general story? If so, do we give an accurate estimate of our capability when we say we have X operational missiles at a given site?

General GERRITY. Just as in the case of aircraft, if you have so many in a squadron at any one time you have a certain percentage of them in commission. This is true of missile sites, also.

I expect to see on the whole a much higher percentage of in-commission rate as we go along in missile sites than we have had historically on aircraft.

However, as in the case of aircraft, we do make improvements to the missiles after they have been delivered.

The story you referred to, sir, is quite correct. In some of the ATLAS D sites we have just completed a modification improvement

program which was the result of our "golden ram" testing at Vandenberg a year ago.

This program is now completed and updated the sites. It did take some of the missiles out of commission for a period while this was being done, but the results are extremely good. If you have been keeping track of it, and I am sure you have, if you have kept track of the recent firings at Vandenberg, their reliability and their success has been tremendous.

Mr. SIKES. Do you think in the future there is likelihood of a greater percentage of missiles at each site being actually operational?

General GERRITY. I believe so, sir; yes, sir.

Mr. SHEPPARD. We shall resume at 2 o'clock.

AFTERNOON SESSION

Mr. SHEPPARD. The committee will come to order. Mr. Jonas.

SETTLEMENT OF CLAIMS

Mr. JONAS. General, you said you had 600 claims outstanding, approximately.

General GERRITY. Yes, sir.

Mr. JONAS. But you did not say what that involves in dollars.

General GERRITY. No, sir; I did not. If I may talk off the record, Mr. Jonas, I would like to do so, in view of the fact that these figures involve business arrangements with contractors which are not yet negotiated out. I could give you the figure.

Mr. JONAS. Would the aggregate figure complicate your problem any?

General GERRITY. It may not. For your information, some 600 claims that are out now, the amount in the 600 claims involves about $103 million. That is the contractor's stated position.

Mr. JONAS. With respect to the 104 appeals to the Board of Contract Appeals, do you have any statistics showing the results in those cases, whether favorable or unfavorable to the Government, or who won by reason of these appeals?

General GERRITY. I think many of these cases are still awaiting disposition. I could not give you a very accurate appraisal at this time.

Mr. JONAS. When a claim is filed—I recall your qualification of the use of the word "claim"—when a claim is under negotiation, do you ever settle it piecemeal? As you negotiate, you ought to come to a meeting of the minds on some of the elements. If so, do you settle those, or do you wait until you can settle the claim as an entirety?

General GERRITY. Sir, we proceed exactly as you suggested.

Mr. JONAS. If you can settle off in piecemeal fashion, you do so, and only reserve those parts of the claim that you cannot adjust; is that right?

General GERRITY. That is correct. As a matter of fact, this happens in many of the cases. The contractor will submit his claim, costs associated with the change, and those things that are legitimate costs, that can be substantiated, we settle those.

In some cases the contractor will drop his claim in the areas that we do not agree with him on. In some cases he will submit them and we just pass them on to the Board of Contract Appeals.

Mr. JONAS. So the claims that are now pending before the Board, and those that are still outstanding, represent bona fide differences that you have not been able to adjust?

General GERRITY. That is correct, sir, particularly for those that have been passed on to the Board of Contract Appeals. On those pending that have not gotten to us in terms of definitive costs and specifics, I cannot say that they are necessarily differences. They are claims that are pending in the sense that we have not even looked at them to determine whether they have any validity or not.

Mr. JONAS. I understand the Renegotiation Board does not pass on actual contracts but on profits. There is nothing in the law that would eliminate profits in these fields from being subject to renegotiation by the Board; is that right?

General GERRITY. The Renegotiation Board so far has determined that these contracts which have not been competitively awarded do not come under renegotiation. It has been stated in the past that it is possible that the changes to the basic contracts could, in fact, be subject to renegotiation. But so far it is my understanding to date that it has been decided that the Renegotiation Board will not handle any part of these contracts.

AUDITS BY ARMY AUDIT AGENCY

Mr. JONAS. You said the Army Audit Agency had audited all overhead charges in all of the contracts?

General GERRITY. That is correct, sir.

Mr. JONAS. With what result? Have there been any reductions as a result of those audits?

General GERRITY. There have been some adjustments. I am not completely up to date on exactly their nature, but the audit was made, of course, to ascertain that the overhead being applied was specifically that which was chargeable properly to the contracts.

Mr. JONAS. There is a committee on the other side of the Capitol conducting hearings on this subject. Are you keeping a close check on these contracts and making a special effort to keep them in line?

General GERRITY. We certainly are doing that, sir. The nature of these contracts, of course, is somewhat different from the ones referred to in the Senate. One of our aims is, of course, to get costs down and to get the largest return in terms of defense for the dollar. Our aim is to place these contractors on incentive to reduced total costs.

Toward that end, if they succeed, we believe that the incentive in the contract which rewards them profitwise is proper. The American taxpayer has gotten more defense for his dollar then. We are emphasizing incentive-type contracts to get the greatest cost reduction to the taxpayer.

Mr. JONAS. I had some questions on the strike situation, but I think the general question asked the Secretary at the close of the examination by Congressman Sikes will clear up the questions I had on that.

POLICY ON HARDENED MISSILE SITES

Mr. LAIRD. Mr. Secretary and General Gerrity, during the last 4 or 5 years this committee has made available a vast sum of money for the construction of missile sites, particularly hardened missile sites.

We find that the costs of military construction in the case of the ATLAS have been about 80 percent of the total overall costs, and for the MINUTEMAN the military construction costs are 67 percent of the total costs. We find that the missile cost runs about 32 percent or in that general area.

General GERRITY. If I may respond to that, sir, I believe that in these comparisons we have been referring to the total cost of the launcher installation, not only construction but all of the ground-support equipment that goes in, which is furnished by the weapons system contractor.

The total investment of all of the ground installations, as compared to the cost of the missile itself.

Secretary ZUCKERT. Your statement is right, that the missile is a relatively small part of the whole complex.

Mr. LAIRD. Our costs are vastly greater than the costs of the Soviet Union. Four or five years ago when we went into this hardening of missile bases, we were placing a great emphasis on the second-strike capability that we might possess in the event that any of these weapons were ever needed. In 1960, our Defense Appropriation Subcommittee in its report made certain rather strong statements in which we stated on the public record that in the event it was the best judgment of our President and our leaders in this country, that an attack was imminent, we should not be thinking in terms of second-strike capability and second-strike capability alone.

In many sections of the United States this hardening program, on which we spend vast sums of money, has certainly given people the impression that our whole emphasis is being placed in this second strike capability. It concerns me that we have not done more to encourage the Soviet Union to expend some of its resources in this particular area because when we are in an area of psychological warfare, it does not seem to me we are doing very much in that area.

I notice the President had an interview with Mr. Alsop, which appeared in the recent issue of the Saturday Evening Post. This took a little different approach; but I was concerned that the next day the press secretary of the White House did what he could to cancel out the statements, fine statements, which were attributed to the President of the United States.

What do you think we can do in this area so that we do not expend our resources at a rate that is not in keeping with the rate of expenditure that the Soviet Union is making in this area?

Secretary ZUCKERT. Let me try it off the record, please, because obviously the questions you are asking are questions which have to do with military and foreign policy.

Mr. LAIRD. I tried in anything I asked you to use things already on the record. I realize you may have to go off the record.

Secretary ZUCKERT. I would like to go off the record.

Mr. LAIRD. Yes.

(Discussion off the record.)

Mr. LAIRD. I am not talking about the question of preemptive war when I direct these questions to you. I am talking about the policy that we have, which was in the President's first message to the Congress, that we would never strike first. I think that was somewhat modified by this article in the Saturday Evening Post.

My only problem is that when we went into this hardened base concept, when the funds were approved by this committee for this hardened-base concept, we at that time in those early hearings were convinced, and you were convinced—the witnesses who appeared from the Air Force side of the table—that there would be hardening taking place within the Soviet Union, and for that reason it would be necessary for us to harden our bases, too. That was one of the arguments that was used.

I am not regretting the approval of the funds we made available, but it just seems to me that in this whole area we are never going to get arms control or anything else as long as the Soviet Union has a feeling that we are never going to use these weapons unless they first use them on us. They will never be willing to talk real serious arms control or anything else if they feel those are the rules of the game.

Does this hardening in any way cut down on the first strike capability of our missile system in the United States?

Secretary ZUCKERT. I would say "No."

General GERRITY. Could I add something off the record?

Mr. LAIRD. Yes.

(Discussion off the record.)

PRODUCTION OF MISSILES

Mr. LAIRD. I want to direct some questions to this whole question of spotlighting reliability in this missile program. We talk a lot about how we are going to put missiles on the production line, and sometimes the Air Force is rather overenthusiastic, I think, about this production line basis for missiles.

I have been out at some of these places where missiles are manufactured, and I cannot visualize production line development of missiles. If we are going to have any kind of reliability in them at all, it seems to me that we cannot talk about missiles the same way we talk about tanks or tractors or automobiles or anything else.

Secretary ZUCKERT. You can talk about ——— MINUTEMEN a month, which is pretty good production.

Mr. LAIRD. But it certainly is not a production line sort of operation. Each of these birds has to be handled on pretty much of an individual basis, do you not agree?

General GERRITY. If I may respond to this, certainly great care must be taken to get the quality we are seeking in these missiles, but we are going to handle the MINUTEMAN program as a production program in the true sense of the word, granting that production is a relative term. You are talking about as many as ——— MINUTEMEN a month, the capability for it, versus how many thousands of automobiles are produced a month, they are both production items, but obviously the MINUTEMAN program is much smaller in size and scope. But it will be handled in a production fashion as the rate warrants. The whole design has been established in this manner, and our tooling and our test equipment has been set up for a production run.

You will see the results of this as we achieve our rate sometime in the near future in the assembly plan that I talked of at Ogden, where we put the three stages of the missile together. I do think that commensurate with the rate we are using production practices.

Mr. LAIRD. As in the MINUTEMAN program, taking development of the casings for the MINUTEMAN program, there has been a lot of work done on that. There is a lot of research and engineering work that has gone into that. It seems to me when the contracting officers get to look at these things, they are interested primarily in price and not in reliability. As I understand paragraph 1–302.2 of the Armed Services Procurement Regulations, the contracting officer has quite a little latitude in this area, but it is easier for him to place the whole decision, his whole decision, based on price rather than get into the question of reliability, because he has to justify it if he turns down a price base bid; is that correct?

General GERRITY. No, sir, I do not think so, particularly in buying equipment for a weapon which we are seeking the reliability we are in the MINUTEMAN. All the factors go into the equation before we come up with the decision. If you find, for example, in the case you mentioned, cases of equal reliability in performance and in terms of weight savings, then price becomes the final factor that makes the decision.

But in these systems today we are not making price the predominant factor. All of the other important elements of reliability and quality and performance must go into that equation.

Mr. LAIRD. I think that is most important. I have had a little experience with the sonobuoy program of the Navy. Up to 5 years ago we had a situation where only 50 percent of the sonobuoys were working. That was changed because they were going strictly on a cost basis. These flyers were going out and dropping these sonobuoys and they did not mean a thing. Reliability is even more important in the area of missiles than it is in an area like sonobuoys. I am hoping you are not shifting the emphasis too much to just evaluation on a cost basis.

General GERRITY. Sir, I certainly agree with the point you made. We are emphasizing it.

Mr. LAIRD. That is important in the long run.

General GERRITY. We are emphasizing quality because we are looking for extremely high reliability on MINUTEMAN and we are certainly delighted that the results in the flight test program so far prove that we are gaining what we sought. We are going to continue this drive right on down the line through and including the production phase to insure that we improve reliability as we go along rather than make price the predominant factor.

Mr. LAIRD. That is all; thank you.

SITE ACTIVATION TASK FORCE COMMANDER

Mr. SHEPPARD. We hear some general comments about the authority of SATAF commander. Please briefly identify this position, and tell us what authority he has in the construction area and in the remainder of the site activation activities.

General GERRITY. The site activation task force commander works directly for me as commander of the Ballistic Systems Division. He is my field agent to insure that everything going on at that site is responsive to the program that we are seeking to carry out there. As my agent, he is responsible for construction, for the installation and

checkout activity, and final demonstration, including establishing excellent relationship with our customer, SAC, to insure that we are integrating SAC into the program during the installation and checkout stage and doing the essential training with them so that when we have turned the site over, the SAC troops are fully ready and familiar with what they have and can have a combat capability from the very outset at turnover.

In the construction phase specifically the site activation commander has working for him as his deputy for construction the Corps of Engineers area engineer. This man is responsive to the site activation commander in every respect.

There has been confusion in the past in this area, Mr. Chairman, in view of the fact that you have also a contracting relationship. Many people get this confused with command lines. The contracting relationship goes back to the program directors contracting officer for construction back at headquarters Ballistic Systems Division, and only that contracting officer can change the contract, which is properly so. But, nevertheless, the site activation task force commander has the power to direct, through the appropriate channels, to get the contract changed wherever that is warranted.

Incidentally, that is the same relationship he has to the contracting officer with respect to the installation and checkout.

Mr. SHEPPARD. Insofar as supremacy of the parties is concerned, he is your direct representative, and if it came to an issue between the construction or contracting officer and SATAF commander, which would prevail?

General GERRITY. The site activation task force commander.

Mr. SHEPPARD. How are the inspection forces coordinated with those of the officer in charge of construction at these sites?

General GERRITY. They coordinate very closely together and, as a matter of fact, they are integrated as one team to get the task accomplished. So that there will be no duplication of effort. That was not so in the distant past. As we learn in this business, we get the teams working more closely together to avoid duplication.

FLETCHER COMMITTEE REPORT

Mr. SHEPPARD. The committee has heard some discussion recently about the Fletcher Committee Report. I wish you would identify this report to the committee, and tell us briefly what its recommendations were in the field of construction, and what you have done or propose to do to implement those recommendations.

General GERRITY. This committee made some recommendations insofar as safety and flexibility in selective response and firing of the MINUTEMAN missile is concerned. As a result of their recommendations, we made some changes to the system, the design of the system, to improve it in these respects. We are fully in agreement with those changes as having bought us more flexibility and greater capability in that regard.

Mr. SHEPPARD. Do you feel you have enough flexibility in your authority, and your relationship with other agencies of Government, including higher headquarters, to get the job done as it properly should be done, and in accordance with the improvements you deem necessary as a result of your present position?

General GERRITY. Yes, sir, with the reorganization that occurred last year, I feel I have the authority to carry out the responsibilities assigned to me and, as I stated earlier, Mr. Chairman, we have welded together an outstanding team, and I am proud of that team.

ATLAS AND TITAN COST INCREASES

Mr. SHEPPARD. Let us now take up ATLAS and TITAN cost increases. You are requesting $225 million for cost increases in the ATLAS and TITAN programs. You discussed this in your statement, but I wish you would give the committee the exact status of funds in these programs as of the present time and that estimated for the end of the fiscal year.

Mr. MEYER. The April 30 obligations for Atlas are $520.6 million. We estimate June 30 obligations as $530 million.

TITAN, April 30, $629.5 million; we estimate June 30 to be $646 million.

MINUTEMAN, April 30, $271.8 million, we estimate June 30 at $300 million.

Total obligation as of April 30 is $1,422 million, and as of June 30 $1,478 million.

Mr. SHEPPARD. On what basis did you accumulate your cost estimates? What was the approach you applied to come up with the information you have given the committee? Are they all estimates, based percentagewise on the yardstick of past experience?

Mr. MEYER. Yes, sir; these estimates in the main have been gathered base by base, contract by contract, examination of the basic contract, the modifications to the contract, the claims and estimates of claims. The obligations you see here in the main are resulting from General Gerrity's settlements of the claims and payments of these claims.

Each estimate has been screened; we have been tracking the obligations on a monthly basis by each base. We have been moving money between each base to live within the funds available through June 30. We feel that we can do this and the estimates are valid and we get our monthly reports to substantiate these estimates.

Mr. SHEPPARD. Some time ago the Secretary of Defense directed an independent audit be made of this program. What has been the result of this audit?

Secretary ZUCKERT. I know one thing, and Mr. Meyer can supply the detail. They finished the first phase of their investigation and apparently they did not come up with any variance with the figures which we have been presenting to the committee. Is that correct, Mr. Meyer?

Mr. MEYER. Yes, sir; their first phase of the audit was in two parts: No. 1, to determine whether the Air Force could live within the existing authorization through June 30 and, No. 2, to determine whether our costs had any validity as to the total cost of the program.

In their report to the Secretary of Defense, they verified first that, based on looking at our obligation schedules, they were valid and we could live within the authorization and, second, that our estimate was valid at that time at approximately $250 million. That was the figure they used in their report.

Mr. SHEPPARD. In other words, what really happened here is that on a sampling job they took your figures; is that not about it?

Mr. MEYER. Yes, sir.

Mr. SHEPPARD. The nature of the pending claims in this program and the work on TITAN II which still remains causes many people to question the validity of this particular cost estimate as being adequate to complete the construction and finalize contract payments for these facilities. What assurance can you give the committee that these funds are adequate to accomplish what you seek to accomplish?

Secretary ZUCKERT. General Gerrity told you earlier he would not give you an ironclad guarantee because of the TITAN II program and our natural concern that we did not know what was ahead of us perhaps technically.

On the other hand, I do not remember when it was that I actually ordered the investigation out there, our own investigation, but I think it was early in November.

Mr. MEYER. Yes, sir.

Secretary ZUCKERT. These things and these estimates have remained substantially and reassuringly the same for the last few months. I think we have as sound a basis for coming before this committee as we can possibly have.

Mr. SHEPPARD. I am not going to speak for the balance of the committee at the moment, but it has been my impression, after covering field operations to a considerable extent, that you are going to have to be awfully good businessmen and have extra sharp pencils to come within the confines of the figure you are presently asking to pick up the slack. That is one man's impression, and you may have another, which is your privilege.

Secretary ZUCKERT. Yes, sir, but, on the other hand, we have tried to come up with the best figure, and nobody has tried to arrive at a predetermined answer. So that I have the assurance that this is the best estimate we can possibly make at this time.

General GERRITY. As I said earlier, there are still some unknowns in this program. I can assure the committee that as an organization and as a good team of people who are responsible for getting this job done, we are doing everything possible to hold these costs down.

Nevertheless, there are still these unknowns in terms of what we are going to settle out for work that is already done as well as changes that are still unknown in the future.

I have been advised that the total appropriation for ballistic missiles for fiscal 1963 and prior can be used in its totality to cover the total program. This flexibility will help us assure that we can carry on with this program without any undue delay or without any delay, as a matter of fact, and be in a position next year, when we report back to the committee, of being able to tell you as past history what actually has occurred not only on the ATLAS and TITAN I programs but on TITAN II as well as the initial MINUTEMAN sites.

Mr. SHEPPARD. In a couple of instances we ran into a rather interesting philosophy—instead of making our payments in continuity with policy heretofore established, we would hold back. Assuming that we are obligated to X contractor for $1 million, the attitude was expressed, "This will give us a better club over his head and enable us to make a better settlement." That is not the policy, is it?

General GERRITY. No, sir.

Mr. SHEPPARD. I would assume that you have a problem. Out of the $1 million we will say, "All right, you take 50 or 60 percent that

you are in accord with." So instead of holding up that portion of the payment, there is no reason you could not allocate that payment, without prejudicing the balance, and negotiate the balance to a satisfactory conclusion; is that right?

General GERRITY. That is right and, in part, we were getting at that sort of problem when we initiated the two-part change order.

Mr. SHEPPARD. In other words, you are not in the business of breaking contractors, and in the same breath the contractors have no legal right or premise to approach the Government upon a final settlement that they cannot absolutely carry out and have some reasonable assurance that it is correct?

General GERRITY. That is right, sir.

AWARD OF CONTRACTS

Mr. SHELLEY. Are the contracts let generally on a low-bid basis?

General GERRITY. Yes, sir. This is true in practically every instance on the operational basis, with the exception of one, which is a competitively negotiated fixed-price-incentive contract. All the rest are low bid.

Mr. SHELLEY. As a sort of addendum to the question the chairman asked, your team has come up with the bright idea that if a contractor who has done a job for you then comes in on a bid or negotiation for another job or additional work, he is told that unless he negotiates downward on that job which he has, he has not a chance in the world of getting consideration on the new jobs.

General GERRITY. I do not know of such cases. One thing we have done as we have gained more experience in this business, we have gone to a selective bidders list of people we know are capable of doing the job. This has paid off for us on later bases when we have made awards. We have not placed what I would call undue pressure on contractors on current bases in connection with future business, other than to say to them, "Unless you perform well here, we cannot very well consider you for future jobs."

Mr. SHELLEY. But that position is based on performance per se?

General GERRITY. Yes, sir.

Mr. SHELLEY. And not just, "You back off your price, or else."

General GERRITY. That is right.

Mr. SHELLEY. I think it is important that that be in the record. General, I have never met you before. Some people call you a great guy and some people say you are a rough, tough, son-of-a-so-and-so. I reserved judgment until I got to know you and met you. I have had people come to me and make this comment. I just thought I would ask it on the record and get an answer.

General GERRITY. I hope, sir, that throughout this business we in Ballistic Systems Division have earned a reputation of being tough but fair.

Mr. SHELLEY. I think that is right. That is the target at which you should shoot. If you do that and do it right, if you are tough but fair, you and I will get along.

General GERRITY. In my experience in this business, it seems to me that there is no room in it for anybody but tough people. It is a tough job.

ALLOCATION OF COSTS ON ATLAS AND TITAN

Mr. SHEPPARD. Have you changed the ground rules relating to the allocation of costs on ATLAS, TITAN I, and TITAN II sites so as to use nonconstruction funds for a portion of the work not originally contemplated to be funded in this manner?

Mr. MEYER. No, sir. We have made only one change, and that is in the MINUTEMAN program, where we changed the environmental control system from the "Missile procurement" appropriation to "Construction." In the TITAN II program, last year we had changed the propellent system from the 300 to 200 appropriation, with the approval of everyone concerned, sir.

Mr. SHEPPARD. Would you insert in the record at this point the estimated cost for each of the ATLAS and TITAN sites, and note which of these have been completed in the terms of construction and price negotiations?

General GERRITY. Yes, sir.

(The information follows:)

Missile base	Estimated cost	Status of construction	Status of final contract negotiations
	Millions		
ATLAS D:			
Warren I	$28.0	Complete	Complete.
Warren II	31.6	do	Do.
Offutt	36.9	do	Do.
ATLAS E:			
Fairchild	40.3	do	Do.
Forbes	46.7	do	Do.
Warren III	33.6	do	Do.
ATLAS F:			
Schilling	60.0	do	Do.
Lincoln	63.0	do	Do.
Altus	(1)	do	Nearing completion.
Dyess	45.1	do	Complete.
Walker	(1)	do	Nearing completion.
Plattsburgh	(1)	In progress [2]	
TITAN I:			
Lowry (2 squadrons)	123.7	Complete	Complete.
Ellsworth	66.0	do	Do.
Beale	(1)	do	Nearing completion.
Larson	(1)	do	Do.
Mountain Home	(1)	do	Do.
TITAN II:			
Davis-Monthan	(1)	In progress	
McConnell	(1)	do	
Little Rock	(1)	do	

[1] Estimated squadron cost has been supplied to the committee as privileged information pending final contract settlement.

[2] Minor work remaining at last of 12 launchers.

ACCURACY OF ESTIMATES ON TITAN II COSTS

Mr. SHEPPARD. What has been your experience with TITAN II contracts, in comparing the Government estimate of the total cost with the bid received, and with the price as amended by change orders, where your experience will permit an answer.

General GERRITY. If you recall, Mr. Chairman, initially we had to adjust upward some of our estimates on the TITAN II phase 2 effort because of our bid experience, but subsequent to the initial awards, our experience with changes has been very good and, as the Secretary said, so far, much less than the changes encountered in TITAN I and ATLAS.

ACCURACY OF ESTIMATES ON MINUTEMAN COSTS

Mr. SHEPPARD. What has been your experience with reference to MINUTEMAN contracts exclusively in comparing the Government estimate of the total cost with the bid received and with the price as amended by change orders?

General GERRITY. In the MINUTEMAN program, our experience has been even better, although we had some difficulty with our initial Government estimates on the first site at Malmstrom. That, of course, as you recall, Mr. Chairman, led to this rebid and negotiated competitive contract on a fixed-price incentive basis. Subsequent to that time, our experience has been very good. The competition has been very keen. The changes have been relatively small from a design point of view.

For example, so far around $3 million at Malmstrom. Outside of the major requirements change, this increased survivability which we put in wings 3 and 4, the changes have been extremely moderate.

ARCHITECT-ENGINEER CONTRACT FOR TITAN II PROGRAM

Mr. SHEPPARD. What type of architect-engineer contract do you have for the TITAN II program? Is there any general change in that contract as compared with those in the past?

General GERRITY. Not to my understanding, sir. We have an architect-engineer on TITAN II who is responsible for the overall design, and the same for MINUTEMAN.

Mr. SHEPPARD. While we are on that topic, in the selection of your architect-engineering firms to get your work out, particularly with the time element involved which we understand is a vitally important aspect, do you check out their backlog to see whether or not you are doing too much repeating with a certain firm or firms?

General GERRITY. Sir, we certainly have given a close look to the business loading of these firms, but recognizing the hard-earned experience that we have gained over the years here, we have attempted to use that experience in terms of using architect-engineers who have gained experience with us in the early stages. I must say that is paying off in results today.

CONSTRUCTION DIFFICULTIES IN TITAN PROGRAM

Mr. SHEPPARD. What construction difficulties, if any, are you presently encountering in the TITAN program, other than the one you had at Plattsburgh, for example?

General GERRITY. Plattsburgh, of course, is the final site. We ran into some unusual difficulties there, as you know. On the TITAN program, I think we are getting along very well, on TITAN I and also TITAN II. That is not to say there have not been some difficulties. In every one of these bases, practically, we have run into some subsurface conditions which have not been quite as we expected them to be. This is true in TITAN. I think we have these problems licked and well in hand.

ADEQUACY OF TIME ALLOCATED TO ARCHITECT-ENGINEERS

Mr. SHEPPARD. Would you agree with some of the comments to the effect that your architect-engineers do not have enough time to do an adequate job, which they themselves would like to do, and that you are not spending enough money on the original estimates to accomplish the end result?

General GERRITY. Sir, that is a tough one to answer. Of course, from a certain point of view, one can sympathize with the designer's desire to take more time. I remember well the statement a man whom I admired greatly made to me in World War II. This was General Knudsen, who knew a lot about this business, not specifically missile sites, but production and design. He said there never was a year in the automobile industry you did not have to take the design away from the engineers and put it in production. To a certain extent that has been true in our missile program. With the concept of concurrency, we had to make the folks who played a part in the various parts of the program meet a timetable. Granted the designers and construction would have liked to have more time, and to a certain extent there was a compromise, I think the overall results have proven out in the total program. What we have done has brought about the desired results. This is not to say we did not make mistakes at times by being in a rush and under pressure.

Mr. SHEPPARD. I do not think that philosophy is an innovation. As far as the development of any program is concerned, whether it is automobiles or refrigerators, there comes a time when you have to break away from design if you are to have an end result.

General GERRITY. Yes, sir.

Mr. SHEPPARD. Questions pertaining to this particular operation?

Mr. SHELLEY. The designer is never satisfied.

Mr. SHEPPARD. That is why they are called designers instead of enginieers.

Are there any questions pertaining to the ATLAS and TITAN cost increases? I would like to keep the record in continuity, gentlemen.

REVISION OF COST ESTIMATES

Mr. JONAS. General, I note that this entire $225 million increase is for old programs and is not reflected in any new construction programs at all. It is a mere revision of cost estimates. Is that correct?

General GERRITY. That is correct, sir. Of course, it includes costs for work yet to be accomplished on these programs that were fiscal 1961 and prior.

Mr. JONAS. You were well aware of these additional costs brought about by changes last July. Why were you so conservative in your cost estimates then? You knew what was happening. We had hearings last February.

Why did you miss your estimate so much? Two hundred and twenty-five million dollars is a pretty substantial item. More than half of this $225 million, $130 million, is reflected in settled claims that you have made since last July, which were then pending. Is that right?

General GERRITY. Sir, I would like to assure you, first, that I do not believe we missed our cost estimates by as much as that. Actually, at the time of our hearings before this committee a year ago, we had some idea of increased costs. One of the problems we faced was the fact that this program was moving so fast, ATLAS and TITAN I, that we were putting the changes in that were found necessary; the contractors had a tremendous backlog of changes, they were doing the work, but they did not have time to cost the effort. We were in no better position, really, than they were at the time. We had a feeling of an increase in magnitude, the impact which we discussed earlier. Along about last summer, this thing really began to come into focus. At that time it looked like it might amount to as much as $150 million, but at that point in time we had not definitized things sufficiently to validate that figure or any other figure. It took us finally until November, as the Secretary has stated, before we could get sufficient experience in this and get enough negotiations completed and an understanding of the nature and cost of these many changes, to come to what now amounts, in my opinion, to reasonably sound estimate totals.

Mr. JONAS. I was moved to ask that question by this comment which I quote from your statement on page 11:

> Similarly, over the same period, actual settlements plus the value placed on unsettled proposals by our contracting officers more than doubled. In July this figure stood at approximately $130 million; today it has passed $260 million. The additional $130 million for settled and validated proposals is the major component in our present $225 million increase.

General GERRITY. Yes, sir. The process we were going through last spring and last summer, the process of getting these cost proposals in to the contractor, definitizing them——

Mr. JONAS. They were already in, but the settlements have gone up by double your estimate.

General GERRITY. No, sir; I think it is rather the other way around. We had some preliminary Government estimates of what we thought the change might cost, but we did not have the contractors' proposals. It was not until early spring and summer and right on into the fall that these contractor estimates came in and we were able to negotiate them out.

CURRENT EXPERIENCE IN CHANGES

Mr. JONAS. What is your current experience with respect to changes?

General GERRITY. Our current experience, sir, is much better.

Mr. JONAS. Take the period of the last 6 months. How many so-called changes have occurred, or so-called claims have been filed or identified?

General GERRITY. I do not have the exact number before me, sir. I think there has been a reduction relative to the past, particularly because of our improved experience on TITAN II and MINUTEMAN. As I say, our current estimates are proving more accurate because they are based on further experience in this program.

Mr. JONAS. Of course you are getting more money to work with if appropriations are increased, too.

General GERRITY. That is correct. I think our experience in the last 6 months has actually much improved in this regard.

Mr. JONAS. You think the experience in the last 6 months with respect to number of changes and claims has improved over the preceding 4 months?

General GERRITY. Yes, sir; in terms of new claims and changes coming up.

Mr. JONAS. That is all.

ARCHITECT-ENGINEER CONTRACTS

Mr. SHEPPARD. I note from a report we have here that—

The Air Force, in negotiating fixed prices for the architect-engineer work, sacrificed the safeguards of a CPFF contract, without obtaining any of the advantages of fixed-price competition.

So, returning to the question I propounded before the gentleman took over, I wish you would make your comments in the record and clarify that issue, if you will, please.

General GERRITY. All right, sir; I will.

(The information requested follows:)

For many years, we have recognized the professional standing of architects and engineers by utilizing negotiated contracts in lieu of competitive bidding. The utilization of selection panels consisting of professional Air Force engineers and negotiating the contracts with one of the selected firms has resulted in obtaining architect-engineers with the required high professional qualifications for the specific job. Safeguards have been provided for this type of negotiated fixed-price contract through wide use of: (1) Careful and complete analysis of the proposed effort by Air Force professional engineers similar with the technical services being furnished; (2) use of complete audit and price analysis on each proposed contract; and (3) cost reimbursement provisions as a part of the fixed-price contract. The use of such cost reimbursable clauses provides for the reimbursement of costs only without profit or overhead for items such as subcontracts, transportation, reproduction, and travel.

FACTORS CAUSING CHANGES IN COST

Mr. SHELLEY. May I ask a question in that regard, Mr. Chairman?

General, are these figures based upon the fact that this work is completely different from what some of the contractors have done, that new techniques are involved, and therefore their costs may be higher in general than anticipated? Their figures were probably based upon standard work. Or is it because of changes that your group feel are necessary as you move ahead or that the contractor may recommend and you may negotiate out in order to get a better job done? It must be one or the other.

General GERRITY. I think to a certain extent there is some of both, although it is predominantly on the side of new things that we learn as we go through this development program. If you take the construction program by itself, we have been plowing new ground all the way. This is a unique program. There is not any parallel to this in the history of construction.

Mr. SHELLEY. I grant that.

General GERRITY. I am disturbed at times that we are sometimes ourselves guilty of misrepresenting what sort of effort this is. In trying to look for parallels or examples, we have compared the project to the pyramids, we have compared it to digging a ditch from Santa Barbara to Cleveland, to Boulder Dam, to the Panama Canal. Those are very poor comparisons.

Mr. SHELLEY. They just do not apply.

General GERRITY. They do not apply at all. This has been really a unique effort, extremely different. Building a 16-story building upside down is not a good description, either, but perhaps it is more apt than describing it as being similar to the Panama Canal. Working in these tight quarters and meeting these extremely tight tolerances of weapon systems and heavy construction certainly has been unique to the past practices and experiences of the industry. Many of these fellows who are well-qualified journeymen in the business had to learn to do things in a different way, and they had to learn while they were doing the job.

Mr. JONAS. I can understand that, but if you build one 16-story building upside down, it ought to make it easier to build the second one. Is that not true?

General GERRITY. That is correct, sir. But one of the interesting challenges in this business is that we have been moving so fast that each of these buildings, for all practical purposes, is being built at the same time with a different group of management and a different group of workers at each point. So we have had to meet the challenge of getting good, sound communications throughout the system to try to transfer that know-how and experience without moving the people themselves.

Mr. SHELLEY. Part of your problem is to make good use of your record of experience in keeping with your responsibility for production.

General GERRITY. That is correct.

Secretary ZUCKERT. With a very short leadtime between the time that you acquire the experience and the time when the next man has to use it.

Mr. SHELLEY. And not enough time to translate it to action.

Secretary ZUCKERT. As General Gerrity suggested, it is a fascinating story. He has done some pretty amazing things working to get this know-how translated from site to site, particularly in the installation and checkout phase.

General GERRITY. You would be interested, Mr. Chairman and gentlemen, in how fast the communications system is working now. These fellows know that the top management of industry, construction contractor, weapons system contractor, and the Ballistic Systems Division, are going around frequently to these sites. We spend a little time at each site. I am talking about the top management of all the teams concerned. If these fellows are not on the ball and are not learning from the other guy upstream, things are corrected in a hurry. To me it has been an extremely effective means of pulling the team together and insuring that communications fulfill the requirement of enabling this learning to go downstream.

Incidentally, it goes both ways. Sometimes the upstream site can learn a little bit from the downstream site, and they do. There is a great exchange of information today, both in the construction area and in the installation and checkout.

Mr. Chairman, you know one of the reasons we have been getting a real gain in terms of cost as well as performance on the MINUTEMAN program is that every one of those bidders at the downstream sites knows exactly what is going on at Malmstrom. As a matter

of fact, we are getting a great gain from the use of the same subcontractors who are learning in such areas as fabrication of the steel cans.

Mr. SHEPPARD. My observation has been predicated on one very important factor, and that is, when we started out, literally nobody knew exactly what we wanted. We had a trial-and-error operation. This is no exception to the rule. When General Motors first inaugurated the outlying production sources, they had trouble for about a year and a half themselves. That was a much smaller operation than this is. Much of it had to be worked out by trial and error. The closer and more compact the relationship between one, two, and three of these operations, the better off you are. You had to get that cooperation between them in order to get the benefit of the experience. The time element was very restricted. I think it rather obvious there has been a considerable improvement in that field. I grant there have been changes, but that does not obviate the fact that you are making the best use of what you have to the degree that you can.

(Off the record.)

MINUTEMAN PROGRAM

Mr. SHEPPARD. We shall take up the MINUTEMAN program. You are requesting $24 million for extended survivability of squadrons 7 through 12, approximately $4 million per squadron. What do you propose to do in this program?

General GERRITY. The survivability or increased hardening of the diesel generator area at the launch control center as well as the environmental control, and also at the launch site itself, costs about $24 million for wings 3 and 4, roughly $12 million for each wing. This provides additional hardening for survivability for a long period of time after the site takes an initial blow. It still enables the site launch control center to have proper environmental control and power as required.

Mr. SHEPPARD. What method of contracting will you follow to accomplish these changes?

General GERRITY. In both cases, at the third and fourth wings, we were able to put this change into the initial bid specifications, so there was competition for the entire base, including this change. It was competitively awarded.

Mr. SHEPPARD. You are requesting $60 million for improved environmental control for the first 12 squadrons, an average of $5 million per squadron. Does the same response as to the previous question apply here?

General GERRITY. In this particular case, Mr. Chairman, this is not an increased cost in the total program. It represents a change from one budget category to another, from the 200 to the 300 category. These environmental control air-conditioning installations are being placed on competition for award in wings 2, 3, and 4.

CURRENT STATUS OF PLANS

Mr. SHEPPARD. What is the status of your plans for this work at the present time?

General GERRITY. For the environmental control, sir?

Mr. SHEPPARD. Yes.

General GERRITY. It is well underway and now under actual installation. We have established our design and our plans, and the installation is well underway at wing 1 at Malmstrom.

Mr. SHEPPARD. I wish you would insert in the record the architectural and engineering people who are doing the planning and the places they are planning for, will you, please?

General GERRITY. I will, sir.

(The information follows:)

Planning and design for the MINUTEMAN facilities included in the fiscal year 1963 "Construction" appropriation request are being done by the following firms:

1. The Ralph M. Parsons Co., Los Angeles, Calif., and T. J. Banner & Associates, Inc., Laramie, Wyo., are designing the hardened and dispersed operational facilities. They jointly have 90 personnel assigned to this effort.
2. Porter & O'Brien, consulting engineers, of Los Angeles, Calif., and Newark, N.J., are conducting the field investigations and have 49 personnel assigned.
3. Burns & McDonnell Engineering Co., of Kaansas City, Mo., has 30 personnel assigned to the design of the support facilities.
4. Shannon & Wilson, soils mechanics and foundation engineers, of Seattle, Wash., have 10 personnel assigned to soil and foundation evaluation.

Mr. SHEPPARD. What method of contracting do you propose to follow in accomplishing this work?

General GERRITY. We expect to use negotiated competition on this work.

INCREASED COSTS DUE TO CHANGE ORDERS

Mr. SHEPPARD. You are requesting $10 million to complete construction of squadrons 1 through 12 in addition to these two items we have just discussed. What is the reason for your underestimating this construction cost?

General GERRITY. I am not sure I follow your question exactly, sir.

Mr. MEYER. Sir, this is $10 million of work items that were performed after we went to bed with the contracts on the first squadrons. These are changes which we have identified at this time and put money in the 1963 budget to take care of them.

Secretary ZUCKERT. Can you give an example?

Mr. MEYER. Just changes to the Malmstrom contract.

Mr. SHEPPARD. Is this only at Malmstrom?

Mr. MEYER. No, sir. It is for the first 12 squadrons.

Mr. SHEPPARD. Apparently your cost estimate basis has not been clarified yet. Will you please repeat whatever clarification you have?

Mr. MEYER. In our cost estimates for the first 12 squadrons which were included in the 1962 and prior authorizations, we found that there were certain items which I cannot identify at this time, but can identify for the record, which were left out and were not costed in the original fixed-price contracts. We estimate these will approximate $10 million, and have included that in the 1963 bill.

Mr. SHEPPARD. I wish you would insert in the record at this point the cost of the change orders issued for each of the first 12 squadrons.

(The information follows:)

As of May 11, 1962, the estimated cost of change orders issued for the first 12 squadrons of the MINUTEMAN weapons system is as follows:

Malmstrom, Mont.—Three squadrons at $2,093,924 each, for a total of $6,281,772.

Ellsworth, S. Dak.—Three squadrons at $865,742 each, for a total of $2,597,226.
Minot, N. Dak.—Three squadrons at $136,200 each, for a total of $408,600.
Whiteman, Mo.—Three squadrons at $86,550 each, for a total of $259,650.
Estimated total cost: $9,547,248.

Mr. SHEPPARD. Explain briefly to the committee the nature of the major change orders that have been issued.

General GERRITY. Mr. Chairman, the only major changes which have been issued really are the changes involving this survivability which I have already discussed with you. The bulk of the changes have been relatively minor in terms of scope and magnitude, in many cases correcting shop drawings out in the field, some cases, of course, involving design and installation of the missile mount, and other changes of that nature. None of them individually are major, but in their collective numbers representing a significant amount of changes.

Mr. SHEPPARD. What assurance can you give the committee that the $10 million you are requesting in addition to the change orders for survivability and environmental control will be sufficient to complete construction and finalize contract payments for the first 12 squadrons?

General GERRITY. Mr. Chairman, as I stated earlier, it may be imprudent to make a comment at this stage of the game as to what the final cost of these MINUTEMAN construction projects will be. However I am most pleased with the experience we have had so far. So, at this stage of the game, I must say that I am more optimistic than I ever have been about our ability to come within our estimate.

A & E CONTRACT FOR MINUTEMAN PROGRAM

Mr. SHEPPARD. What type of A & E contract have you had on the MINUTEMAN program for the first 12 squadrons, and how does this compare with what you propose for the additional squadrons? Has any comparison been made?

General GERRITY. I would like to supply it for the record.

(The information follows:)

Negotiated fixed-price-type contracts were utilized on the MINUTEMAN program for the first 12 squadrons. It is intended to continue with this type of contract for the follow-on MINUTEMAN squadrons at Warren AFB. The evolution of our thinking with regard to contracting for A. & E. services is contained in the following discussion. We feel that today we have attained the optimum in this area.

At the inception of the facilities design phase of the deployment of the ballistic missile force, it was felt that it was satisfactory to use separate firms for each squadron of missiles of each weapon system. Therefore, in the ATLAS D program, we had one firm for the design of the first squadron at Warren AFB, a different firm for the second squadron at Warren, and still a third firm for the ATLAS D squadron that would be deployed at Offutt AFB. In this same time period, we were starting the design of the facilities for the TITAN I system. In this case we used one firm for four squadrons and a second firm for two squadrons interspersed schedulewise in order to spread the workload between the two firms. After we had committed ourselves to this line of action, it was soon discovered that it was impossible to have a standard configuration in weapon systems when more than one firm was used for the launchers for a particular series of missiles in that system. The three squadrons in the ATLAS D series, Warren I, Warren II, and Offutt, came out with variations in the configuration that resulted in excessive problems to the installation and checkout contractors. The same thing was occurring in the TITAN I system with such simple examples as an equipment hatch in the second floor of the launch control center that would be used only occasionally for moving equipment from one floor to the other. It became essential that the various missile associate contractors work with a single architect-engineer firm to minimize the variations

in the interface and take advantage of their learning to facilitate the placement of various items of equipment of the utility systems and other equipment.

At the initiation of the ATLAS F. MINUTEMAN, and TITAN II programs, the decision was made to employ one architect-engineer firm for each weapon system which would be known as the lead architect-engineer. This firm would have representatives physically located with the associate contractors in order to maintain active contact with all phases of development of this system. This resulted in a thorough knowledge by the architect-engineer of the background of the detailed requirements of the weapon system. On this basis, the firm was given associate contractor status equivalent to that of other firms engaged in the development of the missile. As the system was developed and dispersed throughout the country, the lead architect-engineer was required to associate himself with a local firm in the various geographical areas in order to have the advantage of local practices and materials. As a result of this action, we have obtained maximum benefits from the learning curve, continuity, and standardization of design. The importance of standardization of design cannot be overstressed inasmuch as the missile weapon system consists of a missile and a "tailor-made" launch facility that is an integral part of the weapon system and is the only place from which the missile can be successfully launched. By comparison, any aircraft can operate from any smooth, hard surface of sufficient size. The utility systems of a launch facility are tailored to a specific missile system just as the aerospace ground equipment and logistic units that are used in the countdown required to launch the missile.

ALLOCATION OF MINUTEMAN COSTS

Mr. SHEPPARD. What changes, if any, have you made in the ground rules for allocation of costs in the MINUTEMAN program to appropriation accounts?

Mr. MEYER. The one I mentioned before, sir, the changing of the environmental control from the missile procurement appropriation to the military construction appropriation.

Mr. SHEPPARD. Have you any questions at this time, gentlemen?

ADDITIONAL COSTS FOR ENVIRONMENTAL CONTROL

Mr. JONAS. I would like to clear up my own lack of knowledge about this.

General, the item on page 633 of $60 million for environmental control, squadrons 1 through 12, is in addition to what you refer to as extended survivability of squadrons 7 through 12. Are the squadrons 1 through 6 prepared for extended survivability?

General GERRITY. The change has not been put into those squadrons, sir.

Secretary ZUCKERT. We determined it was too late to go back to those, Mr. Jonas.

General GERRITY. With respect to the environmental control, as we said earlier, this represents a transfer from one budget account to another. It is the cost for the procurement of this specialized equipment as well as its installation.

Mr. JONAS. But squadrons 1 through 6 have gone too far to make a change?

General GERRITY. In the survivability, yes, but for the environmental control, that is going into all 12.

Mr. JONAS. Explain exactly what you mean by environmental control. What do you propose to do?

General GERRITY. I mean the installation of a very extensive set of air-conditioning equipment to provide the proper environment in the silo for the missile and its operating equipment.

Mr. JONAS. You mean we have gone ahead this far without ever thinking about the need for air conditioning in these silos?

General GERRITY. No, sir, it had been programed all along, but a decision was made that they would transfer the requirements from one account to another. This had been formerly funded in the P–200 area.

Mr. JONAS. Do you mean this $60 million is not the total cost, then?

General GERRITY. Yes, sir, it is the total cost.

Mr. JONAS. It had not previously been funded if you are asking for $60 million in this budget for it.

Mr. MEYER. Yes, sir. Sir, this environmental control, up until November when the budget decisions were made by the Secretary of Defense, was budgeted for in the P–200 account where we buy our ground-support equipment. We had considered this ground-support equipment. In the budget decisions, the Office of the Secretary of Defense transferred it from the equipment account of the Air Force to the construction account. In this transfer they caught us with amounts from equipment already under procurement. This we have had to transfer and will transfer between accounts as soon as we get a complete contract on Malmstrom. We will change the fund citation from 200 to 300. They then took all the following squadrons and budgeted for them in the 300 account. So, one wing of Malmstrom was a bookkeeping adjustment. All the rest was a budgeting adjustment.

Mr. JONAS. This works out to be $5 million per squadron.

Mr. MEYER. Yes, sir.

Mr. JONAS. How did you arrive at that estimate?

General GERRITY. Based on a detailed appraisal of the design and of the effort required to put this in some 50 launchers and 5 launch control centers for each squadron.

Mr. JONAS. Does it involve anything except air conditioning?

General GERRITY. It involves air conditioning with a greater degree of precision and reliability than is normal. It requires a system to be properly grounded and properly protected to keep it from interfering with other electronic equipment in the silo. It also requires certain portions of the equipment to be——

Mr. JONAS. Is it your all-weather equipment? Does it provide heat, too, as well as cooling?

General GERRITY. Yes, sir, it will provide an exact environment temperature within relatively close and precise limits, and also humidity control.

Mr. JONAS. Is this to provide comfort for the men, or is it designed for the equipment?

General GERRITY. It is designed for the equipment, sir; to maintain this electronic equipment, which you know puts out quite a bit of heat itself, in a benign environment so it will last for a great period of time, and through that be very reliable and require a minimum amount of maintenance effort.

Mr. JONAS. It strikes me that $5 million per squadron for this sort of thing is a very high cost. I wanted to have some assurance that it is not an exaggerated sum of money to expend for this purpose.

General GERRITY. We do not think it is, sir; considering the performance we are asking of the equipment. When you apply the equation to the reduced maintenance and increased reliability of this

unattended equipment out at the silo, the payoff is great in terms of operating costs after the system itself becomes operational.

Mr. JONAS. It prevents deterioration from adverse weather conditions?

General GERRITY. Yes, sir.

Mr. SHEPPARD. I think it might be well for you to put additional information in the record and go into considerable detail in justification of your environmental and survivability requirements. On the floor of the House, there is some confusion about these things. They do not quite understand it. The members of the committee, generally speaking, do pretty well understand it. You are talking about air conditioning for the moment. That would have to do with the sensitivity of the devices, and by the application of air conditioning you are giving survivability to devices which must be protected climatically. Literally, that is the story, is it not?

General GERRITY. That is correct.

(Additional information was supplied for the record.)

JUSTIFICATION OF ENVIRONMENTAL AND SURVIVABILITY REQUIREMENTS

A definite environmental requirement exists for the electronics components built into the electronic cabinets. These electronic cabinets are installed in the facilities which house the missile and the launch control center. The air conditioning provides the exact specified temperature and humidity required to preserve the life and stabilize the operation of the continuously operating electrical circuits which monitor missile status and control missile launch when commanded, and which provide communications. The electronics simply will not operate for any reasonable period of time without the conditioned environment. The MINUTEMAN missile itself requires a specific temperature environment also provided by the air conditioning.

As part of the survivability requirement, it is obviously essential that the proper environment be maintained. To achieve this survivability, the air-conditioning equipment must be designed to withstand blast shock loads and be able to sustain itself after such shocks for an extended period independent of outside support.

Mr. SHEPPARD. I understand that. Now how about environmental? What is the line of demarcation between the two?

General MINTON. Environmental control is just a fancy way of saying air-conditioning.

Mr. JONAS. General, is this cost increased by reason of the fact that some of this equipment is already in place, and you must put it in as an afterthought?

General GERRITY. In the air-conditioning equipment?

Mr. JONAS. Yes.

General GERRITY. No, sir; this has been the program cost for some time.

Mr. JONAS. It would not have been less if it had been in the original program?

General GERRITY. No, sir. Actually, sir, I would like to assure you again, it was in the original program, and the reason it is coming up as a matter now in this account is the decision to change it over to the military construction account.

Mr. SHEPPARD. From one account to another account.

General GERRITY. Yes, sir.

Secretary ZUCKERT. Mr. Jonas, it was for this reason that we did not put the extended servivability in wings 1 and 2. When it came to me

to make a decision, although there was some pressure on me to put it in, the added cost just did not impress me. So I said don't put it in.

Mr. JONAS. I am glad to have that, because the need for this kind of environmental control is not new. We have been hearing about this for years with respect to sensitive equipment in laboratories, computers, and whatnot.

General GERRITY. It is quite normal, sir.

Mr. JONAS. I am still a little amazed that it should cost $5 million per squadron, but I have no facts upon which to question your figures. It sounds like it ought to pay for an awful lot of air-conditioning.

General GERRITY. The figures take into account the experience we have already attained, sir, to get this precise control and to achieve the reliability we are looking for, which will gain us so much payoff.

Mr. JONAS. How much space is involved in each one of these squadrons which has to be treated? What are the dimensions? How much area is to be controlled?

General GERRITY. You are talking about the total area of the silo itself?

Mr. JONAS. Yes, per squadron.

General GERRITY. In each silo in the squadron. I do not have any figures to give you that exact cubage. Of course, at each launch control center, the entire area of the launch control center itself, down below the ground, requires continuous transfer of air.

Mr. JONAS. We speak of air-conditioning in tonnage. Can you relate this tonnage?

General GERRITY. I do not have the figure offhand.

General MINTON. Mr. Jonas, I can tell you what the tonnage is, but it is not a good gage of the cost of this equipment. It is actually about 6 tons of air-conditioning. The volume or the space you speak of is 30 feet in diameter and about 30 feet high. The launcher is about 50 feet of shaft and is about 12 feet in diameter. The problem here is the very close tolerances which are necessary in order to keep the humidity and the temperature at the level necessary to keep the electronic gear operating properly. Once the electronic gear gets out of phase—they are sighted and ready to go all the time—there is only one thing to do, and that is for a crew of maintenance people to come back and get it back into phase again.

We set a very close tolerance. It is actually about one degree plus or minus, far beyond anything you would have in a normal air-conditioning system.

Mr. JONAS. That is what increases the cost?

General MINTON. That is what increases the cost.

General GERRITY. The system has to be isolated and grounded so it does not interfere with the electronic gear in the system itself, the sensitive missile system, in its ground environment electronic system.

Mr. SHELLEY. The system does not exist only to prevent deterioration of equipment, but it is also to assure execution by the equipment because of a static or steadily maintained atmospheric condition which is the important thing so that you know every time you press a button it will work under the same conditions.

General GERRITY. That is right.

Mr. SHELLEY. And then you may be up against problems which air-conditioners and engineers have been up against in going down beneath

the earth's surface and maintaining a static condition which does not ordinarily exist. Is that right?

General GERRITY. That is generally it, sir. As I pointed out earlier this requirement for reliability so that the site can sit in a ready position unattended for a long period of time is important. In getting that reliability we are assuring the operational reliability of the entire system, and we are reducing the maintenance requirements on the system which may be a real operational saving, as I said earlier.

We are getting competition, and one thing we can be sure of is that we are getting the lowest price.

Mr. JONAS. There are 50 silos per squadron?

General GERRITY. That is right.

Mr. JONAS. This figures out $100,000 per hole.

General GERRITY. And five launch control centers.

Mr. JONAS. Plus five launch control centers.

General GERRITY. That is right.

Mr. JONAS. That is all, Mr. Chairman.

ADDITIONAL FOUR MINUTEMAN SQUADRONS

Mr. SHEPPARD. You are requesting $158 million for four additional MINUTEMAN operational squadrons. This represents a squadron cost of $39.5 million, an increase of $9.5 million over your estimate for fiscal year 1962 squadrons. What is the reason for this cost increase?

Mr. MEYER. This is $5 million for the environmental control and $4 million for the extended survivability.

Mr. SHEPPARD. What consideration have you given to being further along on the learning curve in the formulation of these estimates? Have you considered that?

General GERRITY. We certainly have taken that into consideration, sir, but we recognize, also, that the learning curve we have gone through is not extensive so far so we do not know yet what further changes we will have to make. These things are still unknowns and they would affect our judgment on this learning curve capability.

Mr. SHEPPARD. What type of competition did you get in recent awards in the MINUTEMAN program, and what do you anticipate in the 1963 program?

General GERRITY. We have had excellent competition in the Minot, the third wing, and Whiteman, the fourth wing. We expect to get excellent competition, also, on Warren, which is the fifth wing at Cheyenne. All of these construction contractors who have had experience in this program are very interested and have been very active in their estimates and in their bidding on this job.

Mr. SHEPPARD. How many bidders have you had?

General GERRITY. Six at Whiteman. I would expect to have the same degree, if not more, competition at Cheyenne.

Mr. SHEPPARD. What changes other than survivability and environmental control do you propose to make in plans for these four squadrons that were not present in the latter squadrons or in the first 12?

General GERRITY. One thing we are considering right now in the fifth wing is to provide somewhat greater depth in the holes. This is to provide flexibility for possible changes we might make later on

to improve missile performance and to enable us to put on longer reentry vehicles.

Secretary ZUCKERT. We considered the deeper holes for Whiteman. I told them that the price had to be right. When they came up with the price it did not seem worth while to make the changes so we eliminated the ideas of the deeper holes. These things do get a good look, Mr. Jonas.

Mr. SHEPPARD. What is the status of plans for these four squadrons?

General GERRITY. We expect to complete our designs by about August and let the bids out shortly thereafter and make the awards sometime in October.

Mr. SHEPPARD. What will be the location of these four squadrons?

General GERRITY. At Cheyenne, Warren Air Force Base.

Mr. SHEPPARD. What land acquisition is involved and what is the status of negotiations on this acquisition?

Major BEACHUM. We have acquired rights. Pending approval of funds we shall issue real estate directives to continue with the acquiring of rights for construction.

Mr. SHEPPARD. In your procedure so far as your acquisition of lands is concerned, are you exercising the potential feasibility of using the option authority which is available throughout the military construction program?

Major BEACHUM. Yes, sir; we negotiate for the lands to the maximum extent possible. If we reach an impasse we go in for condemnation proceedings.

Mr. SHEPPARD. What is the nature of the technical facilities you are requesting for the support basis in the amount of $7 million?

General GERRITY. One of the principal items is the missile assembly and maintenance checkout building. There are several other technical facilities associated with the missile itself. That is the principal building involved.

We have an electronic maintenance shop, a transient missile handling facility. In the utilities field it involves a railroad spur and roads and driveways.

We also have munitions facilities.

Mr. SHEPPARD. What is the status of plans for these facilities?

General GERRITY. They will be completed within the same time period that I described to you; in other words, about next August.

Mr. SHEPPARD. Have you been able to standardize these various plans at all?

General GERRITY. There has been a good deal of standardization with the exception of the major changes which we mentioned to you.

Mr. SHEPPARD. I was inquiring into the technical facilities.

General GERRITY. Yes, sir, there has been a good deal of standardization here.

INSPECTION SERVICES AT MINUTEMAN SITES

Mr. SHEPPARD. We shall continue with the Miscellaneous Items. There are several miscellaneous items not directly involved in construction, or covering both construction and other phases of this pro-

gram. I would like to have some of you discuss this with us. I have been concerned for some time with reference to your ability to maintain the proper quality of inspection as the MINUTEMAN program expands. I am referring to inspection services in the field in all phases of the site activation program. I wonder if you would discuss this problem with us and tell us what you are doing to meet this requirement?

General GERRITY. Based on our experience in ATLAS and TITAN we have geared our quality control and inspection services to insure that we have adequate coverage of all the MINUTEMAN sites.

In doing so we recognize a greater geographic dispersion of many more sites at a MINUTEMAN base.

We are in the process now of manning up to peak activity at Malmstrom and will do so on a time phase basis at other bases.

As a result of our prior experience I am quite well satisfied that the MINUTEMAN program will have topnotch quality control, including not only the construction but the installation and checkout effort.

Mr. SHEPPARD. Off the record.

(Discussion held off the record.)

DYNA-SOAR

Mr. SHEPPARD. We shall pick up DYNA-SOAR. You are requesting $12 million for this program at several locations. I wish you would break this down for the benefit of the committee by line items at each of these locations and tell us specifically what you have in mind.

Colonel PARKHILL. We recited that into the record the other day. Would you care to have me go into them again?

Mr. SHEPPARD. Briefly.

Colonel PARKHILL. For DYNA-SOAR we have a little less than $1 million of this total amount.

At the AMR facilities we have the missile assembly building, missile guidance station, and shop service facilities.

Then at Edwards we construct a propulsion research lab with test range facilities.

Then downrange we have two items, missile guidance stations at San Salvador and at Coolidge. This would account for the just short of $1 million for the specific DYNA-SOAR facilities.

In the remaining $41 million we have many items which serve both DYNA-SOAR and TITAN III.

Mr. SHEPPARD. What is the status of your plans for these facilities?

Colonel PARKHILL. They have not gone into design yet but are still in the study stage.

Mr. SHEPPARD. What is the status of the contract for the TITAN III, for example?

Colonel PARKHILL. The TITAN III contract?

Colonel GAINER. We have just preliminary studies which we are doing at the present time so far as construction is concerned. We have some preliminary contracts with the Martin and Aerojet Cos. However, there is no full programing ahead or approval at this time.

Mr. SHEPPARD. Questions on the DYNA-SOAR operation?

Mr. SIKES. Off the record.

(Discussion held off the record.)

Mr. SIKES. I have no questions.

Mr. SHELLEY. I have no questions.

Mr. JONAS. I have no questions.

Mr. LAIRD. Mr. Chairman, what is the situation on the development contracts so far as the DYNA-SOAR program is concerned? Has that been covered?

Secretary ZUCKERT. It has not. The DYNA-SOAR program has been under pretty active discussion. We just reviewed this past week a proposed revision of the DYNA-SOAR program which has not yet gone to the Office of the Secretary of Defense.

Mr. LAIRD. There has been some publicity that this program is being held up for one reason or another, and there has been brought up the fact that it had to do with waiting until certain elections were over, and so on. I wanted to be very sure in my own mind that this was not the case.

Secretary ZUCKERT. The DYNA-SOAR program has been subject to a pretty strenuous review. As you know, there have been various levels of funding suggested, and we are trying to come up with a program which will produce a useful result within the shortest time period.

Mr. LAIRD. In the opening statements we had before this committee, the DYNA-SOAR program was referred to as a program which would assure maneuverability so far as the vehicle was concerned.

In the program submitted to us in the Defense Appropriations Committee, so far as orbiting this vehicle is concerned, there would have been no maneuverability with the vehicle once you got it into outer space.

I offered an amendment in the full Defense Appropriations Subcommittee which was approved by the committee. It was not approved by the administration as yet, but I understand you have been studying this problem. This was to add funds to this program so that the vehicle would be maneuverable while in orbit.

It is thought that the Air Force will proceed in this way? Will the Air Force recommend we proceed in this way? I refer to the Air Force and not Defense.

Colonel FERER. The DYNA-SOAR has the basic parts needed for this capability. Those parts, particularly the guidance system, will require some further work to make them suitable for the maneuver-in-orbit mission. However, this is in the way of improvement to the basic system rather than starting off on a completely new system.

Mr. LAIRD. You cannot perfect that in the budget level we have before us presently.

Colonel FERER. There is no item in cost proposals as of now to do that work.

Mr. LAIRD. Is the Air Force going to recommend that that be done?

Colonel FERER. I believe we would like to proceed and get the vehicle in hand and get the basic program in hand on a worthwhile time scale rather than to take on this additional work at this time.

This opportunity to do that later in the program still exists. We do not preclude ourselves from making this change.

Mr. LAIRD. You do not preclude yourselves from making it, but you slow it up by quite a bit.

Colonel FERER. The point is that we have to have the basic vehicle before we can shove it around in space and maneuver it in space.

We weant that basic effort in hand first.

Mr. LAIRD. It seems to me there are certain advantages to be gained from our being in this and taking the leadership in this field as a country. I think we can take the leadership in this field, where we have the technical know-how to go forward with this particular program.

We are spending millions of dollars on this moon program. I think here we can have a real first and I just want to see that the Air Force pushes this thing.

I have had some questions in my mind as to whether the Air Force was marking time. I didn't know whether Defense was blackjacking you or what was happening.

Secretary ZUCKERT. There is no question of blackjacking, Mr. Laird. We have had considerable soul searching on this program. We think we have a program now with which we can go forward and it will be a worthwhile program.

Mr. LAIRD. What program are you talking about, the one in the budget or that in the bill——

Secretary ZUCKERT. The program as directed by rereview, you might say, which was directed by the Secretary of Defense.

Mr. LAIRD. What is this rereview? I still don't know what that is. That is the new program?

Secretary ZUCKERT. The new program is strictly an internal document at the moment. We have just gone through some of it. I don't believe we have formally approved it. We have set it up for discussion with the Office of the Secretary of Defense.

Mr. LAIRD. How does this new program affect this bill?

Colonel FERER. It did not affect it, sir. The requirements which have been laid before you in the MCP area are consistent with the program that the Secretary mentioned, the new program, and that amount also would be required on a different schedule which would go with the presently directed program.

Mr. LAIRD. How does it differ from the R. & D. figure we have in the Defense appropriation bill?

Mr. MEYER. At this time it is under review, as Mr. Zuckert said, but it would be different from the $115 million included in the 1963 budget estimate.

Secretary ZUCKERT. It is very close to the figure which is proposed by the House committee report.

Mr. LAIRD. But it would use the money which was added by the amendment I offered in the Defense Appropriations Subcommittee?

Mr. MEYER. It would use some part of that money. It is not identified right now as to how much of the $42 million add-on we would require, but we would require some of it. We are sure of that.

This, then, would put in the plans of maneuverability, as the colonel indicated. At what flight point you want them is a function of technical accomplishment and fiscal year funding.

Mr. LAIRD. But you would be going forward with the proposal so maneuverability could be put in at a later date?

Mr. MEYER. That is right.

Mr. LAIRD. You would have trouble under the original proposal including that at an early date.

Mr. MEYER. That is right, sir, at an early date.

Colonel FERER. The program being reviewed does not require funds in fiscal year 1963 for this maneuver-in-orbit feature. It will require some, undoubtedly, in later fiscal years. In 1963 it does not require funds.

The internal document we have prepared includes it without funds just for recognition of the possibility of adding it at a later date.

The program being reviewed, as Mr. Meyer mentioned, does use a major part of the $42 million add-on, to insure the soundness of the basic vehicle program.

Mr. LAIRD. Mr. Secretary, what is your feeling about the DYNA-SOAR program?

Secretary ZUCKERT. I think it has to proceed at a pace which will get something useful by 1965, say. I think you have to achieve some significant result. I am not technical enough to tell you precisely what that is. I think you will either have a firm program or no program. I personally think this is a program we should get along with.

Mr. LAIRD. You think there is some military significance to this program?

Secretary ZUCKERT. Certainly. You should have a strong man-in-space program. So far, from the standpoint of the Air Force, the DYNA-SOAR is the best thing to come along.

It has to be supported on the right basis, to achieve something significant or there is no use spending all that money.

Mr. LAIRD. We spent a lot of money on it already.

Secretary ZUCKERT. But nowhere near what you will have to spend.

Mr. LAIRD. I understand that.

Secretary ZUCKERT. We are working now with OSD in order to get a significant program, and we are pursuing it aggressively. There is no laying back so far as the Air Force is concerned.

Mr. LAIRD. That is all I have, Mr. Chairman.

SPACE LAUNCHING SYSTEM

Mr. SHEPPARD. You are requesting $30 million for the space launching system. Briefly tell the committee what you have in mind here.

Colonel PARKHILL. That will be the $30 million here plus the $11 million from DYNA-SOAR. We have a $41 million package. We have a list of some 16 projects we can insert in the record.

Briefly the bulk of the money is for two launch pads at Cape Canaveral and the supporting facilities.

Mr. SHEPPARD. What consideration are you giving to existing facilities available to the military services and to NASA?

Colonel GAINER. The Department of Defense space launching vehicle is a standardized vehicle to deliver various payloads from the ATLAS AGENA payload carrying capability all the way up to the DYNA-SOAR and beyond. It can do various types of maneuvers in space, escape-type missions, place payloads in synchronous orbit, which is required for such programs as the ADVENT program.

As I mentioned before, it is also capable of putting the DYNA-SOAR in orbit, so it will have a great utility for a great variety of missions, and without a vehicle of this type the Department of De-

fense, and certainly the Air Force, cannot progress in space, particularly with manned-space military applications.

Mr. SHEPPARD. What is the status of the 120 contractual procedure at this point?

Secretary ZUCKERT. The source selection has not been approved, Mr. Chairman.

Mr. SHEPPARD. Questions?

Mr. SHELLEY. I have no questions.

Mr. SIKES. On that same subject, Mr. Secretary, is it anticipated that this is something that will be concluded shortly or will it take considerable time?

Secretary ZUCKERT. I would say it is in its final stages.

Mr. SIKES. I have previously called to the attention of the Air Force the availability of facilities which are not being used. I want to call your attention to facilities at the Gulf Missile Range constructed at a cost of some $50 million being used to a very limited degree.

I realize there are handicaps of length of range. This is a 400-mile range. You have described the other end of the range and that causes some problem. This is a problem, however, which existed at the time the range was built when Cuba was under a friendlier government. The Cuban people were there as they are now; so the same limitation would exist.

Surely, if this range was built to be utilized more fully, the Government has a substantial investment in it. You are seriously overcrowded at the Atlantic and Pacific Missile Ranges, and new facilities will cost you a great deal of money. Acquisition of additional space is a problem.

I would like to emphasize the availability of the facilities of the Gulf Missile Range, and I hope a more realistic utilization will be made of the investment we have there.

Secretary ZUCKERT. I read the questions in the transcript, and you can be sure I will give the matter my personal attention.

Mr. SIKES. Thank you, Mr. Secretary.

That is all.

Mr. JONAS. I have no questions.

Mr. LAIRD. How are you evaluating this source selection, Mr. Secretary?

Secretary ZUCKERT. Under our normal source selection procedures.

Mr. LAIRD. Is there a great variance in the cost figures?

Secretary ZUCKERT. I prefer not to discuss it inasmuch as it is pending. I would be glad to come back after it is over.

Mr. LAIRD. I have no personal interest in this.

Secretary ZUCKERT. I know you do not.

Mr. LAIRD. If we can put the difference in the record at this point. By the time this record is published you will have made the decision.

Secretary ZUCKERT. I would be glad to furnish it for the record in some form but I will have to think about what the form should be.

Mr. LAIRD. It is up to you.

Off the record.

(Discussion held off the record.)

Mr. SHEPPARD. Mr. Secretary, you will advise the committee of this at the time the contract is let, and to whom.

Secretary ZUCKERT. Yes, sir.

Mr. SHEPPARD. I shall insert in the record at this point several questions. I would appreciate your answering these questions for the record, General Gerrity. I am doing this to conserve your time and that of the Secretary. I realize you have previous commitments and I would not like you to have to return tomorrow for just a short time.

To be certain that all questions are answered in detail, if they should occasion any additional comments in your own mind please feel free to add those comments in the record.

I realize that the actual funds for installation and checkout, generally speaking, are not contained in the military construction program but I assure you that at least those of us on this subcommittee who are also on the Defense Subcommittee are seriously concerned about this area and hope to monitor it very carefully. I urge that you and the members of your staff give it your utmost attention.

General Gerrity, thank you very much for your fine responses to a long interrogation.

General GERRITY. Thank you, Mr. Chairman.

Mr. SHEPPARD. We hope you will be as successful in the next year as you have been in the past year.

Mr. Secretary, thank you and the rest of the gentlemen who have appeared with you.

Secretary ZUCKERT. Thank you, Mr. Chairman.

INSTALLATION AND CHECKOUT OF SITE ACTIVATION

Mr. SHEPPARD. The installation and checkout phase of site activation is a real problem area. What type of contracting and contractor are you utilizing in this area in the TITAN II and MINUTEMAN programs?

(The information requested follows:)

In both the TITAN II and MINUTEMAN programs we are placing, through the medium of our contracts, responsibility for the total installation and checkout effort with the prime missile contractors (Martin Marietta Co. for TITAN II and Boeing Co. for MINUTEMAN). The checkout part of the job is done by the prime missile contractor using his own employees with technical assistance provided by other equipment manufacturers on a subcontract basis to the prime. In the case of TITAN II the definitive contract is currently being negotiated for all three sites and will be an incentive contract. In the MINUTEMAN program an incentive feature is being considered during the current negotiations for the first wing and is definitely contemplated for all subsequent sites. The subcontracts placed for the installation work have, in all cases, been cost plus fixed fee.

Mr. SHEPPARD. What type of fee arrangement to the prime contractor have you worked out in this area?

We are troubled by any possible pyramiding of profits. General, what are you doing to see that this does not happen?

(The information requested follows:)

We have evaluated our experience in ATLAS and TITAN I and have worked our arrangements for TITAN II and MINUTEMAN which we consider optimum from all points of view. These arrangements, which provide for the assignment of the total installation and checkout job to the prime missile contractor and require him to subcontract a portion of it, may appear to provide for pyramiding of profits. We feel, however, that we have held it to an absolute minimum consistent with the needs for systems integrity and reliability. Since much of the equipment cannot be demonstrated to have been properly designed and manufactured until after it has been installed and tested in the field, we feel it is absolutely essential that we hold the prime missile manufacturer contractually responsible for this total job. On the other hand, he does not

have available to him through other than the medium of his subcontract some of the skills and know-how to perform the installation part of the task. In order to eliminate undesirable multiple tiering we require that the subcontractors he selects to have within their organizations the capability of performing all but a small amount of highly specialized work incidental to installations.

Mr. SHEPPARD. Having properly skilled personnel available to the missile prime contractor for work in the installation and checkout phase of the program has been a problem for some time. Are you satisfied that the type of contractor and personnel doing this work has the construction, electrical, and mechanical ability to do the job?

(The information requested follows:)

Yes, I am. Installation and checkout are in reality two distinct parts of the so-called installation and checkout phase. The installation job entails mechanical, electrical, and hydraulic installations. The skills required for this work are readily available to the subcontractors. The other part of the job—the checkout—consisting of conducting validation tests on the subsystems and finally testing the entire system as an integrated whole requires a rather substantial number of weapon system oriented and trained engineers familiar with the design and performance characteristics. Much of the effort is in trouble shooting to determine causes of malfunctions and appropriate corrective actions. These kinds of skills are those normally employed by the missile prime contractor and the problem of securing them in the required numbers is only that of providing necessary inducements to accepting a job of relatively short duration at a remote location. This is not to imply that there have not been problems in getting high-quality productivity from our labor forces, but these problems almost invariably reflect on management and supervision rather than the type of contractor or employee doing the work.

COMMUNICATION BETWEEN SITES

Mr. SHEPPARD. One of the problems of the program has been the matter of communications between sites. This is particularly true in the widely dispersed MINUTEMAN program. It has been seemingly as difficult to develop a splice case for the underground cable as it has been to perfect the guidance system or the propellant for the missile itself. What is the status of your program to find suitable splice cases, including the results of the testing laboratory study?

(The information requested follows:)

The Air Force recognizes that MINUTEMAN splice cases must meet many special requirements. MINUTEMAN splice cases interconnect cable links that compose integral parts of a 1,500-mile digital electronic launch control system. The primary function of the intersite cable system is to conduct electronic pulses that initiate the launch sequence leading to firing the missile. In contrast, ATLAS, TITAN, and Bell commercial systems are voice-modulated person-to-person telephone systems. The MINUTEMAN cable system reliability and survivability standards are appreciably higher than commercial standards; therefore, industry was invited to design and furnish splice cases in accordance with rigid splice case specification requirements.

Forty-six companies attended the wings II and III splice cable symposium and seven manufacturers furnished prototype models for laboratory tests. The specifications outlined laboratory test requirements in detail. On February 2 BSD announced to these seven companies that March 15 had been established as a firm test cutoff date for wings II and III splice case evaluation. The March 15 date was established as the cutoff date necessary in order that the Source Selection Board could evaluate the seven companies' products and render a decision. Accordingly, the results of tests on all cases up to March 15 were reviewed and evaluated by the Board. No cases had completed the test series by that date, primarily because of repeated modifications introduced by the vendors. Testing continued beyond the March 15 date in order to bring the modified cases to a higher degree of compliance with the stringent requirements for future MINUTEMAN wings. This action was consistent with the objective of developing a broad industrial base of acceptable splice case sources.

Tests have been completed for 5 of the 7 manufacturers. The remaining 2 are scheduled to be completed on 23 May and 28 May 1962 respectively. At this time no report has been submitted by Wyle Laboratories since they are compiling their data. It is anticipated that a draft report for evaluation will be submitted by 30 May 1962, with a printed final report for all 7 manufacturers submitted and BSD/STL evaluation performed by 8 June to determine splice cases qualified for future MINUTEMAN procurement.

Mr. SHEPPARD. What action did you follow in supplying splice cases to the contractors at Ellsworth and Minot?

(The information requested follows:)

Splice cases will be supplied to the contractor at Ellsworth and Minot as Government-furnished equipment. They are being procured under a competitively negotiated, fixed-price contract.

Mr. SHEPPARD. What guarantees from leakage do you have on these cases?

(The information requested follows:)

The Ellsworth-Minot splice case pressure system was designed to reduce the possibility of installation errors. The primary problem concerning splice case leakage is not from splice case design, as indicated by installation contractors, but mainly through improper field installation techniques and the lack of proper field quality control practices. Malstrom installation quality control standards are presently being raised appreciably. In addition, contractual action is being taken to insure that cable installation contractors maintain the high installation and quality control standards necessary to install a splice case under adverse field conditions.

Contractual specifications are stringent and if complied with during installation there should be no unacceptable leakage, although there is always a small amount of leakage. The Wing 3 cable installation contract requires an even more stringent quality assurance program than in past contracts. It also includes a performance bond in the total value of the contract. A contractor's quality control manual is made a part of the contract, and this manual must be reviewed and approved as being acceptable by the technical staff.

Mr. SHEPPARD. What type of contract do you have on these cases?

(The information requested follows:)

Fixed-price contract with redetermination for indefinite quantity, following selection of contractor by formal source selection board procedures.

Mr. SHEPPARD. How do you propose to meet the requirements for these cases at future sites?

(The information requested follows:)

Requirements for future MINUTEMAN splice cases will again be provided by request-for-proposal (RFP) action associated with BSD laboratory-sponsored tests. This provides keen competition between several manufacturers to produce a superior splice case. Government-sponsored laboratory tests will be discontinued after several companies meet MINUTEMAN standards.

Mr. SHEPPARD. Many people familiar with this type of work feel that it is not possible with the present state of the art to develop a splice case sufficient to withstand the pressures involved wihout leaking. What consideration have you given to using wiped-lead sleeves, either with or without hardened cases? The telephone company has been doing this for years.

(The information requested follows:)

The Ballistic System Division is pushing the present state of the art in many areas. MINUTEMAN cable is an example of a revolutionary change to standard cables. The copper-steel shields are reversed from standard cables and the outer polyethylene jacket acts as a conductor. This polyethylene jacket eliminates the standard telephone method of using wiped-lead sleeves. All known standard telephone company type cases fall far short of reaching the requirements for a launch control system such as MINUTEMAN, with its requirements to withstand the effects of nuclear attack.

LORAN STATIONS, DEFENSE

WITNESSES

COMDR. JOHN McINTYRE, USNR, COMBAT DIRECTIONS BRANCH, ELECTRONICS WARFARE DIVISION, OFFICE OF THE CHIEF OF NAVAL OPERATIONS
CAPT. THOMAS R. SARGENT, USCG, CHIEF, CIVIL ENGINEERING DIVISION, HEADQUARTERS, U.S. COAST GUARD
CAPT. ROBERT W. GOEHRING, USCG, CHIEF, BUDGET AND COST ANALYSIS DIVISION, HEADQUARTERS, U.S. COAST GUARD
COMDR. BOB KIRSTEN, USCG, ASSISTANT CHIEF, ELECTRONICS ENGINEERING DIVISION, HEADQUARTERS, U.S. COAST GUARD
LT. COMDR. JOHN E. MURRAY, USCG, AIDS AND NAVIGATION DIVISION, HEADQUARTERS, U.S. COAST GUARD

Loran stations, Defense

	Fiscal year 1961	Fiscal year 1962	Fiscal year 1963
Appropriation or estimate	$19,000,000	$10,000,000	$22,000,000
Unobligated balance lapsing			
Total, direct obligations	19,000,000	10,000,000	22,000,000

Mr. SHEPPARD. We shall pick up the next item having to do with the Loran Stations.

We understand you have a general statement you wish to present. Please proceed.

Commander McINTYRE. Mr. Chairman, my name is Comdr. John A. McIntyre, Office of the Chief of Naval Operations.

Mr. Chairman and members of the committee, the appropriation "Loran stations, Defense" provides funds which are transferred to the Coast Guard for the construction of loran stations in accordance with defense requirements approved by the Joint Chiefs of Staff.

Loran (long range navigation) is a network of widely separated ground station transmitters which provides continuous information to ships and aircraft operating within receiver distance. Loran works day and night in all types of weather and permits safe and effective operations of ships and aircraft which can fix their navigational position throughout large areas very quickly by means of intersecting loran lines of position. Loran is a passive system which permits a user to determine his position without transmitting any signals.

Growth of the loran system since World War II has resulted in the development of two subsidiary systems now designated loran A and loran C. Loran A was formerly known as standard loran. Loran C, which provides greater coverage and accuracy, is being installed in areas where loran A is inadequate. Both loran systems are based on the principle of measuring differences between times of receipt of pulses of radio energy transmitted from pairs of stations. Properly modified loran receivers can receive and measure signals from both types of loran systems.

The necessity for loran coverage rests primarily on the fact that units of the military forces of the United States must be prepared to

operate on the sea, under the sea, and in the air wherever and whenever their presence may be required. In order to carry out these operations most effectively and efficiently, it is essential that our ships and aircraft know their precise navigational position at all times. Therefore, we must supplement celestial navigation with a continuous, accurate, and reliable means of all-weather navigation. The loran system has proven to be the only long-distance navigational system in operation today which will provide our military forces with this service. It is also available and is used extensively by commercial shipping, private yachtsmen, fishermen, and commercial airlines. These users purchase their own equipment to meet their specific needs.

As was mentioned before your committee last year, the Coast Guard is proceeding on the improvement of the loran system by the conversion of certain loran–A stations to loran–C. This will result in approximately a 30-percent reduction in loran stations in operation throughout the world. Savings will be effected in the future when the loran–A stations are phased out due to the broader coverage provided by the loran–C stations.

The President's budget for fiscal year 1963 includes a request for $22 million to permit further implementation of the loran installation plan, 1961. These funds will provide for necessary equipment procurement, advance site survey, completion of three stations, for the construction of three loran transmitting stations, modification of two loran transmitting stations, and the associated facilities.

My next few remarks are classified "Secret" and with your permission I will proceed.

Mr. SHEPPARD. Proceed.

(Discussion off the record.)

Commander MCINTYRE. With me today to assist in answering detailed questions are: Captain Sargent, Captain Goehring, Commander Kirsten, and Lieutenant Commander Murray from the U.S. Coast Guard.

Mr. Chairman, I would like at this time to present Commander Murray, from the U.S. Coast Guard, who has a very brief presentation on the loran picture. It may refresh your memory from last year and give you the current status of the program.

Commander MURRAY. As Commander McIntyre pointed out, Loran is an electronics system of navigation which transmits radio signals to ships and aircraft.

One station transmits radio signals in all directions and the ships at sea receive this signal. At the exact instant that this signal is received by a second station, it transmits a signal and the ship at sea receives it and can measure the difference in time of receipt of the two signals.

This puts him on a line of position on which the time difference is equal. This does not give him a position. At the same time, there is a third station involved to provide the other line of position.

The first station, called the master station, transmits. As the transmitted signal from the master comes to the third station, it transmits a radio signal at the exact instant of receipt.

The time difference of receipt from the master station to the second station puts the ship on a second line like this [indicating].

The intersection of these two lines provides the mariner with a fix. There are two basic systems in use today in loran-A and loran-C.

This will indicate how the receiver on the ship at sea, or aircraft, would see the signals.

In loran-A, two short pulses of radio energy are involved and it looks as if it were presented on a TV screen.

Loran-C can be seen like this [indicating] with the radio carrier frequency inside.

Loran-A has the coarse or general accuracy of celestial navigation: 2, 3, or 4 miles accuracy.

To measure the time difference from one station to another, the navigator in the ship or aircraft matches up the two leading edges of these stations. The receiver then measures the time difference and in loran-C, there is a difference. The two leading edges of the pulses are lined up mechanically and automatically in loran-C. At the same time the receiver lines up the interior data pulse.

This gives a very fine vernier-type measurement.

Loran-A is accurate to 2, 3, or 4 millionths of a second. Since a second of time is about 980 feet, the order of magnitude here is about 1 mile.

In loran-C, we measure accuracy and time to about one-tenth of a millionth of a second.

At 980 feet of travel in a second, this would mean approximately 98 feet accuracy. This is the highest accuracy obtainable.

This is a rough comparison of the operating characteristics of loran-A and loran-C. Loran-A has a signal available in a daytime range of about 750 miles from the stations. At night and only at night is the signal reflected from the ionosphere available to distances of about 1,400 miles.

The accuracy of the system overall is about 3 to 5 miles in the daytime and 5 to 8 at night.

In loran-C the groundwave of the best signal available is at 1,200 to 1,400 miles distance from one of the stations and the same is true at night.

The accuracy is from 250 to 1,500 feet.

Mr. SHEPPARD. At what elevation?

Commander MURRAY. At any elevation.

Mr. SHEPPARD. Go ahead.

Commander MURRAY. However, there is an additional bonus in Loran–C. The skywave in Loran–C, which is not required for precise navigation, is available out to distances of as much as 3,000 miles day or night.

Using the reflected signal, the accuracies here run to 3 to 5, or 5 to 8 miles.

As a comparison of the difference in area where the signals of Loran–A and Loran–C are available, this diagram is drawn to show that. The diagram here is one-third the size of Loran–C and represents Loran–A coverage and this represents Loran–C coverage [indicating].

Loran–A covers about one-third of the area with usable signals than does Loran–C with the same number of stations. On top of that, Loran–C is much more accurate.

This is the present coverage from 19 stations that are in existence, Loran–C stations. Indicated by the red area is the high-accuracy coverage, which is better than one-quarter of a mile. The red line indicates the area within which the reflected signal is available. In

this area it is about 5 to 8 miles accuracy, within the solid red coverage it is a quarter of a mile.

In comparison of Loran–C to Loran–A, this diagram represents 69 Loran–A stations, and the accuracy provided within these red-shaded areas is only about 3 to 5 miles. Sixty nine stations provide a great deal less coverage with a great deal less accuracy than is available from 19 Loran–C stations. Loran–A does not meet the requirements as outlined.

(Discussion off the record.)

STATUS OF FUNDS

Mr. SHEPPARD. What is the status of funds from prior years, gentlemen?

Captain GOEHRING. Last year we were appropriated $10 million. These funds are committed but have not yet been obligated. The construction contracts are due to be let within the next 30 days. Bids are being put out.

Mr. SHEPPARD. What is the dollar amount?

Captain GOEHRING. The dollar amount will be——

Mr. SHEPPARD. If you do not have the answer immediately have it when the record comes down and provide it at this point.

(The information requested follows:)

Last year, we were appropriated $10 million. Electronic equipment for these stations costing $2.3 million has been procured. Competitive bids are being solicited and construction contracts will be let soon. The estimated dollar amount of these contracts will be around $7.7 million. It is anticipated that the entire $10 million will be obligated by the end of the fiscal year.

STATUS OF PROGRAM

Mr. SHEPPARD. Are any locations previously funded not yet under contract?

Commander MCINTYRE. No, sir.

Mr. SHEPPARD. What is the status of the plans for the fiscal year 1963 program? I am referring to your A & E work. I want to know what the status of those plans may be.

(Discussion off the record.)

CONSTRUCTION POLICIES

Mr. SHEPPARD. Who functions as the construction agency for you gentlemen?

Captain SARGENT. In a foreign country, that part of the U.S. military which has cognizance of the military construction in the area.

Mr. SHEPPARD. When this comes down, please indicate the working agency. Please tell me what jurisdiction you have over the construction category, meaning by that the type of contract that is let for the construction of the specific requirement.

Captain SARGENT. In any area, sir?

Mr. SHEPPARD. Yes.

Captain SARGENT. We use a competitive bid system of contract.

Mr. SHEPPARD. You are in jurisdiction of that approach to the problem?

Captain SARGENT. Yes, sir.

Mr. SHEPPARD. That is your policy and it is going to be your policy throughout the completion of the projects that are presently under consideration?

Captain SARGENT. That is correct, sir.

Mr. SHEPPARD. What is the general status of your base rights for all of the locations to which you have just made your presentation?

Captain SARGENT. We have base rights for all ———. This I cannot answer because it is not within my jurisdiction at this time.

Mr. SHEPPARD. These hearings will not be closed as far as we are concerned until about the early part of June or the middle of June. If it should be cleared by that time you might send a notice to the committee. We would like to have it complete if we can. If we cannot, of course, we understand.

Questions upon the item?

Mr. SHELLEY. No questions.

Mr. SHEPPARD. Any questions, Mr. Jonas?

Mr. JONAS. I would like one thing cleared up; the money you are requesting this year is for completion of three stations?

Captain GOEHRING. That is right.

Mr. JONAS. And to complete construction of three others underway?

Captain GOEHRING. That is right.

Mr. JONAS. You had $10 million last year. You are asking for $22 million this year. You told us last year these stations cost about a million and a half apiece. I cannot reconcile those figures.

Captain GOEHRING. Sir, last year an estimate was given on a loran A station, which was a million and a half. These C stations are costing $5 to $5½ million.

Mr. JONAS. Is that million and a half estimate for an A station?

Captain GOEHRING. Yes, sir.

Mr. JONAS. You built only one.

Captain GOEHRING. The plan includes only one at this point.

Mr. JONAS. I understood the million and a half was the estimate for the C station but you say not.

Captain GOEHRING. No, sir.

Mr. JONAS. That is all.

Mr. SHEPPARD. Thank you very much, gentlemen.

MILITARY CONSTRUCTION, DEFENSE AGENCIES

WITNESSES

HARRY W. POOLE, OFFICE OF THE ASSISTANT SECRETARY OF DEFENSE (COMPTROLLER)
EDWARD J. SHERIDAN, DEPUTY ASSISTANT SECRETARY OF DEFENSE (INSTALLATIONS AND LOGISTICS)
J. R. LOFTIS, ADMINISTRATIVE ASSISTANT TO THE SECRETARY OF DEFENSE

DEFENSE ATOMIC SUPPORT AGENCY

COL. MAX C. TYLER, U.S. ARMY, DIRECTOR OF LOGISTICS
LT. COL. JACK LARSON, U.S. AIR FORCE
EARL L. TATON
COL. JAMES T. BRENNAN, U.S. ARMY, DIRECTOR, AFRRI, NATIONAL NAVAL MEDICAL CENTER, BETHESDA

DEFENSE COMMUNICATIONS AGENCY

BRIG. GEN. JAMES R. McNITT, U.S. AIR FORCE, DEPUTY DIRECTOR OF DEFENSE COMMUNICATIONS AGENCY
CAPT. LOUIS M. DETWEILER, U.S. NAVY, CHIEF, BUDGET BRANCH
LT. COL. W. J. KEANE, U.S. AIR FORCE, COMMUNICATIONS FACILITIES BRANCH
COL. H. H. LATSON, JR., U.S. AIR FORCE, CHIEF, CONTROL DIVISION, DIRECTOR, CONSTRUCTION
J. M. NORVELL, U.S. AIR FORCE

DEFENSE INTELLIGENCE AGENCY

CLYDE ELLIOTT, COMPTROLLER

DEFENSE SUPPLY AGENCY

REAR ADM. JOSEPH M. LYLE, U.S. NAVY, DEPUTY DIRECTOR, DEFENSE SUPPLY AGENCY
ROBERT E. MOOT, COMPTROLLER, DEFENSE SUPPLY AGENCY
CAPT. ROBERT A. WILLIAMS, U.S. NAVY, DEPUTY COMPTROLLER, DEFENSE SUPPLY AGENCY
CAPT. DONALD C. CHRISTENSEN, U.S. NAVY, DEFENSE SUPPLY AGENCY

NATIONAL SECURITY AGENCY

PAUL E. NEFF, ASSISTANT DIRECTOR FOR MANAGEMENT SERVICES
CAPT. RICHARD L. MYERS, U.S. NAVY, DIRECTOR OF LOGISTICS

Program and financing

[In thousands of dollars]

	Budget plan (amounts for construction actions programed)			Obligations		
	1961 actual	1962 estimate	1963 estimate	1961 actual	1962 estimate	1963 estimate
Program by activities:						
1. Major construction			35,100			33,500
2. Minor construction			1,900			1,500
3. Planning			4,000			3,000
Total (object class 32)			41,000			38,000
Financing: Unobligated balance carried forward for completion of prior year budget plans						3,000
New obligational authority			41,000			41,000
New obligational authority:						
Appropriation		27,000	41,000		27,000	41,000
Transferred (75 Stat. 658) to—						
"Military construction, Army"		−8,600			−8,600	
"Military construction, Navy"		−2,000			−2,000	
"Military construction, Air Force"		−16,400			−16,400	
Appropriation (adjusted)			41,000			41,000

NOTE.—Reconciliation of budget plan to obligations:

	1961 actual	1962 estimate	1963 estimate
Total budget plan			41,000
Deduct portion of budget plan to be obligated in subsequent years			−3,000
Total obligations			38,000

Mr. SHEPPARD. We will convene and hear the Defense Agencies and Activities projects justifications.

STATUS OF DEFENSE AGENCIES AUTHORIZATION

We are glad to have you with us, Mr. Poole. You have been acquainted with this committee over a long period of years. I wish you or one of your associates would briefly explain to the committee this new organization, and the status of the proposal with reference to the authorizing legislation.

Mr. POOLE. Mr. Chairman, thank you very much for allowing me to appear before this committee.

Mr. Sheridan, the Deputy Assistant Secretary of Defense, I. & L., Mr. Loftis, the administrative assistant to the Secretary of Defense, and I will answer any questions the committee may desire and will give you in general the principles involved in this new appropriation.

The witnesses representing the Defense Atomic Support Agency, the Defense Communications Agency, the Defense Intelligence Agency, the Defense Supply Agency, the National Security Agency, and the Armed Forces Technical Information Agency will discuss in detail the line items which will be funded under this appropriation.

This is one of the four new appropriations which the Department of Defense has included in the budget this year.

Both Secretary of Defense McNamara and Secretary Hitch spoke on the principles involved in these new appropriations.

In general, an attempt has been made under these appropriations to place the financial responsibility where the functional responsibility is at the present time.

In other words, the mission and the money will be in the same place.

Those are in general the ideas expressed with this appropriation and we are here to support an appropriation request of $41 million.

Mr. SHEPPARD. What is the status of the proposal with reference to the authorizing legislation?

Mr. POOLE. The Department of Defense requested that these line items be authorized in a separate title. The House revised our request and included the items in the military department titles; although the items have been authorized as such they have not been authorized in the separate title.

Mr. SHEPPARD. I think it might be well, and it has been suggested that we have them supplied for the record, the specific authorizations and the amounts associated with them if you will, please?

Mr. POOLE. We will be glad to do that for the record.

(The information follows:)

Title IV of H.R. 10202 revised by H.R. 11131 disrtibution to titles I, II, and III

Title I, Army:	
DASA: Various locations utilities	$193,000
DIA: Metropolitan Washington, D.C., area, administrative facilities and utilities	2,800,000
DSA: Cameron Station, Alexandria, Va., administrative facilities and utilities	3,700,000
Columbus General Depot, Columbus, Ohio, administrative facilities and utilities	3,346,000
NSA: Fort Meade, Md., operational and administrative facilities and utilities	12,870,000
Various locations—operation and supply facilities, troop housing, community facilities and utilities classified section 102	3,376,000
Total	26,285,000
Title II, Navy:	
DASA: Armed Forces Radiobiology Research Institute, NMC, Bethesda, Md., R.D.T. & E. facilities	968,000
DSA: Military Industrial Supply Agency, Philadelphia, Pa., administrative facility	1,020,000
Total	1,988,000
Title III, Air Force:	
DCA: NORAD headquarters, Colorado Springs, Colo., operational facilities	1,446,000
DSA: Gentile Air Force Station, Dayton, Ohio, administrative facilities	1,296,000
NASA: Various locations—operational and supply facilities, troop housing, community facilities and utilities, classified section 302	2,900,000
Total	5,642,000
Grand total	33,915,000

Mr. SHEPPARD. At this point insert in the record the summary page, Mr. Reporter.

(The page follows:)

Agency:	*Fiscal year 1963 appropriation request*
Defense Atomic Support Agency	$2,248,000
Defense Communications Agency	1,446,000
Defense Intelligence Agency	2,800,000
Defense Supply Agency	9,207,000
National Security Agency	19,146,000
Planning and design	4,000,000
Minor construction	2,153,000
Total	41,000,000

DEFENSE ATOMIC SUPPORT AGENCY

Mr. SHEPPARD. In connection with the Defense Atomic Support Agency, the installation data appearing on page 1 will be inserted in the record.

(The page follows:)

Installation and line item:	*Fiscal year 1963 appropriation request*
Armed Forces Radiobiology Research Institute, National Naval Medical Center, Bethesda, Md.: Animal clinical research facility and expanded laboratory building	$968,000
Bossier Base, La.: Air-condition airmen's dormitory No. 5	36,000
Clarksville Base, Tenn.:	
National gas conversion	238,000
Air-condition barracks and bachelor officers' quarters building No. 100	82,000
Sandia Base, N. Mex.:	
Communications facilities	438,000
NCO open mess	411,000
Evaporative cooling, barracks building No. 352	75,000
Subtotal	2,248,000

ARMED FORCES RADIOBIOLOGY RESEARCH INSTITUTE, MD.

Mr. SHEPPARD. This subject has to do with the Armed Forces Radiobiology Research Institute, Maryland.

MILITARY CONSTRUCTION AUTHORIZATION PROGRAM

FISCAL YEAR	DEPARTMENT	DATE
1963	Defense	15 January 1962

I - INSTALLATION DATA

1. NAME	2. LOCATION	3. TYPE	4. INSTALLATION CONTROL NO.
Defense Atomic Support Agency	Armed Forces Radiobiology Research Institute, National Naval Medical Center, Bethesda, Md.		
5. NEAREST CITY	**6. COUNTIES (If continental); COUNTRIES (If overseas)**	**7. COMMAND**	
Bethesda, Maryland	Montgomery County	Defense Atomic Support Agency	
8. PRINCIPAL FUNCTION OR PRODUCT		**9. YEAR OF INITIAL OCCUPANCY**	**10. STATUS**

II - MISSION

The DASA Charter, 1 May 1959, includes among Chief, DASA's responsibilities the following (Section IV, paragraph 5.q.): "As a supplement to full scale testing and in order to assure an integrated effort, coordinate laboratory and theoretical programs for the investigation of the effects of nuclear weapons. . . . . Where appropriate, supplement the program to include budgeting as necessary." This project is to be undertaken in execution of this portion of DASA's mission.

III - PERSONNEL STRENGTH

CATEGORY	OFFICER	ENLISTED	CIVILIAN	OTHER	TOTAL
1. PRESENT					
2. LONG RANGE (Phase D)					

IV - INVENTORY

LAND	ACRES	LAND COST *	IMPROVEMENTS	TOTALS
1. OWNED		$	$	$
2. LEASED		($)		$
3. INVENTORY TOTAL AS OF 30 June 1961 (Except Land Rent)				$ 1,891,000
4. AUTHORIZATION NOT YET IN INVENTORY				$
5. AUTHORIZATION IN THIS REQUEST				$ 968,000
6. ESTIMATED FUTURE AUTHORIZATION				$ 0
7. GRAND TOTAL				$ 2,859,000

V - INSTALLATION CONSTRUCTION PROGRAM

FACILITY CLASS AND CONSTRUCTION CATEGORY				PHYSICAL CAPACITY (In units shown in Column e)					COST TO GOVERNMENT (In thousands of dollars)			
CATEGORY CODE NO. a	LINE ITEM NO. b	DESCRIPTION c	JUSTIFICATION PAGE NO. d	UNIT OF MEASURE e	PERMANENT FACILITIES INVENTORY 19__ f	ADDITIONAL CAPACITY REQUIRED g	PRIOR AUTHORIZATION OUTSTANDG. 19__ h	NEW AUTHORIZATION REQUESTED i	ESTIMATED COST OF REQUIRED FACILITIES j	PRIOR AUTHORIZATION OUTSTANDG. 19__ k	NEW AUTHORIZATION REQUESTED l	NEW APPROPRIATION REQUESTED m
250		Animal Clinical/Research Facility and Expanded Laboratory Building	2a,b and c	SF	17,405	21,500	0	21,500	968	0	968	968

DA FORM 1674-R, 1 AUG 57 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

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Mr. SHEPPARD. Would you explain to the committee the nature of the mission of this Institute and what similar facilities exist in the Government or private industry?

Colonel TYLER. Sir, as to the nature of the mission of this Institute, it is a joint organization. The Director of the organization is under the Defense Atomic Support Agency. There are no similar installations in the military department. This is a unique installation. I would like to refer the question as to whether there are any similar installations in industry to Colonel Brennan, who is the Director of the Institute and is here.

Mr. SHEPPARD. During the hearings here whenever questions are propounded, you may refer them to your associates if you wish. It is perfectly acceptable.

Proceed, please.

Colonel BRENNAN. The distinguishing characteristic of this reactor is the fact it is a pulsing reactor. Therefore, it is capable of being used as a simulant for a weapon. This is the basic reason for having it, having a bomb simulant in a laboratory for biological experimental purposes, to study the effects of radiation on living material.

There are only two types of pulsing reactors available, Godiva and Triga. We have the Triga.

The Godiva could not possibly be considered for our place because it is in a built-up, inhabited area. It is suitable only for desert areas. We selected the Triga by elimination. There are in the world, all over the world, 23 of these Triga reactors, but there are only 2 that have the exposure facility that we have.

This reactor was built with an exposure room near the lower part of the tank so as to be able to expose a number of large human-size animals, up to swine or even larger to the flash radiation simultaneously. There are only two military reactors that have this capability at all and there is one civilian reactor at Sandia that even resembles it. None of them have the capability of——

Mr. SHEPPARD. Are those two within continental United States?

You said there were only two capable of performing this requirement as I interpreted your statement.

Colonel BRENNAN. Yes, sir. As a matter of fact, they are both right here in Washington.

Mr. SHEPPARD. Insofar as there being any in private industry, you say there is not?

Colonel BRENNAN. No, sir.

Mr. SHEPPARD. This project is located just across the road from the NIH. What consideration have you given to using their animal space for a portion of this mission?

Colonel BRENNAN. We discussed this with them. They are at the present time going to a farm concept. They are going to put their large animals on a farm some distance outside of Bethesda. They were not anxious to enter into negotiations with us to care for our animals.

Mr. SHEPPARD. Why—if you have any reasoning back of that answer?

Colonel BRENNAN. I think their plans are too far in the future.

Mr. SHEPPARD. They are operating in this field with some of their own facilities that have been funded in the past.

What I would like to determine is, what is their capability to assume a proportionate load of this project?

Colonel BRENNAN. Actually they could not do any of the things we will do with this building because of the way we will handle the animals. We will handle them as though they were a sick patient.

Mr. SHEPPARD. You grouped these two buildings together. Actually I believe you proposed two separate facilities.

Colonel BRENNAN. Two separate additions.

Mr. SHEPPARD. These will be separate buildings and what will be the cost of each of these facilities?

Colonel BRENNAN. I have a little booklet here that perhaps will help. This is a small booklet we made up for mostly information and recruiting purposes. That shows the outside of the building as it is at the present time and what we are proposing to add is more animal space back here.

Mr. SHEPPARD. You mean this area here?

Colonel BRENNAN. Yes [indicating]; and more laboratory space out here. This is an addition in the front of the building and an addition in the back of the building.

Mr. SHEPPARD. I assume they will be in conformity with what you have, structurally speaking.

Colonel BRENNAN. Yes, sir. The same engineers who built this building are drawing the plans for this one.

Mr. SHEPPARD. In reality they are not separate buildings?

Colonel BRENNAN. No, sir. It is just two additions.

Mr. SHEPPARD. It is an appendix to the existing buildings?

Colonel BRENNAN. Yes, sir.

Mr. SHEPPARD. Are there questions upon this particular item having to do with the Institute in Maryland?

Mr. SHELLEY. No questions.

Mr. SHEPPARD. Mr. Jonas?

Mr. JONAS. What are the advantages of having this at Bethesda instead of out in the country somewhere?

Colonel BRENNAN. The close contact with the medical resources in the area. Washington, sir, has become a big concentration of medical research resources. There is NIH across the street, Walter Reed.

Mr. JONAS. Do you use their facilities?

Colonel BRENNAN. Yes, sir. Well, we have planned experiments together and my charter of my Institute authorizes and encourages us specifically to do joint experiments with NIH, the Cancer Institute, et cetera.

Mr. JONAS. Where do you get your animals?

Colonel BRENNAN. Commercially. We have none yet because the reactors won't be running for another 3 weeks.

Mr. JONAS. What type animals are you going to experiment with?

Colonel BRENNAN. Mice, rats, and swine.

Mr. JONAS. Swine will be the largest?

Colonel BRENNAN. The largest at the present time. We may also add a few monkeys but they are expensive and tricky.

Mr. JONAS. You are not planning to use cattle?

Colonel BRENNAN. We could, but we are not planning to at the present time. Our reactor facility is big enough to irradiate two or three cattle.

Mr. JONAS. Why don't you use cattle?

Colonel BRENNAN. I think it is a matter of how much work has already been done in these species. One would like to take advantage of the existing biological radio data. Dogs and swine have been studied under some conditions, but cattle have not been studied so long.

Mr. JONAS. The purpose of all this study is to determine the effects of radiation on the animals.

Colonel BRENNAN. Yes, sir; and thereby draw conclusions about people. This is our end interest.

Mr. JONAS. We have a lot of cattle in this country.

Colonel BRENNAN. This is true and it is a matter of interest. However, our Institute was organized by the three medical services acting jointly and we are strongly slanted toward the medical and human but there is no reason why we cannot do useful work in the veterinary field. In fact, I have one veterinary Air Force officer assigned to me.

Mr. JONAS. This has not been done anywhere before in the United States?

Colonel BRENNAN. This particular setup has not been duplicated anywhere, this is true.

Mr. JONAS. How close have we come to it? I am surprised at that. I had thought that we were doing some of this same experimenting elsewhere.

Colonel BRENNAN. There is a good deal of radiobiology on exposure of animals to various kinds of sources. This setup is unique in that it presents an opportunity to expose animals to a certain kind of radiation.

Mr. JONAS. It is not possible in these other installations?

Colonel BRENNAN. No, sir. I think the clearest example of this, if I might show you, we have two machines, one present and one now out on contract. The first big machine which is now about to start working is the Triga reactor. This allows you to simulate bomb gamma plus neutrons and this is the exposure. The line over here is a space for a linear accelerator which will allow us to imitate the gamma only component of the bomb and the linac beam and the Triga reactor radiations can be shined or pointed at the same animal at the same time and get various mixtures of gamma plus neutrons.

This is absolutely unique in the world. Nobody has this.

Mr. JONAS. The AEC is not doing this?

Colonel BRENNAN. No, sir; they cannot do anything like this. This is the only laboratory in the world ever set up to have a bomb simulant, which is as valid as possible, which imitates a bomb, both the type radiation, energy, and the dose rate distribution and time.

Mr. JONAS. That is all.

Mr. SHEPPARD. All right, gentlemen, the committee will stand adjourned until 10 o'clock tomorrow morning.

FRIDAY, MAY 4, 1962.

BOSSIER BASE, LA.

Mr. SHEPPARD. The next item concerns Bossier Base, La. I have no questions.

MILITARY CONSTRUCTION AUTHORIZATION PROGRAM

FISCAL YEAR	DEPARTMENT	DATE
1963	Defense	15 January 1962

I - INSTALLATION DATA

1. NAME	2. LOCATION	3. TYPE	4. INSTALLATION CONTROL NO.
Defense Atomic Support Agency	Bossier Base, Louisiana	Permanent	LA-05
5. NEAREST CITY	**6. COUNTIES (If continental); COUNTRIES (If overseas)**	**7. COMMAND**	
Bossier City, 3 Mi NNW	Bossier Parish	Defense Atomic Support Agency	
8. PRINCIPAL FUNCTION OR PRODUCT		**9. YEAR OF INITIAL OCCUPANCY**	**10. STATUS**
Ordnance Depot		1951	Active

II - MISSION

Classified

III - PERSONNEL STRENGTH

CATEGORY	OFFICER	ENLISTED	CIVILIAN	OTHER	TOTAL
1. PRESENT	51	509	97	4	661
2. LONG RANGE (Phase D)	50	442	98	4	594

IV - INVENTORY

LAND	ACRES	LAND COST *	IMPROVEMENTS	TOTALS
1. OWNED	730.87	$	$ 13,813,363	$ 13,813,363
2. LEASED		($)		$
3. INVENTORY TOTAL AS OF 30 June 1961 (Except Land Rent)				$ 13,813,363
4. AUTHORIZATION NOT YET IN INVENTORY				$ 0
5. AUTHORIZATION IN THIS REQUEST				$ 36,000
6. ESTIMATED FUTURE AUTHORIZATION				$ 180,000
7. GRAND TOTAL				$ 14,029,363

V - INSTALLATION CONSTRUCTION PROGRAM

FACILITY CLASS AND CONSTRUCTION CATEGORY				PHYSICAL CAPACITY (In units shown in Column e)				COST TO GOVERNMENT (In thousands of dollars)			
CATEGORY CODE NO. a	LINE ITEM NO. b	DESCRIPTION c	JUSTIFICATION PAGE NO. d	UNIT OF MEASURE e	PERMANENT FACILITIES INVENTORY 19__ f	ADDITIONAL CAPACITY REQUIRED g	PRIOR AUTHORIZATION OUTSTANDG. 19__ h	NEW AUTHORIZATION REQUESTED i	ESTIMATED COST OF REQUIRED FACILITIES j	PRIOR AUTHORIZATION OUTSTANDG. 19__ k	NEW AUTHORIZATION REQUESTED l	NEW APPROPRIATION REQUESTED m
722		Air Condition Airmen's Dormitory No. 5	3a	Tons	84	252	0	252	216	0	36	36
		* Land Occupied by Indefinite Permit from Barksdale AFB										

DA FORM 1674-R, 1 AUG 57 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

CLARKSVILLE BASE, TENNESSEE

Mr. SHEPPARD. We shall discuss the next item having to do with Clarksville Base, Tenn.

MILITARY CONSTRUCTION AUTHORIZATION PROGRAM

FISCAL YEAR	DEPARTMENT	DATE
1963	Defense	15 January 1962

I - INSTALLATION DATA

1. NAME	2. LOCATION	3. TYPE	4. INSTALLATION CONTROL NO.
Defense Atomic Support Agency	Clarksville Base, Tennessee	Permanent	Tenn-19
5. NEAREST CITY	**6. COUNTIES (If continental); COUNTRIES (If overseas)**	**7. COMMAND**	
Clarksville, Tenn. 9.4 Mi SE	Montgomery	Defense Atomic Support Agency	
8. PRINCIPAL FUNCTION OR PRODUCT		**9. YEAR OF INITIAL OCCUPANCY**	**10. STATUS**
Ordnance Depot		1948	Active

II - MISSION

Classified

III - PERSONNEL STRENGTH

CATEGORY	OFFICER	ENLISTED	CIVILIAN	OTHER	TOTAL
1. PRESENT	62	556	124	60	802
2. LONG RANGE (Phase I)	65	532	129	75	801

IV - INVENTORY

LAND	ACRES	LAND COST *	IMPROVEMENTS	TOTALS
1. OWNED	4,245.47	$	$ 25,700,403	$ 25,700,403
2. LEASED		($)		$
3. INVENTORY TOTAL AS OF 30 Jun 61 (Except Land Rent)				$ 25,700,403
4. AUTHORIZATION NOT YET IN INVENTORY				$ 238,000
5. AUTHORIZATION IN THIS REQUEST				$ 82,000
6. ESTIMATED FUTURE AUTHORIZATION				$ 300,000
7. GRAND TOTAL				$ 26,320,403

V - INSTALLATION CONSTRUCTION PROGRAM

FACILITY CLASS AND CONSTRUCTION CATEGORY				PHYSICAL CAPACITY (In units shown in Column e)				COST TO GOVERNMENT (In thousands of dollars)			
CATEGORY CODE NO. a	LINE ITEM NO. b	DESCRIPTION c	JUSTIFICATION PAGE NO. d	UNIT OF MEASURE e	PERMANENT FACILITIES INVENTORY 19__ f	ADDITIONAL CAPACITY REQUIRED g	PRIOR AUTHORIZATION OUTSTANDG. 19__ h	NEW AUTHORIZATION REQUESTED i	ESTIMATED COST OF REQUIRED FACILITIES j	PRIOR AUTHORIZATION OUTSTANDG. 19__ k	NEW AUTHORIZATION REQUESTED l	NEW APPROPRIATION REQUESTED m
824	B347-21	Natural Gas Conversion		LF	21,757	27,000	27,000	0	238	238	0	238
722		Air Condition Bks & BOQ, Bldg 100		Tons	107.5	203	0	203	82	0	82	82

* Land Occupied by Indefinite Permit from Ft Campbell - Value $169,566

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Mr. SHEPPARD. What is the estimated annual savings as a result of the conversion of this coal and oil fuel system to natural gas?

Colonel TYLER. We estimate an annual savings of $36,256 by converting this system from coal and oil to natural gas.

Mr. SHEPPARD. At this rate, how long will it take to amortize this conversion?

Colonel TYLER. Amortization would be approximately 6½ years.

SANDIA BASE, N. MEX.

Mr. SHEPPARD. The next item is Sandia Base, New Mexico.

MILITARY CONSTRUCTION AUTHORIZATION PROGRAM

FISCAL YEAR: 1963 | DEPARTMENT: Defense | DATE: 15 January 1962

I - INSTALLATION DATA

1. NAME	2. LOCATION	3. TYPE	4. INSTALLATION CONTROL NO.
Defense Atomic Support Agency	Sandia Base, Albuquerque, New Mexico	Permanent	N.M. - 1
5. NEAREST CITY	**6. COUNTIES (If continental); COUNTRIES (If overseas)**	**7. COMMAND**	
Albuquerque, New Mexico	Bernalillo	Defense Atomic Support Agency	
8. PRINCIPAL FUNCTION OR PRODUCT		**9. YEAR OF INITIAL OCCUPANCY**	**10. STATUS**
Logistics Support for Headquarters, Field Command, Defense Atomic Support Agency		1942	Active

II - MISSION

Provide logistic support for Headquarters, Field Command, DASA. Provide technical training in the area of special weapons.

III - PERSONNEL STRENGTH

CATEGORY	OFFICER	ENLISTED	CIVILIAN	OTHER *	TOTAL
1. PRESENT	674	1788	1321	380	4163
2. LONG RANGE (Phase I)	663	1756	1362	145	3926

IV - INVENTORY

	LAND	ACRES	LAND COST	IMPROVEMENTS	TOTALS
1. OWNED		44,591	$ 1,671,407	$ 62,930,512	$ 64,601,919
2. LEASED			($)		$
3. INVENTORY TOTAL AS OF 30 June 1961 (Except Land Rent)					$ 64,601,919
4. AUTHORIZATION NOT YET IN INVENTORY					$ 1,884,000
5. AUTHORIZATION IN THIS REQUEST					$ 75,000
6. ESTIMATED FUTURE AUTHORIZATION					$ 4,616,000
7. GRAND TOTAL					$ 71,176,919

V - INSTALLATION CONSTRUCTION PROGRAM

FACILITY CLASS AND CONSTRUCTION CATEGORY				PHYSICAL CAPACITY (In units shown in Column e)					COST TO GOVERNMENT (In thousands of dollars)			
CATEGORY CODE NO. a	LINE ITEM NO. b	DESCRIPTION c	JUSTIFICATION PAGE NO. d	UNIT OF MEASURE e	PERMANENT FACILITIES INVENTORY 19__ f	ADDITIONAL CAPACITY REQUIRED g	PRIOR AUTHORIZATION OUTSTANDG. 19__ h	NEW AUTHORIZATION REQUESTED i	ESTIMATED COST OF REQUIRED FACILITIES j	PRIOR AUTHORIZATION OUTSTANDG. 19__ k	NEW AUTHORIZATION REQUESTED l	NEW APPROPRIATION REQUESTED m
131	B407-74	Communications Facilities		-	-	-	-	-	1,188	1,133	0	438**
740	B407-50	NCO Open Mess		SF	0	14,000	14,000	0	411	411	0	411
722		Evap Cooling EM Barracks - Bldg. 352		E/C Bks	4	6	0	6	380	0	75	75

* Other Personnel Includes Students and Tenant Units

** $750,000 Appropriated in FY 62

DA FORM 1674-R, 1 AUG 57 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

Mr. SHEPPARD. I wish you would explain what is involved in this communications facility. What have you done to date, and what do you propose to construct with the funds you are requesting here?

Colonel TYLER. This is a classified project but we feel that we can explain fairly well what it is without going into executive session.

Mr. SHEPPARD. Go ahead.

Colonel TYLER. In fiscal year 1962, the MCA program project is to insure that the communications facilities of our operations operating agency which is the Field Command of DASA, would survive hostile atomic attack if it were authorized in the amount of $1,333,000. Funds were appropriated in the amount of $750,000. We made a detailed study of our existing underground facility at Monzano base and we came to the conclusion that we could obtain the desired postattack capability to communicate for the $750,000 that had been appropriated. This was done by stripping the project of those features that were designed to enhance the efficiency of the operation and those designed to provide a very high degree of probability that the facility would function after all but a direct hit. In this process we were, in addition to obtaining an operating facility for the $750,000, now able to reduce the total estimate from $1,333,000 to $1,188,000. Although we can obtain an operating facility for this $750,000, that was previously appropriated, the elimination of the necessary items we feel are necessary for efficient operations and to have the desired ability to survive a very close hit.

These items total $438,000 and those are the items we are requesting this morning. They are electric powerlines to our receiver and transmitter buildings. This would cost $85,000 and, as the project is now, we must depend on continuous operation of our standby motor generators. This is uneconomical.

The next item is to surface dirt roads to these receiver and transmitter buildings and this is estimated to cost $115,000. As the project is now, we will have graded roads with drainage, but it will be a constant maintenance problem.

The third item is to fence the antenna fields for security, and this would cost $19,600.

As it is now, we will have security fencing around only our transmitter and receiver buildings.

The next item is to construct waterflow lines from the little town of Belen, N. Mex., which is about 7 miles away, rather than hauling water in, which we would have to do as the project is now. This is estimated at $60,000.

The last item is to provide shock mounting for the utilities in our existing underground plant at Monzano. This shock mounting is so that a near-miss, or a near-hit, on the mountain will not damage the communications equipment so that we cannot send and receive. This item is estimated to cost $157,000.

Mr. SHEPPARD. Where are you getting your water? Is Belen supplying any water to you now?

Colonel TYLER. No, sir. They have a water system there.

Mr. SHEPPARD. I know, and I was there when it was built.

What were your agreements on the Belen water aspect?

Colonel TYLER. Sir, I would have to supply that for the record later. I am not aware just exactly what arrangements have been

made with Belen. I know that the district engineer states we can connect in with the Belen water system.

Mr. SHEPPARD. You are dealing with a desert area and a water situation. New Mexico is not quite as severe as many of the areas in California and Arizona are, but you still have some problems there. You are asking here to provide for a pipeline which undoubtedly is a requirement and there is no question about that, but we do not have any agreements whatever with Belen?

Colonel TYLER. It has been determined that we can hook into the Belen water system and negotiations—I am not aware of the details of the agreement.

Mr. SHEPPARD. Furnish information for the committee on this, not only whether you have a positive agreement, but also what the cost is.

Colonel TYLER. Yes, sir.

(The information follows:)

The Albuquerque district engineer, under date of April 30, 1962, has completed a formal agreement with the city of Belen, N. Mex., for water to supply a radio receiver and transmitter sites as follows:

(*a*) A purchase request has been issued in the amount of $129.80 for a connection charge to the city water supply system.

(*b*) Monthly billing rates have been established as follows: The first 5 gallons of water will be $12.83. This represents the minimum monthly charge. All additional water will be at the rate of $0.18 per 1,000 gallons.

Mr. SHEPPARD. What is the status of your plans for the provisions you have referred to?

Colonel TYLER. The $750,000 appropriation made last year, we are going to bid in about 2 weeks on this amount and the remainder we are requesting this morning.

Mr. SHEPPARD. We notice in your justifications the following language: "Other personnel includes students and tenant units."

What type of students are they? This is the first time a student application has been revealed in our hearings, to my knowledge.

Colonel TYLER. The students mentioned here have no relationship to the function of this communications project. Our base at Sandia does conduct schooling for the services in matters concerning atomic weapons. This communications project we are dealing with here is strictly concerned with our operational mission.

Mr. SHEPPARD. Are these students I have just referred to civilian students or military students?

Colonel TYLER. We run courses that are basically for military students. However, we do have orientation in courses that are attended by some of the ranking Department of Defense civilian personnel.

Mr. SHEPPARD. They are Department of Defense people?

Colonel TYLER. Yes, sir.

Mr. SHEPPARD. It is reflected here and from your testimony that $115,500 of this cost is for the construction of roads. What is the necessity for these roads other than what you have referred to?

Colonel TYLER. These are to obtain access to our transmitter and receiver buildings. These buildings had to be very precisely located because of the electronic requirements upon us. Those roads are necessary to get into those buildings.

Mr. SHEPPARD. Does this particular requirement we are referring to here have to do with receiving, communicationswise?

Colonel TYLER. Sir, I have Colonel Lawson with me and I would like to refer that question to him.

Mr. SHEPPARD. You may, if you please.

Colonel LAWSON. Sir, if we could go to classified session for a few moments, I would like to speak to that.

(Discussion off the record.)

Mr. SHEPPARD. What is the situation here with reference to the NCO open mess?

Colonel TYLER. The NCO open mess building at Sandia Base was constructed at various times out of buildings obtained from various sources. The major portion of that installation is made of old CCC buildings. We are asking for 14,000 square feet for a club facility to be built on the standard Corps of Engineers drawing and to include all normal facilities.

Mr. SHEPPARD. Questions on the item?

Mr. JONAS. You are now asking for $438,000 which, when added to the $750,000 will give you $1,188,000?

Colonel LAWSON. That is correct.

Mr. JONAS. You have said that by deferring certain of the less urgent portions of the overall project this can be built? You originally estimated it would cost $700,000 more. Now what are you cutting out? How are you redesigning that?

Colonel LAWSON. What we are doing is, as our original proposal came in we were asking for a powerline from Belen out to our transmitter-receiver sites, commercial power. We have also asked for an emergency backup generator which is necessary in a situation like this. When the funds were cut down we deferred the commercial power tiein and we used the emergency power generator. In other words, we can do this but, as you realize, running on your emergency power generator for any extended period of time, 2 years or so, you lose the backup capability.

Mr. JONAS. The way you are cutting down is to use your emergency power and eliminate the use of commercial power?

Colonel LAWSON. Until we can get the authorization for power this time.

Mr. JONAS. Do you expect to ask for additional funds later?

Colonel TYLER. Excuse me, sir.

The funds to put an electric tie-in in, so we do not have to continue to use our emergency power, is what is being requested right now. This is one of the items in our request this morning. The lowering of the whole estimate, the overall estimate, from $1,333,000 to $1,188,000, is simply a refinement of figures and of estimates that have come about since last year's authorization of $750,000 given us. The total cost now to the Government, when this installation is completed, would be $1,188,000.

Mr. JONAS. You are satisfied, then, that you are not eliminating anything essential?

Colonel TYLER. Yes, we are. We have had an opportunity in the intervening time to go very carefully over our figures and estimates with the district engineer. We are satisfied that we have a sound and complete project.

Mr. JONAS. That brings up an interesting area for discussion. I find frequently when less money is available than requested, the serv-

ices are able to revise their plans by getting out a sharper pencil. That brings up the question of whether they have used sharp enough pencils on the original estimates.

Colonel LAWSON. I would think you probably would run into this when money is tight. In other words, when you are not given what you are requesting, the contractors, the people with whom you must deal to do your construction and so forth, in many cases seeing that you are not going to get the money they had originally quoted to you, are then willing to come down somewhat in their estimates and still do the job that they have offered otherwise to begin with.

Mr. JONAS. Was that the case in this situation?

Colonel TYLER. In this situation I believe that it is simply that time has permitted us to make a closer analysis.

Mr. JONAS. I would hope that all of these analyses would be closely scrutinized in the future and you would come in here with the lowest amount necessary instead of revising figures downward as funds are reduced.

Colonel TYLER. Yes, sir.

Mr. JONAS. That is one man's observation. I do not know whether the chairman concurs with that viewpoint.

That is all.

Mr. SHEPPARD. In conditions of this general character, where you are involved in having your electrical power supplied by contract or by utilities, what is the general premise of having that power delivered to the base or to the contemplated base? Do you come in on a single hookup or on a loop system?

Colonel TYLER. Wherever we can arrange a loop system, we prefer it.

Mr. SHEPPARD. By using a loop system you then provide your own standby because, if you break off from one feeder line on the loop, they can shove you off onto another. You are creating a standby with this operation and eliminating having to build your own standby?

Colonel TYLER. This is so under ordinary conditions. In the conditions we visualize here, it would not be ordinary and the other half of the loop would also be out.

Mr. SHEPPARD. Is that due to distance?

Colonel TYLER. It would be due to the shock and flash of atomic burst. All we can consider is that all public utilities would be nonfunctioning and we would have to arrange for standby generators and water tanks to take care of that situation.

DEFENSE COMMUNICATIONS AGENCY

NORAD COMBAT OPERATIONS CENTER, COLO.

Mr. SHEPPARD. We will proceed with the next agency, entitled "Defense Communications Agency." The project under this agency is NORAD Combat Operations Center, Colo.

MILITARY CONSTRUCTION AUTHORIZATION PROGRAM	FISCAL YEAR 1963	DEPARTMENT DEFENSE XXXX	DATE 5 January 1962

I - INSTALLATION DATA

1. NAME	2. LOCATION	3. TYPE	4. INSTALLATION CONTROL NO.
Defense Area Communications Control Center	NORAD Combat Operations Center, Colorado	Permanent	
5. NEAREST CITY	**6. COUNTIES (If continental); COUNTRIES (If overseas)**	**7. COMMAND**	
Colorado Springs, Colorado	El Paso County	Director, Defense Communications Agency	
8. PRINCIPAL FUNCTION OR PRODUCT		**9. YEAR OF INITIAL OCCUPANCY**	**10. STATUS**
Control Center for Defense Communications System		(Proposed) 1964	Active

II - MISSION

To provide field representation for the Director, Defense Communications Agency and to exercise operational direction over the Defense Communications System on the North and South American Continents, less Alaskan area, but including Newfoundland, Labrador and Greenland. To provide an alternate capability for the Defense National Communications Control Center activities during emergency situations.

III - PERSONNEL STRENGTH *Contractor Employees **Temp. Fac., Ft. Carson

CATEGORY	OFFICER	ENLISTED	CIVILIAN	OTHER	TOTAL
1. PRESENT	21	43	28	18*	110**
2. LONG RANGE (Phase I)	21	43	28	18	110

IV - INVENTORY Tenant of NORAD

LAND	ACRES	LAND COST	IMPROVEMENTS	TOTALS
1. OWNED		$	$	$
2. LEASED		($)		$
3. INVENTORY TOTAL AS OF (Except Land Rent)				$
4. AUTHORIZATION NOT YET IN INVENTORY				$ 0
5. AUTHORIZATION IN THIS REQUEST				$ 1,446,000
6. ESTIMATED FUTURE AUTHORIZATION				$
7. GRAND TOTAL				$ 1,446,000

V - INSTALLATION CONSTRUCTION PROGRAM

FACILITY CLASS AND CONSTRUCTION CATEGORY				PHYSICAL CAPACITY (In units shown in Column e)				COST TO GOVERNMENT (In thousands of dollars)			
CATEGORY CODE NO. a	LINE ITEM NO. b	DESCRIPTION c	JUSTIFICATION PAGE NO. d	UNIT OF MEASURE e	PERMANENT FACILITIES INVENTORY 19__ f	ADDITIONAL CAPACITY REQUIRED g	PRIOR AUTHORIZATION OUTSTANDG. 19__ h	NEW AUTHORIZATION REQUESTED i	ESTIMATED COST OF REQUIRED FACILITIES j	PRIOR AUTHORIZATION OUTSTANDG. 19__ k	NEW AUTHORIZATION REQUESTED l	NEW APPROPRIATION REQUESTED m
141		Communication Control Center	7a	SF	0	16,000	0	16,000	1,446	0	1,446	1,446

DA FORM 1674-R, 1 AUG 57 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

83733 O - 62 (pt. 2) 41

General McNitt. Mr. Chairman, I would like to submit something for the record and then present my summary version.

Mr. Sheppard. Insert this document in the record and then give us a briefing, please.

(The document follows:)

GENERAL STATEMENT OF BRIG. GEN. JAMES R. McNITT, USAF, DEPUTY DIRECTOR, DEFENSE COMMUNICATIONS AGENCY

BACKGROUND

Mr. Chairman and members of the committee, on May 12, 1960, the Secretary of Defense issued two directives, one of which established the Defense Communications Agency (DCA) and the other established the Defense Communications System (DCS). The Defense Communications System is described as including all long-haul, point-to-point, worldwide, Government owned and leased communications systems of the Department of Defense. The Defense Communications Agency was assigned operational control and supervision over the Defense Communications System. On November 14, 1961, a new directive was issued by the Secretary of Defense which combines the elements of the two directives described above. The original as well as the new directive assigned the Defense Communications Agency the responsibility of establishing and operating such communications control centers as are required for the Defense Communications Agency to perform its mission. During the congressional review of the Defense Communications Agency's fiscal year 1962 budget, the plan for establishing the control center complex was presented. This plan envisaged the establishment of one Defense National Communications Control Center (DNCCC) in the Washington, D.C., area, four area control centers and five regional control centers. As a result of a Defense Communications Agency restudy of regional control centers needs, the number of required regional control centers was raised from five to six. The change in the plan replaced one of the planned regional control centers ——— with two smaller centers; one ——— and one ———.

The reason for this change was increased emphasis and communications growth in southeast Asia during the past year, coupled with the tenuous aspects of depending on only one regional control center in the vast reaches of the Far East. The plan for the six regional control centers was approved by the Secretary of Defense April 30, 1962. The interim Defense National Communications Control Center at the Headquarters, Defense Communications Agency, became operational on March 7, 1961. The area centers in Europe and Hawaii became operational on a manual basis in June 1961. The area center in Alaska became operational on October 1, 1961, and the interim continental U.S. area center at Fort Carson, Colo., on February 1, 1962, both also on a manual basis.

The planned permanent site for the DNCCC is in a hardened facility. This move is planned for early fiscal year 1964. The planned permanent location for the continental United States area center is also in a hardened facility planned for occupancy in early fiscal year 1965. The Pacific Area Center is already located in a hardened site. These three centers are the only ones within the control complex planned to be located in hardened facilities.

MILITARY CONSTRUCTION APPROPRIATION REQUEST

The Military Construction Appropriation for fiscal year 1963 is for the cost to provide a total of approximately 16,000 square feet for the permanent Defense Area Communications Control Center, continental United States, in the hardened ——— site. The appropriation requested is $1.446 million, which is to provide for the construction cost of the Defense Area Communications Control Center within the above site. The Secretary of Defense directed the Air Force to include in their plans the requisite space for ———. The Defense Communications Agency has closely coordinated with Headquarters, USAF, on the 16,000 square feet requirement in this hardened location.

BASIS OF REQUIREMENT

This project will provide a hardened facility from which the defense area communications control center, continental United States and its associated equipment, displays, and personnel can discharge its mission on a daily basis. It is imperative that a central-hardened facility be available to coordinate and

direct action to reestablish the defense communications system after an attack on this country so as to maximize availability of command communications for retaliation and further defense of our Nation. This center, in addition to being the communications control center for the continental portion of the defense communications system (North and South American Continents, excluding Alaska, but including Newfoundland, Greenland, and other northeast areas), will be the alternate for the national communications control center with the capability of controlling the worldwide network in the event the defense national communications control center is destroyed or incapacitated.

Thank you for the opportunity to present the Defense Communications Agency's fiscal year 1963 military construction program.

General McNITT. Mr. Chairman and members of the committee, may I call your attention to the chart we have before you. As presented last year during the congressional budget review, the Defense Communications Agency is erecting a communications control center complex consisting of one national control center in Washington, D.C., and four area centers, as well as a number of regional centers.

These centers have the task of exercising operational direction of that portion of the defense communications systems in each of their particular areas. As reported in last year's testimony to this committee, three of these centers were planned to be ultimately located in hardened facilities. These are: The Defense National Communications Control Center now located in interim facilities in the Washington, D.C., area with a planned move to space being prepared in a hardened site in early fiscal year 1964.

The second, the Pacific Area Communications Control Center, which is already located in a hardened site; the third, Continental U.S. Area Communications Control Center, we plan to locate in the Norad-COC hardened site, now under construction by the Air Force, in early fiscal year 1965.

The construction funds requested for fiscal year 1963 in the amount of $1,446,000 cover the cost of additional underground construction to house the Continental U.S. Defense Area Communications Control Center. These funds are needed in fiscal year 1963 so that the Air Force can proceed with the complete construction package, and the space will be available to begin installation of the center equipment in fiscal year 1964.

Incidentally, the amount requested in fiscal year 1963 completes the construction of the DCA complex, as you see it on the chart and as presently planned.

Mr. SHEPPARD. Referring to the operations center in Colorado at the moment, what do you propose for this facility in its entirety?

General McNITT. Sir, may I call on one of my colleagues?

Mr. SHEPPARD. Call on any of your associates you see fit to do at any time. It is your privilege.

Colonel LATSON. Sir, we are proposing a 16,000-square-foot addition to the Norad-COC, which is currently under construction at Colorado Springs, Colo. The total cost of this proposed construction is $1,446,000.

Mr. SHEPPARD. Why do you find it necessary that this center be located at this particular location? What is the reasoning back of this?

General McNitt. In looking over the various possible locations which would be near a unified or specified commander and this center controls the area of communications which support five of these; CINCARIB, CINCLANT, CINCSTRIKE, CINCNORAD, CINCSAC—and looking for the most economical way to obtain a hardened facility and since SAC is already in a hardened facility—the hardened NORAD-COC location which is under construction looked like the most economical and practical approach.

Mr. Sheppard. For the purpose of the record, why was this requirement not included in the original excavation and construction contract at the location?

General McNitt. Sir, we did not receive Joint Chief of Staff and Secretary of Defense approval to locate this Center in the Norad-Coc site until September 1961.

Mr. Sheppard. When was the request made originally?

General McNitt. This was in August.

Mr. Sheppard. When did you get your clearance?

General McNitt. In September 1961, sir.

Mr. Sheppard. What is the status of equipment proposed for this location?

General McNitt. The equipment is all earmarked and we have it covered in our fiscal year 1963 procurement request. It will be procured in sufficient time so that we can begin installation of this equipment toward the end of fiscal year 1964.

Mr. Sheppard. In other words, even under the delayed concept you have just referred to in response to the question, there is no question now but that you have specialized equipment involved, that you are going to be confronted with another delay or extraordinary modifications after you get underway with the construction contract for modification purposes?

General McNitt. No, sir. As we see it now, we do not foresee any delay stemming from either availability of equipment or any modifications in the hardened facility.

Mr. Sheppard. The question is motivated by the fact that in the past we found there was not too solid an estimate of the deliverable equipment requirement. Consequently, when it gets on base, we have had to do some modifications of already-completed construction, and that is a very costly operation, as you know.

You are not contemplating that possibility here?

General McNitt. No, sir; we do not.

Mr. Sheppard. Questions on this item?

Mr. Jonas. This will be in addition to the present site?

General McNitt. Yes, sir.

Mr. Jonas. On the ground?

General McNitt. Yes, sir.

Mr. Jonas. Do you tie into the other?

General McNitt. Yes, sir. We tie into the communications system, not only for support of the Norad Center, but also centers at other sites.

Mr. Jonas. Is the construction going to be farther back in the mountainside, or what?

General McNitt. I think Colonel Latson can explain that.

Colonel Latson. Sir, this will be farther back.

However, in view of the urgency and the excavation contract which is already underway, we have some excavation flexibility to put this in.

Mr. JONAS. How can you do this excavating through your present facility?

Colonel LATSON. We had authorization to do——

Mr. JONAS. I am thinking about the physical and mechanical aspects. That would not present a problem?

Mr. POOLE. Mr. Jonas, the situation is this: Norad underground headquarters is in two pieces. The first piece was just for the excavation and nothing else. The second piece is for the lining of the hole, you might say.

The second portion is not underway yet.

Mr. JONAS. It would be difficult to do this after the other construction had been completed, without disrupting all of your present requirement?

Mr. POOLE. That is correct.

Mr. JONAS. That is all.

DEFENSE INTELLIGENCE AGENCY

METROPOLITAN WASHINGTON, D.C., AREA

Mr. SHEPPARD. Next is the Defense Intelligence Agency. Please insert page 8 in the record.

(The page follows:)

Installation and line item:	*Fiscal year 1963 appropriation request*
Metropolitan Washington, D.C., area: Administrative facilities	$2,800,000
Arlington Hall, Arlington, Va.: Rehabilitation of Buildings T–401 and T–450	(2,000,000)
Pentagon, Washington, D.C.: Alterations for communications and display	(800,000)

MILITARY CONSTRUCTION AUTHORIZATION PROGRAM	FISCAL YEAR 1963	DEPARTMENT DEFENSE ~~XXXX~~	DATE 15 January 1962

I - INSTALLATION DATA

1. NAME	2. LOCATION	3. TYPE	4. INSTALLATION CONTROL NO.
DEFENSE INTELLIGENCE AGENCY	Metropolitan Washington DC Area	Temporary	
5. NEAREST CITY	**6. COUNTIES (If continental); COUNTRIES (If overseas)**	**7. COMMAND**	
Washington, D. C.	-	Director, Defense Intelligence Agency	
8. PRINCIPAL FUNCTION OR PRODUCT		**9. YEAR OF INITIAL OCCUPANCY**	**10. STATUS**
See "Mission"		1962	Active

II - MISSION

Develop and produce all Department of Defense basic intelligence and intelligence estimates; provide all DOD current intelligence; assemble, integrate and validate all DOD intelligence requirements; and provide plans, programs, policies and procedures for DOD noncrypotologic intelligence collection activities. Prepare, submit, and participate in the administration of a consolidated budget for all noncryptologic intelligence activities of the Department of Defense.

*Defense Intelligence Agency is a tenant at the cited locations.

III - PERSONNEL STRENGTH Washington Area

CATEGORY	OFFICER	ENLISTED	CIVILIAN	OTHER	TOTAL
1. PRESENT FY 1962	319	113	278	-	710
2. LONG RANGE (Phase I) FY 1963	719	313	1628	-	2660

IV - INVENTORY

LAND	ACRES	LAND COST	IMPROVEMENTS	TOTALS
1. OWNED		$	$	$
2. LEASED		($)		$
3. INVENTORY TOTAL AS OF (Except Land Rent)				$
4. AUTHORIZATION NOT YET IN INVENTORY				$
5. AUTHORIZATION IN THIS REQUEST				$
6. ESTIMATED FUTURE AUTHORIZATION				$
7. GRAND TOTAL				$

V - INSTALLATION CONSTRUCTION PROGRAM

FACILITY CLASS AND CONSTRUCTION CATEGORY				PHYSICAL CAPACITY (In units shown in Column e)					COST TO GOVERNMENT (In thousands of dollars)			
CATEGORY CODE NO. a	LINE ITEM NO. b	DESCRIPTION c	JUSTIFICATION PAGE NO. d	UNIT OF MEASURE e	PERMANENT FACILITIES INVENTORY 19 62 f	ADDITIONAL CAPACITY REQUIRED g	PRIOR AUTHORIZATION OUTSTANDG. 1962 h	NEW AUTHORIZATION REQUESTED i	ESTIMATED COST OF REQUIRED FACILITIES j	PRIOR AUTHORIZATION OUTSTANDG. 19 62 k	NEW AUTHORIZATION REQUESTED l	NEW APPROPRIATION REQUESTED m
610		Administrative area Bldgs T401 and T450	9a	sq ft	-0-	315,000	-0-	315,000	2,000	-0-	2,000	2,000
610		Alter Pentagon space for communications and display	9b	sq ft	-0-	40,000	-0-	40,000	800	-0-	800	800

DA FORM 1674-R, 1 AUG 57 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

Mr. SHEPPARD. Would you briefly tell the committee what you propose to do with these two line items?

Give us a general comment.

Mr. ELLIOTT. Mr. Chairman, these items are to provide the administrative space required for the newly activated Defense Intelligence Agency. The DIA is developing on an evolutionary basis following the initial activation of the Agency last October. As each element of the intelligence community is examined a plan is drawn up for that particular area. The plan is submitted to the JCS and after approval by them, it goes with their recommendation to the Secretary of Defense. On this evolutionary basis we will take over various service elements of the intelligence business and integrate them. In establishing DIA the Secretary has used the term "integration" not "confederation." We hope, of course, when we do that we will be able to operate more efficiently. However, that was not the main purpose of the Defense Intelligence Agency. It is to provide better and more timely intelligence information.

These funds will be required essentially to rehab, repartition, provide air conditioning, those things necessary to make the buildings suitable for our business.

Mr. SHEPPARD. In other words, if this particular project is funded at this time, is that going to constitute the final cost factor, or do you contemplate some further modification, particularly as to the Pentagon aspect?

Mr. ELLIOTT. The Pentagon space is a little different from what I have mentioned. We plan to locate the Current Intelligence and Indications Center near where the Joint Chiefs of Staff are. I am sure you are familiar with that area on the first floor, immediately beneath the JCS in space now occupied by the weapons system evaluation group. This $800,000 item is to prepare that space. As long as we are there I would assume that that would be the only cost, except for the normal maintenance and upkeep. However, the construction will be quite an expense because of the communications and computer facilities that are necessary in the Current Intelligence and Indications Center.

Mr. SHEPPARD. That is the point. In other words, within the present mechanical abilities that you require and that you have, the space will accommodate you, but if there is innovation in communications mechanical devices, you will obviously have to increase or decrease to adjust yourself to that type of mechanical device, whatever it may be; is that correct?

Mr. ELLIOTT. That is correct.

Mr. SHEPPARD. That is an automatic procedure; is it not?

Mr. ELLIOTT. That is true. Since we must have an immediate capability we of necessity have to adapt ourselves to what you might call off-the-shelf items, the things that are now available. If R. & D. develops new and better devices in the future, obviously we would want to use them and they would probably cost more money.

Mr. SHEPPARD. Off the record.

(Discussion off the record.)

Mr. SHEPPARD. You point out the combination of these activities proposed in the line item for the rehabilitation of the administrative space will achieve savings.

To what degree dollarwise will this be?

Mr. ELLIOTT. Sir, I would like to be able to give you a specific answer to that but I cannot. I can simply say that the first motivation of the Secretary of Defense in organizing the Defense Intelligence Agency was to improve the intelligence product and he hoped by doing that that he would also be able to better utilize the resources devoted to intelligence activities and to save money.

Mr. SHEPPARD. In other words, there are contemplated savings that will become more evident after a certain period of operation?

Mr. ELLIOTT. Certainly, sir.

Mr. SHEPPARD. What consideration have you given to the utilization of the other available space in the Washington area, for example, the Photographic Laboratories at Bolling Field, or the old Anacostia Naval Air Station?

Mr. ELLIOTT. I would defer that if I could to Mr. Loftis, since he has spent a great deal of time on this problem.

Mr. LOFTIS. Mr. Chairman, a number of locations around Washington were considered as you pointed out. The reason for locating this particular element of the Defense Intelligence Agency at Arlington Hall station was based primarily on the built-in communication facilities that are already on that station and taking advantage of that will save some additional cost and also more importantly, the time factor in constructing the kind of support that this Agency needs.

Mr. SHEPPARD. What are you using for an Intelligence and Indication Center in the Pentagon at the present time? Just how has this need been met in the past?

Mr. ELLIOTT. At the present time we are in a sub-basement in an area of very cramped quarters that was originally used by the Air Force as an indication and warning center.

Mr. SHEPPARD. How has this need been met in the past?

Mr. ELLIOTT. It has been met in the three services to varying degrees. In the Air Force, as you are aware, they have a most advanced set of indications centers in various places throughout the world and Defense Intelligence Agency has taken those over. The Pentagon center has been augmented by personnel from the Army and the Navy and they are working together now as one unit but they are in very cramped quarters.

Mr. SHEPPARD. What is the nature of the buildings you propose to rehabilitate at Arlington Hall?

Mr. ELLIOTT. They are quite old. Wouldn't you call them World War II construction?

Mr. POOLE. That is about it.

Mr. ELLIOTT. They are in pretty sad shape, although they are presently occupied. They have window air conditioners that are just about to break down. The floors are in poor condition. They need general rehabilitation.

Mr. SHEPPARD. What condition are the buildings in you are using? What disposition will be made of them if this is funded and the buildings constructed?

Mr. ELLIOTT. Some of the personnel we will move to Arlington will come from many places around town. The personnel proposed to be integrated into the Production Center, for example, are in as many as 30 or 40 different offices scattered around the Washington area, a few here and there. As far as I know DIA would have no control

over utilization of the small amounts of space that might become available at each place.

Mr. SHEPPARD. That would be left to the jurisdiction of the command level and under the jurisdiction it is now?

Mr. ELLIOTT. Under the Army, Navy, and Air Force, not under our control.

Mr. SHEPPARD. Questions on the item?

Mr. Jonas?

Mr. JONAS. Do the personnel you are going to assemble come from agencies dealing with this particular kind of work?

Mr. ELLIOTT. Yes, indeed, sir. Nearly everything that we will be doing is being done to some degree by Army, Navy, or Air Force at the present time and this will be a unified effort and the people that we will assemble are the people from the three services. To the extent that we take over these people, Secretary Runge, Assistant Secretary of Defense (Manpower), orders reductions in the Army, Navy, and Air Force tables of organization. For example, our present complement, which is authorized on an interim joint table of distribution, was approved by Mr. Runge. At the same time he ordered the Army, Navy, and Air Force to reduce correspondingly.

There is no increase.

Mr. JONAS. This won't be an increase of ——— personnel?

Mr. ELLIOTT. No, sir. As a matter of fact, I have a confidential table here which I could show you of the three plans which are currently in the Joint Chiefs of Staff.

Off the record.

(Discussion off the record.)

Mr. ELLIOTT. In other words, one of the criteria that we have been given in developing our plans is that DIA will not require any additional personnel beyond the numbers now performing the same function in the Army, Navy, and Air Force?

Mr. JONAS. Has the information that will now flow through this agency previously gone through the Board?

Mr. ELLIOTT. Yes, sir; through the three services: Army, Navy, and Air Force.

Mr. JONAS. The purpose of this agency is to have that information flow from the services through this agency, then to the Board?

Mr. ELLIOTT. Yes, sir. It is along the lines of the revision of the National Security Act of 1958, which brought about the unified and specified command system, operating directly under the JCS and the Secretary of Defense. This is doing essentially the same type of unification of effort and command for intelligence that was done then for the combat elements.

Mr. JONAS. I have no other questions.

AFTERNOON SESSION

DEFENSE SUPPLY AGENCY

Mr. SHEPPARD. The committee will come to order.

We shall now take up the Defense Supply Agency. Please insert page 10 in the record.

(The page follows:)

Installation and line item:	*Fiscal year 1963 appropriation request*
Cameron Station, Alexandria, Va	$3,700,000
Conversion of warehouse 4 to administrative space	(1,725,000)
Conversion of warehouse 5 to administrative space	(1,465,000)
Cafeteria (conversion of warehouse 7)	(510,000)
Columbus General Depot, Columbus, Ohio: Conversion of warehouses 37 and 30 to administrative space	3,191,000
Gentile Air Force Station, Montgomery, Ohio: Conversion of warehouse building 44 to administrative space	1,296,000
Military Industrial Supply Agency, Philadelphia, Pa.: Conversion of warehouses 4 and 8 to administrative space	1,020,000
Subtotal	9,207,000

CAMERON STATION, ALEXANDRIA, VA.

Mr. SHEPPARD. Let us take the first item of the Defense Supply Agency, which is Cameron Station, Alexandria.

MILITARY CONSTRUCTION AUTHORIZATION PROGRAM

FISCAL YEAR: 1963 | DEPARTMENT: DEFENSE | DATE: 1 January 1962

I - INSTALLATION DATA

1. NAME	2. LOCATION	3. TYPE	4. INSTALLATION CONTROL NO.
Defense Supply Agency	Cameron Station	Permanent	
5. NEAREST CITY	**6. COUNTIES (If continental); COUNTRIES (If overseas)**	**7. COMMAND**	
Alexandria	-	Director, Defense Supply Agency	
8. PRINCIPAL FUNCTION OR PRODUCT		**9. YEAR OF INITIAL OCCUPANCY**	**10. STATUS**
Provide common supplies and services to Defense Department.		NA	Active

II - MISSION Administer supply and service organizations in the provision of subsistence, traffic management, clothing and textiles, medical, petroleum, automotive, construction, industrial, electronics and military general supplies such as housekeeping items. Coordinate procurement, cataloging, standardization, analysis and design of supply and service systems and materiel management. Provide for the disposal of surplus (personal property). Operate the Logistics Service Center.

III - PERSONNEL STRENGTH *ASTIA

CATEGORY	OFFICER	ENLISTED	CIVILIAN	OTHER	TOTAL
1. PRESENT	77	10	659	-	746
2. LONG RANGE (Phase I)	107	10	1289	594*	2000

Tenant of Cameron Station

IV - INVENTORY

LAND	ACRES	LAND COST	IMPROVEMENTS	TOTALS
1. OWNED		$	$	$
2. LEASED		($)		$
3. INVENTORY TOTAL AS OF (Except Land Rent)				$ 0
4. AUTHORIZATION NOT YET IN INVENTORY				$ 1,500,000
5. AUTHORIZATION IN THIS REQUEST				$ 3,700,000
6. ESTIMATED FUTURE AUTHORIZATION				$ 0
7. GRAND TOTAL				$ 5,200,000

V - INSTALLATION CONSTRUCTION PROGRAM

FACILITY CLASS AND CONSTRUCTION CATEGORY				PHYSICAL CAPACITY (In units shown in Column e)				COST TO GOVERNMENT (In thousands of dollars)			
CATEGORY CODE NO. a	LINE ITEM NO. b	DESCRIPTION c	JUSTIFICATION PAGE NO. d	UNIT OF MEASURE e	PERMANENT FACILITIES INVENTORY 19__ f	ADDITIONAL CAPACITY REQUIRED g	PRIOR AUTHORIZATION OUTSTANDG. 19__ h	NEW AUTHORIZATION REQUESTED i	ESTIMATED COST OF REQUIRED FACILITIES j	PRIOR AUTHORIZATION OUTSTANDG. 19__ k	NEW AUTHORIZATION REQUESTED l	NEW APPROPRIATION REQUESTED m
610	-	Conversion of Warehouse 4 to Administrative Space	11a, 11b	SF	130,700	130,700	130,700	130,700	1,725	1,500	1,725	1,725
610	-	Conversion of Warehouse 5 to Administrative and Operating Space for ASTIA	11c	SF	-	130,700	-	130,700	1,465	-	1,465	1,465
740	-	Conversion of Part of Warehouse 7 to Cafeteria	11d, 11e	SF	-	24,000	-	24,000	510	-	510	510

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Mr. SHEPPARD. Dealing with the series of warehouses on a unit basis, we find the following differentials in square-foot cost: At Cameron, $11 and then we later find $10, $18, $20. In other words, I want to call your attention to the deviation between the $11 and $20. There is a considerable difference in cost. What is this difference based on?

Mr. SHERIDAN. Mr. Chairman, warehouse No. 4 which is based on a conversion cost of $11 a square foot, and then we have warehouse 5 at $10.18.

Mr. SHEPPARD. And warehouse No. 7 at $20.

Mr. SHERIDAN. That is a cafeteria, so I do not think it is comparable.

Mr. SHEPPARD. All right, but what about the other two?

Mr. SHERIDAN. If we can discuss No. 4 and No. 5, I think it will be a little clearer.

No. 4 is completely headquarters space for the Defense Supply Agency and No. 5 has both headquarters and operating space for ASTIA, Armed Services Technical Information Agency. Both of them have air conditioning provided but in warehouse No. 4, the new ceiling must be structurally supported from the floor since the trusses will not carry it.

In warehouse No. 5, the new ceiling will be supported from the existing superstructure. The current work estimate for warehouse No. 3, now under construction, corroborates the cost for warehouse No. 4. We feel that with the high proportion of executive-type offices in warehouse No. 4, and the expense of open operating space with a small proportion of executive-office area in warehouse No. 5, we have a very firm estimate here of $11 for No. 4 and $10.18 a square foot for No. 5.

Mr. SHEPPARD. Mr. Secretary, structurally speaking, that presents a rather interesting problem. Basically, within the confines of the building, your load-carrying factor is involved here; to wit, your basement?

Mr. SHERIDAN. That is right.

Mr. SHEPPARD. I though I heard you refer to a ceiling complex.

Mr. SHERIDAN. There is a ceiling problem in No. 4 in that the ceiling will not support the structure now. We have to build from the bottom up and the trusses will not carry the ceiling.

You have to build from the base of the floor.

Mr. SHEPPARD. If you are building from the base foundation, why, in this particular area, do you find any deviation other than the additional workload you have to sustain from the base to the ceiling?

Are you going higher than your load factor in this one area than in the other?

Mr. SHERIDAN. No; it is a condition of trusses in the two warehouses. These were built in World War II and the lumber and so forth makes the difference.

Mr. SHEPPARD. Lumber does?

Mr. SHERIDAN. The grade of lumber.

Mr. SHEPPARD. What is the existing cost factor as against what you contemplate here?

Mr. SHERIDAN. I do not have that breakdown solely for the ceiling but I can give it to you for the committee record.

(The information follows:)

COMPARISON OF PRICE FOR DSA WAREHOUSE CONVERSIONS

The pricing for the conversion of warehouse space to administrative facilities for DSA at Cameron Station, Columbus General Depot, Gentile Air Force Station, and Philadelphia Naval Supply Depot represents preliminary estimates based on a general survey of the work required and past cost experience. Each of these projects will utilize a different type of warehouse and the requirements of the activity to be housed varies.

Cameron No. 4, $11 per square foot:
- Headquarters space for DSA.
- Air conditioning to be provided.
- High proportion of executive-type offices.
- New ceiling must be structurally supported from floor since trusses will not carry it.
- Current CWE for Warehouse 3, now under construction for DSA, corroborates this cost.

Cameron No. 5, $10.18 per square foot:
- Headquarters and operating space for ASTIA.
- Air conditioning to be provided.
- Extensive open operating space with small proportion executive offices, but includes major reproduction and ADP facilities.
- New ceiling supported from existing superstructure.

Columbus, $7.75 per square foot:
- Working space for operating activities of DSA.
- Air conditioning to be provided.
- Mainly large open office and operating areas with small proportion of conventional offices, with minimum of corridor space.
- Includes low cost shop space for construction equipment maintenance.

Gentile, $5 per square foot:
- Working space for operating agency of DSA.
- Mainly large open office and operating areas with minimum of circulation areas.
- Air conditioning existing; only one 200-ton cooling tower to be provided.
- Ceilings not required.

Philadelphia, $8 per square foot:
- Working space for operating activity of DSA.
- Mainly large open office and operating spaces with minimum of corridor space.
- Portion of space has already been partially converted.

Mr. SHEPPARD. What is the cost factor of the work you are doing now?

Mr. SHERIDAN. This is in the neighborhood of $11 a square foot in warehouse No. 3.

Mr. SHEPPARD. For the purpose of the record, what can you tell us about the square foot per employee aspect of this approach?

Mr. SHERIDAN. In warehouse No. 4 there will be 700 people in 130,700 square feet.

In warehouse No. 5 there will be 700 people in 130,700 square feet. They are identical.

Mr. SHEPPARD. You are building in a factor requirement for so much weight load that you have to carry; right or wrong?

Mr. SHERIDAN. That is correct, plus the capacity of the trusses to carry that load.

Mr. SHEPPARD. You have to add to the factor there the total number of bodies you have in the square footage you allocate, and that is on top of the load factor, is it? Is it a component part of it?

Mr. SHERIDAN. A component part of it.

Mr. SHEPPARD. Let us take Columbus, Ohio, and Philadelphia, for example. At Columbus and other places referred to, you have figures

of $7.75, $5, and then a unit cost of $11, $10, $18, and $20. What is the reason for these variances?

Mr. SHERIDAN. In both Columbus and Gentile, there are large open-office and operating areas with a minimum of circulating areas. At Gentile, which is only $5 a square foot, the air conditioning now exists and ceilings are not required.

At Columbus, air conditioning will be provided so it will run slightly higher than at the Gentile installation.

This is the reason for the difference in price.

At Columbus, in comparison with Cameron, we have low-cost shop space for construction equipment and maintenance.

We are not comparing apples and apples here. Each one is different. The main comparison, I think, would be between No. 4 and No. 5 at Cameron.

Mr. SHEPPARD. Philadelphia is reflected here as being $8.

Mr. SHERIDAN. A portion of the space at Philadelphia is already partially converted. This is large open-office and operating space, with a minimum of corridor or circulating space. There is no air conditioning there.

Mr. SHEPPARD. Will this complete the administrative space requirement for DSA in the Washington area?

Mr. SHERIDAN. In fiscal year 1964 we propose to move the Defense Petroleum Supply Center and the Defense Traffic Management Service to Cameron Station. These are both field activities of DSA. DPSC is now located in leased space in Washington which would be released to GSA for disposition. DTMS is located in a portion of a temporary building which would be used for other Defense or GSA requirements.

Mr. SHEPPARD. Will this complete the requirement for administrative space for DSA headquarters?

Mr. SHERIDAN. The construction scheduled at Cameron Station through fiscal year 1963 will meet the requirement for administrative space for DSA headquarters within the scope of missions presently assigned.

Mr. SHEPPARD. Questions on this item?

Mr. JONAS. I would like to ask the Secretary a question about a subject we were discussing just before lunch.

What are you going to do with these civil defense people you brought in from Battle Creek? Where are you going to house them?

Mr. LOFTIS. The present plans are to house them in the Pentagon.

Mr. JONAS. Do you have room for them?

Mr. LOFTIS. We are making room by moving some sections of the Army Ordnance Corps into temporary buildings I, J, K, and L, which were recently vacated by the CIA when they moved to Langley.

Mr. JONAS. What have you been doing with this warehouse space that you want to convert?

Mr. LOFTIS. It has been used for storage of documents for the Adjutant General's Office and certain records in the General Accounting Office. There are some other miscellaneous activities in there of the Department of the Army which are being relocated elsewhere.

Mr. JONAS. Where are you going to move? Have these warehouses been full.

Mr. LOFTIS. The General Accounting Office records have been in there for a number of years under a program of disposition.

The records occupied space in one and two-thirds warehouses. They were taken over by National Archives and moved to their centers at Mechanicsburg, Alexandria, and St. Louis and integrated with existing files at those centers.

Mr. JONAS. Where are you moving the 3,031 people from into these warehouses at Cameron?

Mr. LOFTIS. They are now scattered in various locations in the Washington area in temporary buildings.

Mr. JONAS. What will happen to the spaces they have been occupying?

Mr. LOFTIS. This is a part of the general problem GSA has in providing office space in the Washington area for various Government activities.

Mr. JONAS. Will they be released?

Mr. LOFTIS. To the extent that we can release them. We do want to release these temporary buildings for demolition and some of them have already been demolished. There are unfilled requirements on the General Services Administration right now so that they are out trying to lease space to take care of various Government activities.

Mr. JONAS. This is a pretty substantial cost item for conversion of warehouse space to office space. Will there be any costs involved other than these set out in this consolidation in the Defense Supply Agency?

Mr. LOFTIS. As a result of consolidation any other costs would be minimal. This is the principal factor of cost, getting the headquarters established for the Defense Supply Agency and the conversion of these warehouses to office space.

Mr. JONAS. Do you foresee any net savings as a result of this consolidation?

Mr. SHERIDAN. We do, both in personnel and in total maintenance costs. I cannot give you an exact figure on this but Secretary McNamara has ordered, in the consolidation of these supply agencies, the net total would be less than what we now have in the Army, Navy, and Air Force and OSD operating in this area. It would be a saving in personnel. We had some estimates on it but I do not know if they are refined enough to give to the committee.

Mr. JONAS. Of course, you had supply agencies in each of the services and presumably the total number of people involved will be slightly more, according to what you say, to run this agency after the consolidation?

Mr. SHERIDAN. That is right.

Mr. JONAS. Are you planning to move the same people out of the services into this Defense Agency?

Mr. SHERIDAN. That is correct; not all of them.

Mr. JONAS. You are opening up in these two warehouses 260,000 square feet of space, and what will happen to the space you are vacating?

Mr. LOFTIS. This is space that personnel are being moved out of from scattered locations in the Washington area, and which will be reused either by Defense personnel going into those areas, or by other Government agencies personnel.

If I might expand a little on the other question, Mr. Jonas, in the record of hearings in operation and maintenance for the Defense agencies, Mr. Mahon's committee, General McNamara provided the following estimate of the personnel and dollar savings as a result of the establishment of the Defense Supply Agency.

You may wish to have this information.

Mr. JONAS. I would like to have it if you can provide it.

Mr. LOFTIS. I can summarize it for you.

The total estimated to be required by Army, Navy, Marine Corps, and Air Force for the functions which were transferred to the Defense Supply Agency was $205,400,000 before consolidation. This is for operation and maintenance. The estimate of the Defense Supply Agency to continue the performance of these functions is $177,700,000, or a net reduction of $27.7 million.

Mr. JONAS. Does that include the cost of reconversion or is that just operation?

Mr. LOFTIS. That is just operation and maintenance.

Mr. JONAS. That amount would be reduced by the cost of renovation?

Mr. LOFTIS. Yes, sir. This includes the entire complex, not just the Washington headquarters. It includes the field operations, too.

Mr. JONAS. That is all, Mr. Chairman.

COLUMBUS GENERAL DEPOT, OHIO

Mr. SHEPPARD. Let us go to the next item which is Columbus General Depot.

MILITARY CONSTRUCTION AUTHORIZATION PROGRAM

FISCAL YEAR 1963 | DEPARTMENT Defense | DATE 2 April 1962

I - INSTALLATION DATA

1. NAME	2. LOCATION	3. TYPE	4. INSTALLATION CONTROL NO.
Defense Supply Agency	Columbus General Depot, Ohio	Permanent	Ohio -1
5. NEAREST CITY	**6. COUNTIES (If continental); COUNTRIES (If overseas)**	**7. COMMAND**	
Columbus, Ohio	Franklin	Defense Supply Agency	
8. PRINCIPAL FUNCTION OR PRODUCT		**9. YEAR OF INITIAL OCCUPANCY**	**10. STATUS**
Administer Depot Stocks		NA	Active

II - MISSION

The Defense Construction Supply Center is the element of the Defense Supply Agency which administers depot stocks in the category of construction equipment and supplies, of the Department of Defense. It operates as an inventory control point for assigned material for construction supply and performs related functions in the areas of procurement, maintenance and standardization for all military departments. The basic function is defined in DoD Directive 5105.22, dated November 6, 1961.

III - PERSONNEL STRENGTH

CATEGORY	OFFICER	ENLISTED	CIVILIAN	OTHER	TOTAL
1. PRESENT	38	-	2529	-	2567
2. LONG RANGE (Phase I)	38	-	3087	-	3125

IV - INVENTORY

LAND	ACRES	LAND COST *	IMPROVEMENTS	TOTALS
1. OWNED		$	$	$
2. LEASED		($)		$
3. INVENTORY TOTAL AS OF (Except Land Rent)				$
4. AUTHORIZATION NOT YET IN INVENTORY				$ 843,000
5. AUTHORIZATION IN THIS REQUEST				$ 3,191,000
6. ESTIMATED FUTURE AUTHORIZATION				$
7. GRAND TOTAL				$ 4,034,000

V - INSTALLATION CONSTRUCTION PROGRAM

FACILITY CLASS AND CONSTRUCTION CATEGORY				PHYSICAL CAPACITY (In units shown in Column e)					COST TO GOVERNMENT (In thousands of dollars)			
CATEGORY CODE NO. a	LINE ITEM NO. b	DESCRIPTION c	JUSTIFICATION PAGE NO. d	UNIT OF MEASURE e	PERMANENT FACILITIES INVENTORY 19__ f	ADDITIONAL CAPACITY REQUIRED g	PRIOR AUTHORIZATION OUTSTANDG. 19__ h	NEW AUTHORIZATION REQUESTED i	ESTIMATED COST OF REQUIRED FACILITIES j	PRIOR AUTHORIZATION OUTSTANDG. 19__ k	NEW AUTHORIZATION REQUESTED l	NEW APPROPRIATION REQUESTED m
610	28	Conversion of space in Warehouse 11 and 12 and upgrading of space in Warehouse 27 and 30 for DCSC/EMC.	12a	SF	0	483,350	1 3,400	374,950	4,034	843	3,191	3,191

Page No. 12

DA FORM 1674-R, 1 AUG 57 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

Mr. SHEPPARD. I wish you would explain to the committee just what you propose to do at this location in the conversion of space at a cost in excess of $3 million.

Captain CHRISTENSEN. Mr. Chairman, this is the Defense Construction Supply Agency which will be the single manager for repair parts for construction equipment used among the various services. This Agency will perform the same managerial functions in the stock determinations, procurement, inventory control, and so forth, that our other centers perform in their specialized field of inventoy management. This activity was chartered prior to the charter of the Defense Supply Agency and was given as a single manager job to the Department of the Army, and as the Defense Supply Agency came into being, consolidating management of common supplies and services, the Agency moved to our management. They are in the process, or very early in the process, of assuming their responsibilities in the field of construction, equipment, repair parts, and management. This will be their function and they are located here because of the great amount of personal talent available since the Army had their engineering maintenance center headquarters here and the personnel who developed the technical manuals for maintenance and construction equipment, and so forth, so we have combined the Defense Construction Supply Center, the pure inventory managers, with this engineering maintenance and technical function in order to get cross-use of technical capability in this one area.

Personnel was of prime consideration, or is in any of these inventory management functions, trained personnel; secondly, we had the problem of available space. This space is available at the Columbus Depot for this conversion to house this activity.

Mr. SHEPPARD. Putting this in my language, what you are really doing here is compacting the operation and bringing it into a status of centralization?

Captain CHRISTENSEN. Yes, sir.

Mr. SHEPPARD. That is pretty much your policy in the overall picture, when possible, bringing it into one concentrated area instead of dispersing it?

Captain CHRISTENSEN. Yes, sir; the managerial functions. That is right, Mr. Chairman.

Mr. SHEPPARD. What are you using in this facility at the present time?

Captain CHRISTENSEN. In this facility?

Mr. SHEPPARD. Yes.

Captain CHRISTENSEN. The Columbus Depot was a depot where there was excess warehouse space. The warehouse space was being utilized only as warehouse space because it was excess to current needs.

Mr. SHEPPARD. The cafeteria and machine records facility are here at the present time?

Captain CHRISTENSEN. There is a small cafeteria which is in a temporary World War II wooden building which was there just to serve the comparatively small number of people involved in the depot operations. This facility is not adequate to serve the number of people that will be involved in the expanded operation of this single manager agency. In addition to the high cost of continuing to try to operate a cafeteria, as you well know, in an old wooden building with old linoleum floors on top of rotting wood, and so forth——

Mr. SHEPPARD. Last year, as I recall, the Congress funded work at this depot. How does that compare with what you propose in this program? Are you familiar with last year's operation?

Captain CHRISTENSEN. Yes, sir. Last year's operation provided for the upgrading of some space for the engineering maintenance center at this activity and this is a continuation of that program to permit the complete implementation of this activity's mission.

This is an incremental thing.

We could ask for the whole thing, or could have last year, but it is in increments, as we have seen the function, and needed the space, and then we will come to you and ask for it.

Mr. SHEPPARD. Drawing a conclusion from the subject matter you have placed in your justifications, quite frequently we find the word "savings." I think under this type of operation, a comparable saving of words might save a lot of questions on the part of the committee. If you have established a saving that is one thing, but if it is an assumptive saving, that is another.

Captain CHRISTENSEN. Sir, I cannot agree with you more.

Mr. SHEPPARD. As long as we have typewriters operating, maybe we ought to say "assumptive" or otherwise say it is a proven factor.

Captain CHRISTENSEN. Yes, sir.

Mr. SHEPPARD. We could thus save a lot of superfluous work up here.

Captain CHRISTENSEN. Yes, sir.

Mr. SHEPPARD. Consequently, how much are you going to save?

Captain CHRISTENSEN. If I may, I will give you an analysis of the situation regarding Government space in the Columbus area. We have checked with GSA, who has the space in that area, and is providing space for other Government offices, and as far as our Defense Construction Supply Agency is concerned, they are presently operating at a location at 52 Starling Street in downtown Columbus. We have part of the activity out of Columbus in this space you mentioned, which was in last year's program. In addition to the engineering maintenance function now being performed 50 miles away at Marion, this project will bring these people all together.

The space presently being utilized in Columbus at 52 Starling Street, we are occupying approximately 200,000 square feet of space. This is a GSA building and we will be able to vacate this building and turn the whole building back to GSA.

In addition, we will bring the people in from Marion.

Now, other Government agencies located in Columbus which cannot be housed in Government-owned buildings occupy space totaling 108,945 square feet, and the annual rental on this space furnished us by GSA is $338,900 a year.

Mr. SHEPPARD. You would not concede that you could have a savings there until such time as you amortize your original investment, would you?

Captain CHRISTENSEN. No, sir.

Mr. SHEPPARD. In other words, you have been operating on this premise and now you are going into a capital investment premise, and until you have operated in that field, you can only surmise as to the factors created by that premise?

Captain CHRISTENSEN. You are absolutely correct. In addition, by our vacating 52 Starling Street, a GSA-owned building, GSA would

then consider consolidating its leased space and operations in Starling Street.

The GSA is occupying 100,000 square feet in an old post office building located in a building in Columbus built in 1887. This is a costly building to maintain and they would like to get out of it. They have told us that if they can get out of it by consolidating in 52 Starling Street, the building could bring a possible return of $500,000 sale as excess, because of its location in midtown Columbus.

Mr. SHEPPARD. How many personnel will you be able to remove from the rolls as a result of this conversion?

Captain CHRISTENSEN. I cannot attach a specific handle to this specific activity. However, the Defense Supply Agency for the year 1963, and in the overall operations, will reduce the requirement for personnel to operate these functions under DSA vis-a-vis the operation under individual services by 2,900. So total savings in money next year, as a result of this personnel reduction and other operation and maintenance costs, is $27 million.

This is reflected in the 1963 budget submission.

Mr. SHEPPARD. I wish you would insert in the record at this point a letter from the Secretary of Defense stating that these savings will be achieved and the reductions specifically made in future Defense Department budgets. We would like to ask Mr. McNamara's office to furnish that information.

Captain CHRISTENSEN. Yes, sir.

(The information follows:)

THE SECRETARY OF DEFENSE,
Washington, May 14, 1962.

Hon. HARRY R. SHEPPARD,
Chairman, Subcommittee on Military Construction,
Committee on Appropriations, House of Representatives.

DEAR MR. CHAIRMAN: During the recent hearings of the appropriation, "Military construction, defense agencies," you requested an expression from the Department of Defense with respect to adjustments made in the appropriation, "Operation and maintenance," in connection with the establishment of the Defense Supply Agency.

The services' requests in the fiscal year 1963 budget, as submitted to my office for supply functions which have been transferred to Defense Supply Agency, were as follows:

	Amount requested
Operation and maintenance, Army, 1963	$118,000,000
Operation and maintenance, Navy, 1963	36,800,000
Operation and maintenance, Marine Corps, 1963	1,800,000
Operation and maintenance, Air Force, 1963	48,800,000
Total	205,400,000

In lieu of the above, the amount included in the President's budget in the appropriation, "Operation and maintenance, defense agencies," for the Defense Supply Agency is $177,700,000. It is to be noted that the amounts requested by the services and the amount included in the President's budget for the Defense Supply Agency operations has been adjusted by an amount of $27,700,000.

Sincerely,

ROSWELL GILPATRIC, *Deputy.*

Mr. SHEPPARD. Questions upon the item?

Mr. SHELLEY. I have no specific questions, Mr. Chairman.

I think the last questions you posed touched upon what has been bothering me every time people come in with a unification or reorganization plan which seems to cost more money. I think you asked a very specific question for which there was no answer: How many

bodies do we save? I think we ought to know, if there is going to be unification, whether it will mean a single saving, or what reduction it will mean in personnel.

Can anybody estimate this?

Captain CHRISTENSEN. In personnel?

Mr. SHELLEY. Yes.

Captain CHRISTENSEN. Yes, sir. We estimated 2,900 personnel and the 1963 budget submitted for the Department of Defense reflected $27 million savings next year.

Mr. SHELLEY. All right.

Captain CHRISTENSEN. This is just for the 1 year. You understand we are only 3 months old. We would certainly hope to have more savings.

Mr. SHELLEY. I give you all credit for it and I know you are just a baby and not crawling yet, but you know the period of weaning lasts only so long. You unify, coordinate, tie together, for a single purpose, all services' work. Yet we who sit on this side find that over a year or two, this always winds up to just the same if not more money.

Captain CHRISTENSEN. We would hope this does not happen, sir.

Mr. SHELLEY. We hope it even more than you do.

That is all, Mr. Chairman.

Mr. SHEPPARD. Mr. Jonas?

Mr. JONAS. Of course, that $27 million is not to be reduced by the $9 million you are asking for here to spend for construction when you get the buildings equipped to house these people?

Captain CHRISTENSEN. Yes, sir.

Mr. JONAS. We are not saving $27 million, but we are saving $9 million less than that in this item?

Captain CHRISTENSEN. Yes, sir.

Mr. Jonas, I mentioned that the savings did accrue to the personnel and the operation and maintenance area, not in the construction area.

Mr. JONAS. I do not see where you get all this vacant warehouse space in Philadelphia. We have already heard about the Navy moving two offices in there and usurping space used for warehouses. Now you are going to take 121,000 square feet for administrative space. You must have a lot of warehouse space in Philadelphia that is unused; is that true?

Captain CHRISTENSEN. Yes, sir. This is a third and last increment of the program that has been going on now for 3 years to provide the administrative space for this single manager on the Navy property at the Naval Supply Depot in Philadelphia.

Mr. JONAS. Can you assure the committee that when you absorb this 121,000 square feet, you are not going to go out and acquire warehouse space to house the supplies you moved out of there?

Captain CHRISTENSEN. No, sir; this space is available.

Mr. JONAS. Vacant space?

Captain CHRISTENSEN. Yes, sir.

Mr. JONAS. It will not have to be duplicated?

Captain CHRISTENSEN. No, sir.

Mr. JONAS. That is all.

Mr. SHELLEY. Mr. Chairman, may I go back just a little bit? I want to follow up on Mr. Jonas' questions.

When we have a consolidation of a service of this type, which must be based upon the idea of saving to the taxpayer and better distribution, why do we have to come up each time with a request for building new buildings? Are there not enough facilities somewhere that we can use without building new buildings? We have dish after dish served up to us here, so it gets to be like a lot of hash with nothing but catsup on top, and you cannot taste the meat.

Mr. SHERIDAN. The only ones you see are the ones that cost money to move into. There are a lot of buildings that agencies have moved into that do not come up here for authorization and appropriation of funds. They are adequate the way they are.

I think that goes on constantly. The ones you see are the ones that require a major outlay of money.

Mr. SHELLEY. If there are other buildings that can be used, why do we always have to build new ones? You say that there are others who do not come to us, but how many others? Where are they as contrasted or compared with what we get here?

I repeat that every time you want to do something like this to save money, like pooling things together, you come in with a bill for new buildings.

Can anybody give me an answer to that? Are there not adequate buildings available from other services?

Mr. SHERIDAN. No; or we would not be up here asking for this.

Mr. SHELLEY. All right; that is your answer. I will say that it was terse and to the point.

Mr. JONAS. Of course, we are talking here now about warehouses, and this is an item of $9 million.

Mr. SHELLEY. So what is $9 million to the Department of Defense? To you and me and to our districts it is quite a bit.

Mr. JONAS. It is a big item in my district.

Mr. SHELLEY. I wonder at times at some of these proposals.

Occasionally there are proposals from the Department of Defense where they want to eliminate this or that service and combine this or that service, but my own personal view is that it will always cost more money and give less service to the general area. Each one of these things costs more money and if that is the criteria, I certainly want to know.

That is all.

GENTILE AIR FORCE BASE, OHIO

Mr. SHEPPARD. We shall go to the next item which is Gentile Air Force Base in Ohio.

MILITARY CONSTRUCTION AUTHORIZATION PROGRAM

FISCAL YEAR	DEPARTMENT	DATE
1963	DEFENSE ~~XXXX~~	24 January 1962

I - INSTALLATION DATA

1. NAME	2. LOCATION	3. TYPE	4. INSTALLATION CONTROL NO.
Defense Supply Agency	Gentile Air Force Station, Montgomery, Ohio	Permanent	1750
5. NEAREST CITY	**6. COUNTIES (If continental); COUNTRIES (If overseas)**	**7. COMMAND**	
Dayton, Ohio	Montgomery	Director, Defense Supply Agency	
8. PRINCIPAL FUNCTION OR PRODUCT		**9. YEAR OF INITIAL OCCUPANCY**	**10. STATUS**
Maintenance Depot		1962	Active

II - MISSION

Defense Center Material, Electronics

III - PERSONNEL STRENGTH

CATEGORY	OFFICER	ENLISTED	CIVILIAN	OTHER	TOTAL
1. PRESENT	5	10	782		797
2. LONG RANGE (Phase I)	112	-	3364		3476

IV - INVENTORY

LAND	ACRES	LAND COST	IMPROVEMENTS	TOTALS
1. OWNED		$	$	$
2. LEASED		($)		$
3. INVENTORY TOTAL AS OF			(Except Land Rent)	$
4. AUTHORIZATION NOT YET IN INVENTORY				$ 420,000
5. AUTHORIZATION IN THIS REQUEST				$ 1,296,000
6. ESTIMATED FUTURE AUTHORIZATION				$
7. GRAND TOTAL				$ 1,716,000

V - INSTALLATION CONSTRUCTION PROGRAM

FACILITY CLASS AND CONSTRUCTION CATEGORY				PHYSICAL CAPACITY (In units shown in Column e)					COST TO GOVERNMENT (In thousands of dollars)			
CATEGORY CODE NO. a	LINE ITEM NO. b	DESCRIPTION c	JUSTIFICATION PAGE NO. d	UNIT OF MEASURE e	PERMANENT FACILITIES INVENTORY 19__ f	ADDITIONAL CAPACITY REQUIRED g	PRIOR AUTHORIZATION OUTSTANDS. 19__ h	NEW AUTHORIZATION REQUESTED i	ESTIMATED COST OF REQUIRED FACILITIES j	PRIOR AUTHORIZATION OUTSTANDS. 19__ k	NEW AUTHORIZATION REQUESTED l	NEW APPROPRIATION REQUESTED m
610		Logistical Facil. Depot	13a	SF	145,000	240,000	0	240,000	1,296	0	1,296	1,296

DA FORM 1674R, 1 AUG 57 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

Mr. SHEPPARD. We find here a one-line item having to do with Logistical Facility Depot. What do you propose to do at this location?

Captain CHRISTENSEN. The Gentile Air Force Station will become the single-manager agency for the electrical and electronics package which was approved for implementation by the Secretary of Defense on the 1st of January. They will become the single manager for all common electrical and electronic supplies used by the Department of Defense. They will take over about 100,000 items from the individual Services. A preliminary survey of these items by the technicians, as we gather them from all nooks and crannies in the Department of Defense through managing electronic supplies, shows that these items can be reduced to about 700,000 through standardization and commonalty studies.

Mr. SHEPPARD. Am I to assume from that response——

Captain CHRISTENSEN. May I correct the record?

I said 100,000. There is 1 million that goes with that 700,000.

Mr. SHEPPARD. That still does not change my question.

Are we so disrelated to the existing storage requirements by geographical location.

Today in your warehouses, you have this, that, and several other things. What do you want to centralize?

Captain CHRISTENSEN. This is an administrative function to perform there the same as at Columbus. They are inventory managers.

Mr. SHEPPARD. In other words, you want to centralize management abiltiy?

Captain CHRISTENSEN. Yes, sir.

Mr. SHEPPARD. Why do you find it necessary for the defense electronic supply center to be located here rather than at some other location where existing facilities may or may not be adequate?

Captain CHRISTENSEN. I will answer the last part first. There were no existing facilities adequate for this combined operation. The Air Force has been managing its own individual segment of electronic material and had been managing it at the Gentile Air Force Depot.

They have an operation there that has been going on for some years. Consequently, they have the trained technical personnel available at that site. They will continue on, of course, with the electronics supply center. About 55 percent of the total personnel required to staff this management center will be the personnel that are there that have been working in electronics through these years.

When we get into the technical field like this we certainly have to garner unto ourselves all the technical assistance that we can and the trained experienced technical personnel.

Mr. SHEPPARD. What happens to the Navy office at Mechanicsburg?

Captain CHRISTENSEN. Mechanicsburg is not handling electronics. I believe maybe you mean the electronics supply office in Great Lakes?

Mr. SHEPPARD. It can be either place, or a combination of both.

Captain CHRISTENSEN. The items transferred to us, the personnel will be transferred along with the function. However, the individual services will continue to manage electronic items. In other words, our charter provides that we only manage those common items. They will still have their items which are peculiar to their own weapons

system and their own individual service requirements which they will continue to manage, and this is true of all the services.

Mr. SHEPPARD. What cafeteria space is there here at the present time?

Captain CHRISTENSEN. At Gentile they have a temporary small cafeteria space. This is similar to the one at Columbus, which is in a temporary wooden building, total capacity of in the neighborhood of 300 personnel. It is not susceptible to renovation or even expansion. It is located within a complex of temporary wooden buildings.

Mr. SHEPPARD. Captain, where are these 3,400 personnel required for this headquarters located at the present time?

Captain CHRISTENSEN. I cannot tell you exactly where they are located by numbers. However, I would like to point out that they are located, not in blocks in any one place, either for the Army, the Navy, or the Air Force, because the Navy's electronic function, some of it presently exists within the technical bureaus here in Washington, some in the aviation field at the aviation supply office in Philadelphia and of course the electronics supply office in Great Lakes. The Air Force and the Navy are segmented in the same manner. I can, however, tell you that the percentage of personnel from each one of the services that will accrue to this organization and the numbers in total.

Mr. SHEPPARD. I do not want to take up too much time to go into this.

Here is quite a large-sized factor of bodies involved. Be rather specific.

Captain CHRISTENSEN. Yes, sir. The Air Force will furnish 55 percent of the personnel. The Navy will furnish 28 percent of the personnel. The Army will furnish 14 percent and the Marine Corps 3 percent.

As I stated before, these come from various locations.

Mr. SHEPPARD. What specific savings will be achieved and in what appropriation items, as a result of the establishment of this center?

Captain CHRISTENSEN. Of course, we are striving, and within the 2,900 personnel I mentioned before, some will be attributable to this consolidation that we are talking about. I would like to refer back to my previous statement where I mentioned that a million items are being taken over by this activity and it is now estimated that they can reduce this to 700,000 items through single manager operation, and of course this will result in dollar savings.

Mr. SHEPPARD. You attribute the savings to that of personnel expenditures. In other words, as you decrease your volume of workload by elimination through consolidation, then obviously you can follow through and get rid of some personnel?

Captain CHRISTENSEN. Yes, sir.

Mr. SHEPPARD. One follows the other in logical sequence to a degree?

Captain CHRISTENSEN. To a degree. There may be some personnel savings ahead of this as we transfer the function; your administrative overhead personnel supporting the technicians, the workers, could be reduced in the various services as we take the technicians into this one headquarters but I am not prepared to give any figure.

Mr. SHEPPARD. I concur in the fact it could be. The question is, will it be? I invariably find, and I think my membership on the committee

will agree, that in this type of operation you find the actual reduction of a consolidation reflected about 6 to 18 months later. It does not become too prevalent for analysis or evaluation purposes in the first 6 months of 1 year.

Captain CHRISTENSEN. Yes, sir; I believe this is true, sir. There is this shakedown period.

Mr. SHEPPARD. Of course, you are in transition. You cannot determine the end result of transition until the transition is over, period.

Captain CHRISTENSEN. This is absolutely true.

NAVAL SUPPLY DEPOT, PHILADELPHIA, PA.

Mr. SHEPPARD. The next item has to do with the Naval Supply Depot, Philadelphia, Pa.

MILITARY CONSTRUCTION AUTHORIZATION PROGRAM	FISCAL YEAR FY-63	DEPARTMENT ~~XXXXX~~ DEFENSE	DATE January 15, 1962

I - INSTALLATION DATA

1. NAME	2. LOCATION	3. TYPE	4. INSTALLATION CONTROL NO.
Defense Supply Agency	NSD Philadelphia, Pa.	Permanent	Navy 4226-700
5. NEAREST CITY	**6. COUNTIES (If continental); COUNTRIES (If overseas)**	**7. COMMAND**	
Within Philadelphia, Pa.	Philadelphia	Director, Defense Supply Agency	
8. PRINCIPAL FUNCTION OR PRODUCT		**9. YEAR OF INITIAL OCCUPANCY**	**10. STATUS**
Inventory Management		1962	Active

II - MISSION

To perform inventory control functions and logistical management functions of the single manager for the Department of Defense Military Industrial Supply System.

III - PERSONNEL STRENGTH

CATEGORY	OFFICER	ENLISTED	CIVILIAN	OTHER	TOTAL
1. PRESENT			1,037		1,037
2. LONG RANGE (Phase I)			2,936		2,936

IV - INVENTORY

LAND	ACRES	LAND COST	IMPROVEMENTS	TOTALS
1. OWNED		$	$	$
2. LEASED		($)		$
3. INVENTORY TOTAL AS OF (Except Land Rent)				$ *
4. AUTHORIZATION NOT YET IN INVENTORY				$ 1,925,000
5. AUTHORIZATION IN THIS REQUEST				$ 1,020,000
6. ESTIMATED FUTURE AUTHORIZATION				$
7. ~~XXXXX~~ TOTAL (*Tenant of NSD Philadelphia, Pa.)				$ 2,945,000

V - INSTALLATION CONSTRUCTION PROGRAM

FACILITY CLASS AND CONSTRUCTION CATEGORY				PHYSICAL CAPACITY (In units shown in Column e)				COST TO GOVERNMENT (In thousands of dollars)			
CATEGORY CODE NO. a	LINE ITEM NO. b	DESCRIPTION c	JUSTIFICATION PAGE NO. d	UNIT OF MEASURE e	PERMANENT FACILITIES INVENTORY 19__ f	ADDITIONAL CAPACITY REQUIRED g	PRIOR AUTHORIZATION OUTSTANDG. 19__ h	NEW AUTHORIZATION REQUESTED i	ESTIMATED COST OF REQUIRED FACILITIES j	PRIOR AUTHORIZATION OUTSTANDG. 19__ k	NEW AUTHORIZATION REQUESTED l	NEW APPROPRIATION REQUESTED m
610		Administrative Space	14a	s.f.	129,700	280,000	180,000	100,000	2,945	1,925	1,020	1,020

DA FORM 1674-R, 1 AUG 57 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

Mr. SHEPPARD. We find we have been converting warehouse space to administrative space at this location for the Industrial Supply Agency for the past several years—I will say the past 4 years. Each time we are told that this is the last conversion, and that all the requirements have been met. What is the basis for the request at this time for a new conversion at a cost in excess of $1 million?

Captain CHRISTENSEN. Well, sir, I am afraid as we sit here, again I am going to have to say this completes their package. I have not said this to the committee before. I do not know that the basis for this statement has been made before. We have evaluated the total item package which is going to accrue to this activity as a result of the consolidation standardization.

Mr. SHEPPARD. As the mission may be now——

Captain CHRISTENSEN. As the mission is presently assigned or can be foreseen by us.

Mr. SHEPPARD. When you say "foreseen," that is up to now. You cannot project. You can change the mission tomorrow morning.

Captain CHRISTENSEN. Yes, sir.

Mr. SHEPPARD. Missions under the DOD concept for the last 18 months have been rather volatile from what we have observed. Answering the questions in this category I am inclined to think it might be advisable to limit the answer insofar as we perform in our present mission.

(Discussion off the record.)

Mr. SHEPPARD. When a thing is hypothetical let's let it lie there as hypothetical. When you make a flat savings comment, that depends upon your ability to evaluate upon the immediate premise as against the long-range premise. Sometimes the long range is rather deceptive. Am I right or wrong?

Captain CHRISTENSEN. Mr. Chairman, I appreciate your counsel. Thank you.

Mr. SHEPPARD. Off the record.

(Discussion off the record.)

Mr. SHEPPARD. Where was this work carried on previously, gentlemen?

Captain CHRISTENSEN. This work has been carried on in Philadelphia for several years.

Mr. SHEPPARD. Questions on the item?

Mr. SHELLEY. No questions, sir.

Mr. SHEPPARD. Mr. Jonas?

Mr. JONAS. Where?

Captain CHRISTENSEN. At this activity, sir. This activity was formerly the single manager agency for this operating under Department of the Navy, sir.

Mr. JONAS. Why is it necessary to convert space, then?

Captain CHRISTENSEN. They have had a change in types of items supported as we catalog these various items out to get like items under one manager.

Mr. JONAS. How much space has been used?

Captain CHRISTENSEN. How much space has been used?

Mr. JONAS. Yes, and what was required previously? You want 118,000 square feet in warehouse A now.

Captain CHRISTENSEN. In prior facilities there were 129,700 square feet, and in prior authorizations coming into inventory, 180,000 square feet.

Mr. JONAS. Maybe I have not understood the explanation. Why do you need to convert this space, then?

Captain CHRISTENSEN. Because of the increase in items coming under their management control, sir.

Mr. SHERIDAN. Previously there were 410,000 items, and now that has been increased to 650,000 items.

Mr. JONAS. Yes, but are you going to use a smaller amount of space? You have utilized more space previously than you are going to have now.

Captain CHRISTENSEN. The space I mentioned is in use now for this same function and is being used in conjunction with the management of 410,000 items.

Mr. JONAS. This is to augment the present space?

Captain CHRISTENSEN. Yes, sir.

Mr. JONAS. You are not going to move your present activity?

Captain CHRISTENSEN. No, sir. This is on the same base, in the same facility, the same administrative headquarters.

Mr. JONAS. The same warehouse?

Captain CHRISTENSEN. It is a warehouse right adjacent to one that had been previously authorized.

Mr. SHELLEY. Will the gentleman yield?

Mr. JONAS. Yes.

Mr. SHELLEY. In other words, you are continuing to use the present facility for the purpose for which it has been used?

Captain CHRISTENSEN. That is correct.

Mr. SHELLEY. But you are now having a heavier load placed upon it?

Captain CHRISTENSEN. Yes, sir.

Mr. SHELLEY. Which means more items and more people to handle them?

Captain CHRISTENSEN. Yes, sir.

Mr. SHELLEY. So therefore you need to add on to your space requirement?

Captain CHRISTENSEN. This is absolutely right; yes, sir.

Mr. SHELLEY. This is immediately adjacent to the present operation?

Captain CHRISTENSEN. Yes, sir.

Mr. SHELLEY. It is a conversion from something that has been used for other purposes to this purpose?

Captain CHRISTENSEN. Yes, sir.

Mr. JONAS. Where are you going to get the personnel you will use here?

Captain CHRISTENSEN. The personnel, of course, are being recruited. There are transfer rights accrued to individuals when items are transferred to one service presently managing to that service. From some of our other activities in the Philadelphia area we have some personnel.

Mr. JONAS. Where does the savings in personnel come about then?

Captain CHRISTENSEN. The consolidation of the function within

the one agency where previously it had been managed by three or four services, each with their own complete inventory management.

Mr. JONAS. I thought the Navy had previously been the single manager for this type of supply.

Captain CHRISTENSEN. Yes, sir; but we are taking on now for the justification for this 240,000 additional items which were triservice managed, being brought into this single manager. There have been people charged to the management of this 240,000 item package throughout the different services.

Mr. SHEPPARD. Off the record.

(Discussion off the record.)

Mr. SHELLEY. In your present operation where you handle 410,000 items, from what service does the personnel come that is working on the handling of these items since it is Navy controlled? Is it all Navy personnel?

Captain CHRISTENSEN. For the 410,000 when they assumed that package they got their personnel from the Navy or from the Army, Air Force, et cetera, when they assumed the single manager responsibility.

Mr. SHELLEY. So the singleness is only to management?

Captain CHRISTENSEN. Yes, sir.

Mr. SHELLEY. But the personnel requirement still goes to the service and to their need of a particular item? Is it a composite of personnel from all services?

Captain CHRISTENSEN. That go to make up the increased personnel?

Mr. SHELLEY. No. Let's stop the increase—to make up the personnel on this particular job.

Captain CHRISTENSEN. They have in the past come from all of the services.

Mr. SHELLEY. Now you are taking on an additional load, which is an amalgamation of that which has been separately handled by three different services in respect to their own needs?

Captain CHRISTENSEN. Yes, sir.

Mr. SHELLEY. And it now comes under single management service, which is operated by the Navy.

Captain CHRISTENSEN. By DSA.

Mr. SHELLEY. Yes, that is right. From where will this personnel come?

Captain CHRISTENSEN. This personnel will come from the services presently managing that package of 410,000 or 240,000 items. These 240,000 items are generally presently dispersed throughout the services and being managed.

Mr. SHELLEY. Do you have anywhere any figures of how many people are working Navy, how many people are working Army, how many are working Air Force in handling the distribution and the allocation of these 240,000 items at this facility now, or at any of the facilities that will be combined into this facility?

Captain WILLIAMS. We cannot break the individual agency source, but we can break the service source for the total of the 2,900 personnel. The reason we cannot break on industrial supplies is that an item may change between our single manager agencies. For instance, a piece of hardware that is currently in construction at the Columbus activity may be classified in the cataloging process to go into a group man-

aged by industrial. There is a lot of transference of items between our centers. This makes it impossible to break the total management package down by a commodity, but we can tell you——

Mr. SHELLEY. Excuse me, Captain. If the whole purpose of this is to reduce cost and reduce bodies for supervision and for handling, where do we get it? I do not think anywhere in this record you have anything that even establishes it up to this point.

Mr. JONAS. Will the gentleman yield?

Mr. SHELLEY. Yes.

Mr. JONAS. I believe you gave this information to the Mahon committee. Could you put in the record a table showing the total personnel engaged by all three services in this sort of activity, and then another table showing what reductions will be made when you get the Defense Supply Agency set up?

Mr. SHELLEY. I think that is what we are after.

Off the record.

(Discussion off the record.)

Mr. SHELLEY. Take what I have asked directly on the record and what I have asked off and provide the answer.

Captain WILLIAMS. We will provide for the record a table of our assumptive savings of 2,900 people, broken down by the source service from which we expect them to come.

Mr. SHEPPARD. That is what you were reaching for, too, was it not, Mr. Jonas?

Mr. JONAS. Yes, sir; I am glad they will do it in bodies instead of dollars. That is a little more practical, if you see how much reduction you are making in employees.

(The information follows:)

Predicted personnel savings based on complete implementation of current commodity assignments

Service personnel performing functions transferred to DSA		26,533
Army	13,563	
Navy	3,713	
Marine Corps	952	
Air Force	8,298	
Office of Secretary of Defense	7	
DSA requirement		23,633
Predicted saving		2,900
Army		1,665
Navy		520
Marine		25
Air Force		690

Captain CHRISTENSEN. I gave the figure of $27,700,000 previously. That included bodies and certain other administrative O. & M. funds. We will give you this in bodies.

NATIONAL SECURITY AGENCY

FORT MEADE, MD.

Mr. SHEPPARD. Let's go to the next title we have, the National Security Agency.

MILITARY CONSTRUCTION AUTHORIZATION PROGRAM

FISCAL YEAR	DEPARTMENT	DATE
1963	DEFENSE ~~XXXXX~~	23 January 1962

I - INSTALLATION DATA

1. NAME	2. LOCATION	3. TYPE	4. INSTALLATION CONTROL NO.
National Security Agency	Fort George G. Meade, Maryland	Permanent	
5. NEAREST CITY	**6. COUNTIES (If continental); COUNTRIES (If overseas)**	**7. COMMAND**	
Baltimore	Anne Arundel County	Director, National Security Agency	
8. PRINCIPAL FUNCTION OR PRODUCT		**9. YEAR OF INITIAL OCCUPANCY**	**10. STATUS**
		NA	Active

II - MISSION

Classified

III - PERSONNEL STRENGTH

CATEGORY	OFFICER	ENLISTED	CIVILIAN	OTHER	TOTAL
1. PRESENT		CLASSIFIED			
2. LONG RANGE (Phase I)					

IV - INVENTORY Tenant of Ft. Meade

LAND	ACRES	LAND COST	IMPROVEMENTS	TOTALS
1. OWNED		$	$	$
2. LEASED		($)		$
3. INVENTORY TOTAL AS OF			(Except Land Rent)	$
4. AUTHORIZATION NOT YET IN INVENTORY				$
5. AUTHORIZATION IN THIS REQUEST				$ 12,870,000
6. ESTIMATED FUTURE AUTHORIZATION				$
7. GRAND TOTAL				$ 12,870,000

V - INSTALLATION CONSTRUCTION PROGRAM

FACILITY CLASS AND CONSTRUCTION CATEGORY				PHYSICAL CAPACITY (In units shown in Column e)					COST TO GOVERNMENT (In thousands of dollars)			
CATEGORY CODE NO. a	LINE ITEM NO. b	DESCRIPTION c	JUSTIFICATION PAGE NO. d	UNIT OF MEASURE e	PERMANENT FACILITIES INVENTORY 19__ f	ADDITIONAL CAPACITY REQUIRED g	PRIOR AUTHORIZATION OUTSTANDG. 19__ h	NEW AUTHORIZATION REQUESTED i	ESTIMATED COST OF REQUIRED FACILITIES j	PRIOR AUTHORIZATION OUTSTANDG. 19__ k	NEW AUTHORIZATION REQUESTED l	NEW APPROPRIATION REQUESTED m
141		Annex to Operations Building	16a	SF	-	504,500	-	504,500	12,870	-	12,870	12,870

DA FORM 1674-R, 1 AUG 57 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

Mr. SHEPPARD. What is the status of the plans at the present time for this request?

Mr. NEFF. Mr. Chairman, two projects are involved in this title totaling $19.1 million.

Mr. SHEPPARD. Do you have a general statement you want to make?

Mr. NEFF. No formal statement, sir.

Mr. SHEPPARD. Give us a general statement of what you propose. Then we will go into the inquiry on specifics.

Mr. NEFF. There is a total of $19.1 million. The detailed justification is contained in the classified supplement. The first one, Mr. Chairman, totaling $12.9 million is for an annex to our operations building at Fort George G. Meade, Md.; this particular annex is sorely needed to accommodate increases in personnel and equipment of the Agency.

The other construction requirement, an item totaling $6.3 million, involves a major program, of which these particular facilities are only a part. The Secretary of Defense assigned the management of the entire program to the Director of the National Security Agency and in the interest of economy and speed the necessary construction is planned at five existing installations of the military departments. Once the design criteria are established by our Agency the appropriate department will be responsible for the operation.

Mr. SHEPPARD. What is the status of your plans for the construction requirement as reflected in this total proposal?

Mr. MOORE. Mr. Chairman, on the large annex for the National Security Agency at Fort Meade, the design is in the preliminary stage, scheduled for completion around July of this year.

Mr. SHEPPARD. What requirements did you use to establish the figure of $12,870,000?

Mr. MOORE. The figure of $12,870,000 was based on a rather detailed feasibility report.

Mr. SHEPPARD. Based on the information emanating from what source?

Mr. MOORE. The criteria?

Mr. SHEPPARD. No; your cost factor.

Mr. MOORE. The cost factor?

Mr. SHEPPARD. Yes. Off the record.

(Discussion off the record.)

Mr. SHEPPARD. Back on the record.

Will you make the statement you just made in response to Mr. Shelley's comments?

Mr. MOORE. The cost was established in a feasibility report for the construction of additional operational and space facilities at NSA, Fort George G. Meade, Md., prepared for the district engineer, Baltimore district, Corps of Engineers, and prepared by Anderson-Nichols Co., Boston, Mass.

Mr. SHEPPARD. What date do you contemplate your plans will be finalized?

Mr. MOORE. January 1963.

Mr. SHEPPARD. Are the same people doing the job that prepared what you have just referred to?

Mr. MOORE. Yes, sir.

Mr. SHEPPARD. By the way, what is the cost of that contract?

Mr. MOORE. The cost of the feasibility report?

Mr. SHEPPARD. That is right.

Mr. MOORE. $8,750, I believe.

Mr. SHEPPARD. Estimated cost of finalization of plans is what?

Mr. MOORE. Just the design contract, sir?

Mr. SHEPPARD. No; the definitized total. This is the preliminary as I understand?

Mr. MOORE. Yes.

Mr. SHEPPARD. What is the estimated cost to the A & E people to complete the total cost factor, which obviously will have to be done before you go into construction, or about the same time I would assume?

Mr. MOORE. As I understand the design contract was negotiated, and this includes final design, for approximately $475,000.

Mr. SHEPPARD. And the basis of your square-foot cost at Fort Meade is predicated on your finding?

Mr. MOORE. That is right.

Mr. NEFF. It was subsequently reduced.

Mr. SHEPPARD. What consideration have you given to performing the work presently proposed at Meade at other locations where facilities might be available?

Mr. MOORE. From time to time in the past 2 to 3 years we have surveyed installations in the Washington-Baltimore area in an attempt to determine the availability of operational space suitable for our type of operation.

Mr. SHEPPARD. Has this gone through the process normally applied, Secretary Sheridan?

Mr. SHERIDAN. Yes, it has. There have been onsite visits.

Mr. SHEPPARD. You have made on the premise surveys of other available places that might accommodate this type of a functional requirement in order to save the taxpayers making another capital investment?

(Discussion off the record.)

Mr. SHEPPARD. Mr. Jonas?

Mr. JONAS. The chairman asked a question about the cost per square foot. I did not get that answer. What is it?

Mr. NEFF. It is $23 even.

Mr. JONAS. Is that total cost?

Mr. MOORE. This does not include externals, sir, outside preparation, lighting, et cetera. The $23 per square foot is for the basic structure.

Mr. JONAS. It would be a multistory building?

Mr. MOORE. Yes, sir; nine floors above grade with an expanded basement.

Mr. JONAS. That is all.

Mr. SHELLEY. Did you say it does not exclude or does not include?

Mr. MOORE. Does not include. The $23 times square foot does not include outside utilities, site preparation, parking, et cetera.

Mr. SHELLEY. Does it include utility and other facility or ancillary items inside other than furnishings?

Mr. MOORE. If I may answer specifically: The basic structure itself has a gross square footage of 504,500 square feet, gives us $11,604,000; added to that is site preparation, outside power, landscaping, security

fence and lighting, outside utilities, steam, water, sewage, and roads and parking areas. This makes the total project then the $12,870,000.

Mr. SHEPPARD. Mr. Jonas, you have the witness.

Mr. JONAS. Is this a consolidation or just an expansion?

Mr. MOORE. It is an expansion.

Mr. SHEPPARD. It is a combination of the two words. You are doing some consolidation as I interpret it and expansion.

Mr. JONAS. Are you moving some activities from other locations to this, and some people?

Mr. NEFF. (Discussion off the record.)

Mr. JONAS. As I interpret the situation from what you have said, this is the first increment. Then you have got to come up again later on; is that right?

Mr. POOLE. May I go off the record, Mr. Chairman?

Mr. SHEPPARD. Yes, sir.

(Discussion off the record.)

Mr. JONAS. Is this building being designed for expansion, or will further increments involve complete new construction, including utilities, heating, et cetera?

Mr. POOLE. The type of building, Mr. Jonas, the structural portion, namely, the multistory business, is not very easily expandable.

Mr. JONAS. I didn't think so.

Mr. NEFF. No, sir; that is right.

Mr. JONAS. So your utilities and your heating facilities and all of the supporting activities are designed to take care of just this building and not any additional structures?

Mr. NEFF. Yes, sir.

Mr. SHEPPARD. Mr. Shelley?

Mr. SHELLEY. Off the record.

(Discussion off the record.)

Mr. SHEPPARD. On the record.

Mr. SHELLEY. This is on the record, but not for release.

Mr. SHEPPARD. It goes on the record. We will clear the record. That is our privilege. You put it on the record as the Chair directs.

Mr. SHELLEY. This may become an inhibition on what he says. I would rather have it without any inhibitions.

Mr. SHEPPARD. There are no inhibitions as far as that is concerned. It is an explanation of their duties. It is of benefit to the full committee. When it comes to clearing it, the committee will do that. Don't worry about it.

Mr. NEFF. (Discussion off the record.)

Mr. SHELLEY. In other words, you don't want anything in the record, anything we think we know about their operations?

Mr. NEFF. Yes, sir.

Mr. SHERIDAN. Does that give you a better picture?

Mr. SHELLEY. Yes.

In other words, the expansion proposed here is tied to that which you last said?

Mr. NEFF. Yes, sir.

Mr. SHELLEY. As far as I am concerned I don't want anything more.

Mr. JONAS. Mr. Chairman, may I ask a question off the record?

Mr. SHEPPARD. Yes.

(Discussion off the record.)

Mr. NEFF. Mr. Chairman, may we be given the privilege of going over the record? At least we don't want the strength numbers to be shown in the record.

Mr. SHEPPARD. You can. But in doing it, let me call your attention to the fact that you might do a dual job. Check the press first. You might find your release is not as extensive as you first might think it will be.

We reserve the right to get the information we want and then satisfy the record. Never in the years I have sat on this committee—and I don't think Mr. Sheridan will dispute my statement—has anything ever been exposed from this committee which would be embarrassing to any division of Government. We don't do that. When we tell you to go ahead and talk we will take care of the record. That is one thing we are very careful about. I happen to be one of the people who has talked with the CIA crowd for years. We will never embarrass you. We may ask rather leading and lengthy questions here but you will never find them reproduced in newspapers or elsewhere. We just do not play ball that way.

Mr. SHERIDAN. Mr. Chairman, are the justification sheets that are being inserted in the record, do they contain the unit costs?

Mr. SHEPPARD. No.

Further items are reflected on page 17. We have five line items here. They are all in the same general category. Give me a brief statement on them.

Mr. NEFF. (Discussion off the record.)

Mr. SHEPPARD. In other words, the estimates you are giving are based upon the best information you have for estimate purposes?

Mr. NEFF. Yes.

Mr. SHEPPARD. Are there questions on the item?

Mr. SHELLEY. I have a question that may be basic. I appreciate this is not a policy committee and that we simply appropriate money for construction.

(Off the record.)

Mr. SHELLEY. Thank you very much. I have my answer.

Mr. SHEPPARD. You have completed your presentation here. Gentlemen, we thank you very much. This is your first exposure to this committee, and there are questions which we may feel we must ask which you might feel are unnecessary, but as we go along we will understand each other better. Thank you very much.

PLANNING AND DESIGN

What is the basis of your cost estimate of $4 million for this planning and design function?

Mr. POOLE. $4 million is an estimate which we arrived at taking into consideration some of the things which are in the study and discussion stages. It is quite possible that a good portion of all this money will not be actual designs for construction but will be for studies of the things which are proposed for the future.

May I go off the record at this point and give you an example?

Mr. SHEPPARD. Yes.

(Discussion off the record.)

Mr. POOLE. $4 million is our best judgment as to what we might need in fiscal year 1963. It is not a percentage of anything, and there is no basis where we multiplied a given factor to get $4 million, but it is a kind of thing I just discussed which requires money.

Mr. SHEPPARD. I think under the circumstances we fully understand the possibilities involved. Consequently, I ask you the following question: How was this item handled in the authorization bill, and would you propose to distribute this money among the several different agencies?

Mr. POOLE. The $4 million is a request for an appropriation under the general authorization for planning, so we need no specific authority for it.

Mr. SHEPPARD. Is there a question of getting specific authority for it?

Mr. POOLE. No, sir.

Mr. SHEPPARD. In other words, you asked for that in a blanket request as a component part of the total in the planning and design?

Mr. POOLE. That is right.

Mr. SHEPPARD. Are there questions on this item?

Mr. SHELLEY. You asked for it with a wide open end?

Mr. POOLE. That is right.

Mr. SHEPPARD. Mr. Jonas?

Mr. JONAS. No questions.

MINOR CONSTRUCTION

Mr. SHEPPARD. We shall take up the next item having to do with Minor Construction.

What is the basis for your request here for $2,153,000?

Mr. POOLE. The Minor Construction item is, again, what we envision will be required in the Defense agencies in small projects for the fiscal year 1963.

Mr. SHEPPARD. In other words, as far as the authorization is concerned we find this in the same category as that to which you address yourself with regard to the $4 million, and your answer is the same?

Mr. POOLE. That is correct.

Mr. SHEPPARD. May I say to Mr. Sheridan and the other gentlemen, we thank you very much for your appearance this afternoon, and for the frankness with which you have discussed your problems with the committee. There is one thing this committee is rather zealous about and that is not releasing funds without justification.

We thank you very much for your cooperation.

Mr. POOLE. We want to express our thanks for the courtesy and consideration the committee has given us.

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