Senate Appropriations
1962
MILITARY CONSTRUCTION APPROPRIATIONS FOR 1962

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HEARINGS

BEFORE THE

SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS UNITED STATES SENATE

EIGHTY-SEVENTH CONGRESS

FIRST SESSION

ON

H.R. 8302

MAKING APPROPRIATIONS FOR MILITARY CONSTRUCTION FOR THE DEPARTMENT OF DEFENSE FOR THE FISCAL YEAR ENDING JUNE 30, 1962, AND FOR OTHER PURPOSES

Printed for the use of the Committee on Appropriations

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MILITARY CONSTRUCTION APPROPRIATIONS FOR 1962

THURSDAY, JULY 6, 1961

U.S. SENATE,
SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS,
Washington, D.C.

The subcommittee met, pursuant to notice, at 10:30 a.m., in room 1114, New Senate Office Building, Senator John Stennis (chairman of the subcommittee) presiding.

Present: Senators Stennis and Monroney.

DEPARTMENT OF DEFENSE

DEPARTMENT OF THE ARMY

STATEMENT OF MAJ. GEN. L. E. SEEMAN, DIRECTOR OF INSTALLATIONS, DCSLOG, ACCOMPANIED BY MAJ. GEN. C. B. DUFF, DIRECTOR OF ARMY BUDGET; COL. E. C. ADAMS, CHIEF, CONSTRUCTION DIVISION, OFFICE, DIRECTOR OF INSTALLATIONS, ODCSLOG; LT. COL. J. C. COYNE, PUBLIC WORKS PLANNING BRANCH, CONSTRUCTION DIVISION, OFFICE, DIRECTOR OF INSTALLATIONS, ODCSLOG; H. B. NORWOOD, CHIEF, PROGRAM AND PLANNING BRANCH, CONSTRUCTION DIVISION, OFFICE, CHIEF OF ENGINEERS; PAUL E. OCKERMAN, CONSTRUCTION, PROCUREMENT, AND RESEARCH BRANCH, ESTIMATES AND FUNDING DIVISION, DIRECTOR OF ARMY BUDGET; COL. C. F. VORDER BRUEGGE, DEPUTY COMMANDER, U.S. ARMY MEDICAL RESEARCH AND DEVELOPMENT, OFFICE OF THE SURGEON GENERAL; COL. R. A. BARNES, CHIEF, AIR DEFENSE BRANCH, CONSTRUCTION DIVISION, OFFICE, DIRECTOR OF INSTALLATIONS, ODCSLOG; AND LT. COL. E. T. RHATIGAN, OFFICE, CHIEF SIGNAL OFFICER

STATEMENT BY THE CHAIRMAN

Senator STENNIS. The committee will be in order.

I want to first make it clear the reason for starting out in a somewhat different way this morning on the hearings for the military construction appropriation bill. I notified Secretary McNamara, as well as the Secretaries of the three services by letters last week that in view of the fact that all the membership of this subcommittee, except one, are members of the Armed Services Committee or the Appropriations Committee which has been having hearings all year on the military

posture and major phases of the military program, that I thought we could dispense with the usual formal appearances of the civilian authorities in the Department of Defense and the services and dispense with formal statements except brief ones by the military and proceed at once to the line items. When we have concluded that part of the hearings, we can ask additional testimony on any particular phase of the overall program as the facts may justify at that time.

I have a brief prepared statement here that covers in effect what I have said which I will introduce in the record at this point.

(The statement referred to follows:)

STATEMENT OF SENATOR JOHN STENNIS

The Department of Defense is requesting an appropriation for fiscal year 1962 for military construction in the amount of $1,079 million, of this amount $208,320,000 is for the Army; $223,300,000 for the Navy, and $560,380,000 is for the Air Force. The Army National Guard is asking for an appropriation of $12 million; the Army Reserve $13 million; the Naval Reserve for $7 million; the Air Force Reserve for $4 million, and the Air National Guard $14 million. The Department of Defense has two items in this year's bill, $10 million for loran stations, and under title 5, Public Law 87-57, the Department of Defense is asking for $27 million to step up the missile base construction program.

It is not the intent of this subcommittee to hold long and involved hearings this year for most of these items have been thoroughly gone into by the Armed Services Committee and many of the members of this subcommittee are also members of the Armed Services Committee.

I intend to go immediately into the line items on this bill. In this connection if any service wishes to do so it would be helpful to present any installation items that occur frequently in the bill with an overall presentation at the beginning of the hearing, and then when a particular item is reached it can be disposed of more quickly.

I wish to point out that the subcommittee may wish to request a special presentation of the overall picture as to various phases of the program, but we will not start the hearings with such presentations. At the end of the presentation of the line items, the subcommittee can then determine what questions, if any, we wish the civilian authorities to answer and what appearances we may wish them to make.

I feel that the foregoing plan is worth trying and I am strongly of the opinion that it will enable the subcommittee, which is already familiar with the military construction program, to get down to the real facts much quicker than in a more formal listed hearing. I wish to say to the services that I regret that it is necessary to start the hearings prior to the reporting of the House bill, but we will have the advantage of the House report long before our hearings are concluded.

The subcommittee will during the course of these hearings, have a presentation of all reprograming items pending from the military services.

We will start off today by hearing immediately from the Army and the presentation of their individual line items. If the Army so desires it may present its repetitive items first.

LETTER SENT TO SECRETARY MCNAMARA

Senator STENNIS. Also a letter I sent to Secretary McNamara.

(The letter referred to follows:)

U.S. SENATE,
COMMITTEE ON APPROPRIATIONS,
June 30, 1961.

Hon. ROBERT S. MCNAMARA,
Secretary of Defense,
Washington, D.C.

DEAR MR. SECRETARY: Regarding the forthcoming Senate hearings on the military construction appropriation bill, I note that 7 of the 10 members of this subcommittee are members of the Armed Services Committee and 2 of the remaining 3 members are members of the subcommittee which considers the major defense appropriation bill. This means that all members of our subcommittee,

except the Senator from Oklahoma, Mr. Monroney, have been attending hearings and briefings all the year on our military posture, as well as many of the details of the entire military program. Senator Monroney has been a Member of the Congress for a long time and, with his usual alertness, is already familiar with the military program.

In view of the foregoing facts, and in view of the unusual pressure on the members of this subcommittee, I think that it is not at all necessary to have the usual formal hearings by the civilian representatives of the Department of Defense and the three services on this bill, but, rather, let the hearings start immediately on the line items of the bill.

I plan to start the hearings soon after the 4th of July, with each service being taken in order, beginning with the Army, and with each line item being taken in turn. In this connetcion, if any service wishes to do so, it will be helpful to present any group of installation items that occur frequently in the bill with an overall presentation at the beginning of the hearings, and then when the particular line item is reached, it can be disposed of more quickly.

The subcommittee may wish to request a special presentation of the overall picture as to various phases of the program, but we will not start the hearings with such presentations. At the end of the presentation of the line items, the subcommittee can then determine what questions, if any, we wish the civilian authorities to answer and what appearances we may wish them to make.

I feel that the foregoing plan is certainly worth trying and I am strongly of the opinion that it will enable the subcommittee, which is already familiar with the military program, to get down to the real facts much quicker than in more formalized hearings.

The Department of Defense and all of the services have always been most cooperative in the past and I am sure they will continue this pattern this year.

I regret it is necessary to start the hearings prior to the reporting of the House bill, but we will have the advantage of the House report long before our hearings are concluded.

Thanking you for your cooperation, I am,

Very truly yours,

JOHN STENNIS.
Chairman, Military Construction Subcommittee.

Senator STENNIS. The copies to the Secretaries were the same in substance.

General Seeman, I want to say I am certainly glad to have you back. Today we have Maj. Gen. L. E. Seeman and also Col. E. C. Adams, Col. J. C. Coyne and Mr. H. B. Norwood, and Mr. Ockerman. We are certainly glad to have all of you gentlemen with us and we will listen with interest to your testimony. Most of you have been here before, and we know you have a fine way of presenting matters, and we will get along splendidly.

LETTER FROM SENATOR FULBRIGHT

Before we start with the Army, I have a letter here from Senator Fulbright, of Arkansas, with reference to a project that he is particularly interested in.

Mr. Reporter, I will ask you to include the letter in the record at this point.

(The letter referred to follows:)

U.S. SENATE,
COMMITTEE ON FOREIGN RELATIONS,
July 3, 1961.

Hon. JOHN STENNIS,
Chairman, Subcommittee on Military Construction,
Committee on Appropriations,
U.S. Senate,
Washington, D.C.

DEAR MR. CHAIRMAN: I wish to take this opportunity to advise you of my interest in the need for funds to improve the Arkansas Air National Guard facilities at the Fort Smith Municipal Airport.

This project was included in the 1961 military construction authorization bill but was not included in the appropriation bill. It is my understanding that it may be possible to finance this project through funds accumulated by savings on other Air National Guard projects and that the approval of the Appropriations Committees will be requested for this action at the time of the Department of the Air Force's presentation of its 1962 military construction appropriations request.

This project is well justified and is needed to improve the facilities for the Air National Guard at this airport. I hope that your subcommittee will take favorable action on the Department's request for the funding of this project.

With kind regards, I am,

Sincerely yours,

J. W. FULBRIGHT.

GENERAL STATEMENT

Senator STENNIS. General Seeman, I believe you have a brief formal statement here, sir.

General SEEMAN. Yes, sir. We are very mindful of reducing the tremendous demands on the committee's time.

Senator STENNIS. You may have such time as you wish.

General SEEMAN. I will give just a few remarks of a general nature and then we will proceed to the items that are of a repetitive nature which you suggested in your letter to Secretary Stahr.

AUTHORIZATION ACT

This funding program we presented is slightly different than the one we presented to the House, because of the authorization act, Public Law 87–57, which has been passed by the Congress in the meantime. Our original funding plan totals $210,545,000. This, which we present to you today, is $208,889,000. You may recall that the Congress denied authorization from line items totaling $13,355,000 and also transferred $8,588,000 worth of projects which were requested by the Army for the NIKE–ZEUS research and development activities. This was authorized by the Congress in title V of the authorization act, pulling together under the Secretary of Defense a total of $27 million of R. & D. items in the missile and space category.

For the line items which were denied by the Congress, we have introduced items of previously authorized projects totaling $13,367,000. These substitute items have been approved by the Secretary of Defense and the Bureau of the Budget.

HOUSING PROGRAMS

In addition, we have taken steps to accommodate the directive of the Congress in the authorization act changing the direction somewhat in the family housing area. As you know, the Capehart housing is extended in time but no new line items were authorized. The will was expressed that we would proceed with some appropriated fund housing.

The first items of these are 200 family housing units at Camp Irwin, Calif., and the Department of Defense has allocated to the Army of the 500 appropriated fund items approved by the Congress for the Department of Defense 200 to the Army. These we are showing in our item request now at Fort Sill.

Senator STENNIS. 200 out of this 3,000?

General SEEMAN. Out of the 500 appropriated. We had a previously approved line item of Capehart housing at Fort Sill of 350.

It was a little bit lower in priority than the first ones where we have placed the 500 allocation of Capeharts which the Department of Defense gave us out of the total of 3,000 which was in the authorizing acts.

Senator STENNIS. To be certain that we have those units in mind the authorization bill approved 2,000 units for appropriated funds, is that correct?

Colonel ADAMS. That is correct, sir; 1,500 at specific locations and 500 as a pool to be allocated by Defense.

Senator STENNIS. 1,500 were at specific locations; 500 were open.

Colonel ADAMS. That is correct.

Senator STENNIS. Out of the 500 open how many were allowed the Army?

Colonel ADAMS. 200, sir, at Fort Sill.

Senator STENNIS. So you are asking for money now for 200?

General SEEMAN. The 200 at Irwin which were approved as a line item and 200 out of the Defense allocation of 500 which are being sited at Fort Sill. We now introduce those as a line item.

Colonel ADAMS. The Irwin 200 are out of the 1,500. We are asking for the money on both.

Senator STENNIS. You have those at Camp Irwin out of the 1,500?

Colonel ADAMS. That is correct.

Senator STENNIS. Is that all you received from the 1,500?

Colonel ADAMS. That is correct, sir.

Senator STENNIS. In other words, you are asking for all the appropriated fund housing money that you are authorized to ask for?

General SEEMAN. Yes, sir.

Senator STENNIS. I am glad you are asking for it. You certainly have my support in it. Did you make a showing on this before the House Appropriations Subcommittee, too?

General SEEMAN. At the very last moment the act came out and we were as a final gesture, so to speak, able to make it.

Senator STENNIS. I am glad it was presented to them. I have already expressed myself about the privately financed plan. If we have any more of that, it will certainly have to be under a newly written law with new starts and a new program. In the meantime we want to pick up the appropriated fund housing that has been authorized.

General SEEMAN. That concludes the remarks of a general nature, sir. If it is your pleasure, we will proceed with these repetitive categories that you indicated.

PREPARED STATEMENT

Senator STENNIS. You do have a much more extended statement here, and you can put it in the record.

General SEEMAN. Yes, sir. It will be introduced into the record.

(The statement referred to follows:)

DEPARTMENT OF THE ARMY BUDGET ESTIMATES, FISCAL YEAR 1962, STATEMENT BY MAJ. GEN. L. E. SEEMAN, DIRECTOR OF INSTALLATIONS

MILITARY CONSTRUCTION, ARMY, APPROPRIATIONS

Mr. Chairman and members of the committee, I am pleased to be able to appear before this committee again this year to present the Army's fiscal year 1962 military construction, army, appropriation request.

I realize the committee has a crowded calendar and I will be as brief as possible.

First I should like to note that the program I will present today differs from that which we presented to the House. I would like to explain the difference: Our original funding plan totaled $210,545,000. However, the Congress denied authorization from line items totaling $13,355,000 and transferred $8,588,000 requested by the Army for NIKE-ZEUS research and development facilities to a package of $27 million authorized to the Secretary of Defense. The Army has introduced for the line items denied authorization, items covered by previous authorizations and totaling $13,367,000. These substituted items have been approved by the Office, Secretary of Defense and the Bureau of the Budget. Additionally we have added to the program $3,460,000 to fund the 200 units of family housing authorized at Camp Irwin, Calif., and another $3,460,000 for 200 units for Fort Sill, Okla. These latter units represent the allocation presently made by the Secretary of Defense to the Army from the authorization provided in title IV. Thus the program now before your committee totals $208,889,000 and consists of $123.3 million to support new authorizations, $59.8 million to support valid prior years' authorizations, and $25.8 million to fund general authorization.

I shall present first, a summary of all projects; second a brief discussion of some projects of major interest; third, a chart showing our funding position from fiscal year 1958 through fiscal year 1962 as projected; and, lastly, I will brief our accomplishment during the current fiscal year, 1961.

The program comprises $125.6 million for construction within the United States and $42.4 million for construction outside the United States, including Okinawa and the Caribbean Command; $15.1 million is requested for construction of classified facilities for non-Army agencies; and $25.8 million for general authorization.

The missions with which we are charged require the maintenance in an active status of a large number of installations in the United States, and at bases of varying sizes in 39 foreign countries. As you know, the departments and the Office, Secretary of Defense, are currently conducting very thorough reviews in an effort to reduce this installation base. We have carefully screened this program to assure that no construction is proposed at bases which are under consideration for closure. A portion of the Army's program of modernization involves progressive improvement of the hard-core installations for more efficient operations; this is accomplished primarily through the military construction, Army, program.

Before proceeding to a detailed review of the proposed items, I feel that it would be helpful to outline by broad categories the content of the program and to discuss the relationship of these categories to the Army's missions and capabilities.

In the main, the new construction requested may be classified into the following four major categories:

First: Operational requirements to support new or expanded missions—Projects falling within this category comprise 25 percent of the entire program or some $52.3 million of the requested appropriation. Included are additional research and development facilities in the chemical and electronics fields; operational items for Army aircraft, new facilities required for the Army's worldwide strategic communication network, and items necessary for expanded missions of the Army Security Agency.

Second: Operational requirements to support continuing long-term existing missions where present facilities have proven inadequate; for such facilities this program contains approximately $27.7 million or 13 percent of the total. Representative projects of this nature are more adequate facilities for handling the liquid fuel and other combat logistical support in Korea, a forward depot in Europe, Trainfire ranges at several installations in theh United States, and miniature tank ranges in Germany.

Third: Direct support facilities to back up the operational requirements cited under the two preceding categories; $56.5 million or 27 percent of the total request has been devoted to these support type projects. This category of facilities includes such projects as aircraft fueling facilities, improvement of utility systems at various installations both in the United States and overseas, aircraft maintenance and flight facilities, and additions to the Army's unit training and academic facilities including new academic buildings at the Infantry School and the Ordnance School.

Fourth: The last major program segment is that of general support items at permanent installations where facilities are inadequate for our long-term mission

requirements and cannot economically be expanded or modified to satisfactory condition. Some 23 percent or $46.6 million is devoted to such projects and they include some replacements for obsolescent and uneconomical barracks, bachelor officer quarters, chapels, medical facilities and battalion headquarters and training classrooms.

The remaining $25.8 million or 12 percent is programed to fund our support functions under general authorization.

These four major program areas which I have outlined characterize the basic facility needs upon which our program has been formulated. They derive from the system of planning, programing, and searching review established by the Army for screening its construction requirements. This review pattern, within the installations, major commands, and the Army Staff, has been designed to insure that only essential facilities to support our missions and personnel are included. In this connection, the authority granted us by Congress to strengthen our advanced planning is of great value. Installations' master plans and long-range construction programs are under continuing refinement. As a result, there exists increasing clarity and accuracy in the projection of our construction needs.

I will now comment on a few of the major items in this program and the policies or requirements which have influenced their selection.

The major items in Europe consist of systematic improvements for our NIKE-HERCULES and HAWK air defense units; communication facilities at five locations which are part of the European tropospheric scatter system, and a forward depot in the Middle East to allow prepositioning of some supplies and to minimize airlift requirements. The main emphasis in Korea is toward improving the operational and logistic posture which involves both inadequacy of facilities as well as their positioning too close to the front line. For the Army Security Agency in oversea areas, there are substantial blocks of items at two locations to consolidate operations and to provide minimum facilities for the operations now being conducted in most inadequate accommodations in the Far East.

Our construction requests for missile tactical facilities are greatly reduced from prior years and consist principally of system improvements to provide greater tactical effectiveness. Such construction is proposed at various locations within the United States and in Germany, Korea, and Okinawa. Among research and development projects within the United States is one initially proposed last year to consolidate the Quartermaster Research and Development Command at Natick, Mass., in order to accommodate the Food and Container Institute and dispose of the facilities in Chicago. A second item of major importance is the new laboratory at the Army Chemical Center in support of the increased emphasis being given throughout the Defense Department to the chemical and biological weapons program. There are included this year funds for the third and final increment of the Signal Corps Research and Development Laboratory at Fort Monmouth. Included also, is a much-needed consolidated research and development facility at Redstone Arsenal, Ala., containing laboratory, scientific, and administrative type space in order to accommodate activities now in widely scattered, overcrowded, and makeshift facilities at that station.

There is likewise an item for the Medical Research Laboratory at Fort Knox. This requirement has been thoroughly restudied and is being presented this year at a reduced scope. These and other similar research and development projects account for about $25.2 million of our construction planned for fiscal year 1962.

Our increment of general support items to improve the working and training environment for Army personnel, at permanent stations within the United States, is, we believe, at a minimum. There is a very modest increment of barracks construction, principally at Forts Leonard Wood, Dix, and Benning, and a student dormitory at the Presidio of Monterey. Our two highest priority projects for Army health facilities, at Forts Leonard Wood and Sill, are included in the program. I have already mentioned the academic facility at the Infantry School, Fort Benning, Ga., a longstanding requirement recognized this year. The inclusion of this project at slightly over $10 million in the Army's program is evidence of the great importance that is attached to it. This request also includes a library for the U.S. Military Academy to correct an outstanding deficiency. Our request includes a headquarters building to provide more efficient and adequate business space for the Ordnance Tank-Automotive Command in Detroit; its urgency has been increased by the assignment of Department of Defense single manager responsibility for automotive supplies to the Army this past year, an activity which will become operational by July 1, 1962.

As I mentioned previously, there are included in this program two family housing projects—200 units at Fort Sill, Okla., and 200 units at Camp Irwin,

Calif. These two projects will help to alleviate the serious shortage of adequate housing at these two installations.

Mr. Chairman, this concludes my summarization of the Army's construction request. I would like to now recapitulate where we stand with respect to previous funding granted by the Congress and the use which we have made of that funding.

In prior years we have presented a chart to show this committee in graphic form the construction program of the Army in the current time frame. A similar chart is herewith presented this year giving the status of authorization and funding, assuming the new construction that we presently seek for fiscal year 1962 is approved.

(The chart referred to appears on p. 463.)

Looking first at the set of bars on the left, for fiscal year 1958, our available authorization for that year, the left-hand bar, amounted to $882 million. This was made up of $161 million of financed carryover, $383 million of unfinanced carryover and $338 million of additional authorization. Against this, in the second bar, we had $471 million in available funds made up of $161 million of financed carryover and $310 million of new appropriations. Our obligations, the third bar, at $356 million was substantially in excess of our new appropriation and served to reduce the financed carryover into fiscal year 1959 to $115 million as shown in the next set of bars. Again in fiscal year 1959 our obligations exceeded our new appropriations and served to reduce the amount of the financed carryover.

Parenthetically at this point, I would ask you to note the progressive decline of the available authorization bars over the 5-year period shown.

At the middle set of bars, for fiscal year 1960, our financed carryover was $105 million and our new appropriation $264 million for a total fund availability of $369 million. During that year our obligation at $230 million was below the amount of our new appropriation, resulting in a rise to $139 million of the financed carryover shown for fiscal year 1961. This anomaly in our trend was caused primarily by the resurvey of the program for construction of air defense facilities with a realinement of project funding late in the year. The move of NIKE-ZEUS test facilities as planned at Johnston Island to other locations also contributed to this situation.

For fiscal year 1961 we had, in addition to the $139 million financed carryover, a new appropriation of $148 million. The $8 million in funds related to the switch from Johnston Island and which received special mention by your committee is included within the $139 million component of this funding availability of $287 million. We expect to obligate $195 million this year, which is substantially in excess of the new appropriation made available and will reduce our financed carryover to fiscal year 1962, as shown in the set of bars projected for that year, to $92 million.

In fiscal year 1962 we expect to have an unfinanced carried-over authorization of $113 million (a marked reduction from the $383 million shown for fiscal year 1958), and Public Law 87-57 provides $154 million in additional authorization (inclusive of the amount provided to the Secretary of Defense for the 200 units of family housing at Fort Sill). The $154 million is composed of $123 million in new project authorizations with the remainder in general authorization and deficiency authorizations. In accordance with the bill now before you we are asking for $208,320,000 in new appropriations to supplement the $92 million in financed carryover for a total funds availability for the year of $300 million. Our planned obligations are at $210 million which is only slightly in excess of the requested new appropriation and which will serve to reduce the financed carryover into fiscal year 1963 to $90 million. This financed carryover level is reasonable for a program of this magnitude operated on a full funding basis. Our carryover of $92 million from fiscal 1961 to fiscal 1962 is made up first of about $40 million of projects (some line items and some of the types included in general authorization) which for various reasons will not be placed under contract prior to the end of the fiscal year, second of about $48 million for future obligation on projects already underway (including commitments for inspection and administrative costs, secondary contracts and contingencies) and third, about $4 million carried over to sustain advanced design activities for the period June through September, pending receipt of new funds. Our best judgment is that there will be a $90 million financed carryover proposed for fiscal year 1962 to fiscal year 1963 of a similar makeup.

My final comment is briefly to highlight the construction accomplishments and the problems encountered in the fiscal year 1961 program.

As of December 31 the Army had obligated $83 million or about 44 percent of the $189 million objective for the year. This performance was well ahead of fiscal year 1960 when 26 percent of the program was obligated in a similar period. The improvement over prior years' performance reflects early appropriation action and strong efforts to expedite planning, apportionment, and execution.

First-half starts in the United States totaled $36 million or 56 percent of the total for that segment. Contracts have been awarded, among others, for barracks complexes at Fort Devens, Fort Huachuca, Army Chemical Center, and Aberdeen Proving Grounds, and for aviation facilities at Fort Rucker. In a second major area, air defense construction, contract awards have reached $26 million, largely for items in support of NIKE-ZEUS tests. Overseas awards have proceeded to further review each project in light of the dollar balance problem. Although some projects have been temporarily deferred, it appears that most projects within this relatively small program will proceed and that the impact on our obligation schedule will be minor.

Mr. Chairman, this concludes my presentation of the proposed "Military construction, Army," appropriation contained in the bill before you. The detailed project justifications to support the facilities which we are requesting are contained in four books, including one which is solely for classified projects. Sufficient copies have been furnished to the committee counsel for each of the committee members.

Book No. 1 begins the review of the program with facilities for the U.S. Continental Army Command, and subsequent books cover the technical services and the oversea theaters. From time to time it may be necessary to introduce supporting witnesses as experts in particular fields.

Senator STENNIS. We are starting these hearings today because the session is getting along and we have to get this bill moving. I judge that it does not put the services at a disadvantage because the House report is not yet out. If there is anything in that that causes you to come back, General, you certainly can do so.

General SEEMAN. No, sir. We feel we have incorporated everything. We have also, as I mentioned, the approval of the Department of Defense and the Budget Bureau on this plan.

Senator STENNIS. Senator Monroney, in a letter 2 days ago I suggested that if they wished they could present an overall picture here of what they call repetitive items, which is a series of items that run all the way through the bill, and this presentation gives us an overall idea of them. As we come to them in the line items we can still ask additional questions. So if it is agreeable to the committee, we will ask the General now to proceed with his repetitive items. Please place the repetitive list in the record at this point.

(The information referred to follows:)

Listing of repetitive and related items, fiscal year 1962 military construction, Army, appropriation program

[In thousands of dollars]

	Estimated cost
1. Flight control towers:	
Fort Devens, flight control tower	$128
Fort Lewis, flight control tower	203
2. Airfield lighting:	
Fort Devens, airfield lighting	148
Fort Stewart, airfield pavement lighting	169
Fort Hood, airfield lighting	261
Fort Huachuca, airfield pavement lighting	281
3. Troop housing and related facilities:	
Fort Dix:	
Enlisted men's barracks without mess (medical)	669
2 Enlisted men's barracks without mess	1,318
Battalion administration and supply building	292
Battalion mess building	402

Listing of repetitive and related items, fiscal year 1962 military construction, Army, appropriation program—Continued

[In thousands of dollars]

	Estimated cost
3. Troop housing and related facilities—Continued	
Fort Benning, enlisted men's barracks without mess (medical)	$611
Fort Leonard Wood:	
3 enlisted men's barracks without mess	1,999
Battalion administration and supply building	277
Battalion mess building	397
Fort Rucker, 2 battalion headquarters and classrooms	271
Fort Stewart, 2 battalion headquarters and classrooms	295
Fort Bragg, battalion headquarters and classrooms	157
4. Trainfire ranges:	
Camp A. P. Hill, trainfire I range	147
Fort Knox, trainfire I range	156
Camp Pickett, trainfire I range	396
Fort Hood, trainfire I range	679
Montmorillon, France, trainfire I range	140
5. Hospital buildings:	
Fort Sill, U.S. Army health facilities	6,825
Fort Leonard Wood, U.S. Army health facilities	7,520
Okinawa, addition to U.S. Army hospital	1,501
6. Dental clinics:	
Fort Campbell, dental clinic (28 chairs)	429
Fort Meade, dental clinic (28 chairs)	446
7. STARCOM facilities:	
Fort Leavenworth, addition to communication center	396
Camp Tomlinson, Japan, synchronizing equipment	50
Tropospheric scatter facilities Nos. 2, 3, 7, 11 and 12 (communications equipment buildings)	1,637
Power facilities	1,468
8. Communication buildings:	
Fort MacArthur, Air Defense Command building	151
Army Chemical Center, Md., post signal building	430
Dugway Proving Ground, communications building	206
Fort Belvoir, addition to communications building No. 246	145
White Sands Missile Range, communications building	267
9. Surface-to-air missile facilities:	
Various locations, United States:	
NIKE-HERCULES improvement kits	270
Radome facilities	989
Miscellaneous improvements	158
Eielson Air Force Base, Alaska:	
Emergency power buildings	117
Additional radars, NIKE sites	2,780
AN/FPS–36	716
Fort Richardson, Alaska:	
Emergency power buildings	21
Additional radars, NIKE sites	1,979
AN/FPS–36	338
Oahu defense area, Hawaii: HIPAR and improvement kits	814
Kwajalein Atoll:	
Dehumidified warehouse	127
Enlisted men's service club	432
Water supply	650
Roads, streets, parking areas, and hardstands	337
Korea:	
HIPAR and improvement kits	583
Air defense control facility	233
Okinawa: HIPAR and improvement kits	946
Germany:	
NIKE-HERCULES improvement kits	588
HIPAR	1,736
AN/MSQ–28	430
Electric power supply, HAWK	1,420

Listing of repetitive and related items, fiscal year 1962 military construction, Army, appropriation program—Continued

[In thousands of dollars]

	Estimated cost
10. Miniature tank ranges, Germany:	
Munich, miniature tank range	$145
Nuremberg:	
Miniature tank range, O'Brian Barracks	180
Miniature tank range, Monteith Barracks	144
Miniature tank range, Ferris Barracks	139
Stuttgart, miniature tank range, McKee Barracks	127

TOTAL AMOUNT FOR REPETITIVE ITEMS

General SEEMAN. Yes, Mr. Chairman. We have combed our list for repetitive items and have a list for the committee of 10 categories of line items which are similar in design or serve the same general purpose. They comprise about $47 million or approximately 23 percent of the program. The balance are items which are not repetitive in nature and can best be taken up as we come to them in the command sequence.

ARMY AVIATION PROGRAM FACILITIES

The first groups of items has to do with the Army aviation program. As you know the Army strives to increase tactical mobility and target identification and combat surveillance, and Army aviation is one of the means that we achieve improvement in this area. The Army aviation program in contrast to the aviation programs of the other services is expanding.

We further have a peculiar requirement that our aviation units are integrated with our ground forces which they serve. Our total construction program for aviation facilities in this package this year is about $11 million, of which $1.2 million are items of a repetitive nature.

Looking to the future, we anticipate that this program over the next 5 years may total about $10 million a year in our program. They are predominantly to provide standardized runway and support facilities at the old aviation fields where deficiencies exist.

CONTROL TOWERS AT FORT DEVENS, MASS.

The first specific item or category are two control towers. The first one at Fort Devens, Mass. The towers, as you know, are required to provide a facility for the control of flights at the station. This station houses a brigade and other Army elements. There is a Reserve Corps headquarters there. It provides support for NIKE sites. It houses control and radar and operating equipment. The existing tower is too small. It is not high enough for proper control. It cannot see all of the runway, and helicopter landing area. This will have concrete foundations and concrete floors and masonry walls. One floor is to accommodate special equipment for the control of night lighting. The second item is very similar at Fort Lewis.

Senator STENNIS. Just one question on Fort Devens. Will that complete your essential facilities for light planes?

AIRFIELD LIGHTING AT FORT DEVENS

General SEEMAN. There is an item in the next category of airfield lighting. Generally these will be pavements of areas, lighting of

areas, night lighting and control towers and occasionally a maintenance hanger for first echelon maintenance or if it is the center of several units, it will be for that.

Senator STENNIS. This is to improve the situation at Fort Devens?

General SEEMAN. Yes.

Senator MONRONEY. How many planes do you have permanently assigned there?

Colonel ADAMS. Forty-three, sir.

Senator MONRONEY. Are they permanently there?

Colonel ADAMS. Yes, sir.

Senator MONRONEY. Those are the light twins and the liaison.

General SEEMAN. They will be single engine or two engine combat surveillance type or rotary wing tactical mobility type, either for evacuation of casualties or for movement of supplies in the battlefield area.

Senator MONRONEY. Are there any commercial planes in and out of there?

General SEEMAN. No, sir. This is not a commercial field, but it is used by some of the other services in connection with R. & D. for Air Force at Hanscomb Field, and in connection with some of the R. & D. work of the Quartermaster Research and Development Command which is about 30 or 40 miles away near Natick, Mass.

Senator STENNIS. Why the difference in the cost at Fort Devens and Fort Lewis?

Mr. NORWOOD. The two towers themselves are approximately the same price, $116,000 and $120,000. However, the supporting utilities at the one are greater than at the other. That accounts for the difference. Also, a heating plant is required at the Fort Lewis installation which is not required additionally at Fort Devens.

AIRFIELD LIGHTING

General SEEMAN. The next category, Mr. Chairman, is for airfield lighting of the taxiways and runways in order to accommodate the night flight or inclement weather operations. We have these requirements at four stations this year, Fort Devens, Fort Stewart, Ga., Fort Hood, Tex., and Fort Huachuca, Ariz. There are differences in costs depending on the runways and taxiways involved. In some cases it involves installation of rotating beacons and marking for the approach glide angle.

At Fort Devens they conduct over 1,200 night flight operations each month. The field at Fort Stewart, Ga., also services Air Force planes and Navy aircraft for the VANGUARD tracking program.

At Fort Huachuca, there are numerous night flights in connection with the Signal Corps research and testing activity. As you know, the Signal Corps has the responsibility for electronic equipment and combat surveillance type radar equipment.

Senator STENNIS. General, I know this lighting is needed in connection with safety, accuracy, and as part of your training there. You are spending a quarter of a million dollars apiece in some of these places. Money is rather tight with the Army. Do you consider these essential as something that you need or just something you would like to have?

General SEEMAN. This is very essential, Mr. Chairman. It will save money in the waste time of the employees. It will save money in aircraft which would be damaged in case of accidents. It is a saving all around, as well as the safety of the personnel involved.

Senator STENNIS. I received the idea several years ago, Senator Monroney—you are an expert in this field—that we have been woefully lacking in years past in the elemental lighting as a safety device in commercial airports as well as the military. Is this a part of the program of bringing the airfields up to date?

General SEEMAN. Yes, sir.

Senator MONRONEY. Will this be standardized lighting?

General SEEMAN. Yes, sir, it is standard for intensity and distance. Much the same standard as the Air Force. Their fields are much larger.

Senator MONRONEY. You don't have ILS on these fields?

General SEEMAN. Yes, sir, there is instrument landing. Ground control approach in some cases.

Senator MONRONEY. So what are the runway lengths?

Colonel ADAMS. 3,400 is pretty standard.

Senator MONRONEY. That is enough for the Army planes?

General SEEMAN. Yes.

Senator MONRONEY. I wondered if they were big enough to take anything larger?

General SEEMAN. Yes. Normally this will take a two engine command Beechcraft type and C–123 type aircraft.

Senator MONRONEY. Does that lighting include the glide angle approach?

General SEEMAN. Yes, sir.

Senator STENNIS. You may proceed.

TROOP HOUSING FACILITIES AT FORT DIX AND FORT LEONARD WOOD

General SEEMAN. The next item, Mr. Chairman, pertains to troop housing facilities. We propose construction in the 1962 program at Fort Dix, N.J., Fort Leonard Wood, Mo., two of our large training stations. At Fort Dix, there is one barracks next to the new station hospital for medical enlisted personnel. Also we have a battalion housing package consisting of two 326-man barracks, a battalion mess building, and a battalion administration and supply building. These facilities, as well as those at the other stations, are required to provide a segment replacement of the old World War II frame buildings. These will replace those which have not been improved, Mr. Chairman. As you know, there was a program some years ago in the O. & M. area where there were major improvements to the barracks, but we have a commitment to use those for their 10 years' estimated life. We still have a sizable number of old barracks which are not improved in which men are living. Our long range requirements will involve replacement of inadequate barracks in which about 170,000 of our enlisted men are still housed.

At Fort Leonard Wood, we have a battalion package consisting of three barracks, a mess, and an administration and supply building.

BARRACKS FOR MEDICAL MEN AT FORT BENNING

At Fort Benning, there is a barracks for the medical enlisted men which will provide accommodations for them closer to the hospital and reduce the transportation costs.

Now, they are housed, I believe a mile and a half or 2 miles away.

Senator STENNIS. How do you transport them?

General SEEMAN. They are transported in trucks or buses, depending on what the station has. The main thing is that in support of the hospital this is some distance away and they are not readily available on an off-shift basis when you might have an emergency.

CLASSROOMS AT FORT RUCKER, FORT STEWART, AND FORT BRAGG

At Fort Rucker, Mr. Chairman, and Fort Stewart, Fort Bragg, we propose to construct battalion headquarters and classrooms. The barracks, messhalls, and administration and supply buildings for these troop accommodations were included in prior years' programs but facilities were not constructed to provide for the battalion staff and the conduct of indoor training. In other words, you have to give some lectures occasionally when people can sit down and they can assemble with some training aids. The barracks presently constructed there now do not provide for this space, and we are requesting them this year.

Senator STENNIS. Give us a general description of the facilities you are now using for these purposes. You touched on that briefly.

General SEEMAN. In the case of each station in our detailed presentation they pinpoint but in general they are using either space diverted from its proper use of a permanent building—because after all the officers and the leaders must be housed and they must train their men and they will require their men up or require a few of them to live in the old buildings. In some cases where there are old buildings in the area, they will utilize them. With the wooden posts in the area, and the rickety structures, you don't get the efficient conduct of the unit or the training.

Colonel ADAMS. When they are forced to use space in barracks, a typical battalion headquarters just about takes up the first floor of a three-floor barracks building, which is a severe loss to the billeting capacity.

Senator STENNIS. What takes up the first floor?

Colonel ADAMS. The battalion headquarters administrative space.

Senator STENNIS. It does not seem as though it would take up the whole first floor. Is that where you keep records?

General SEEMAN. There will be the commander's office, and the dayroom, the normal community recreation rooms, and this is just crowded out. They will put them in a little bit tighter in the squad rooms and in the sleeping rooms or spill over into adjacent buildings.

Senator MONRONEY. Are all of these installations and improvements you are asking for on bases that have been carefully surveyed to where they are not going to be on the next list of deactivation?

General SEEMAN. Yes, sir. All of these are major bases. We start from our hard core primarily. You can also notice, Senator Monroney, by the spread of these, they are not all in one section of the country. They are hard core stations in various areas.

The next category, Mr. Chairman, is a group of five Trainfire ranges.

Senator STENNIS. I have one more question here. The chart I have before me has the scope and a given number of men.

General SEEMAN. That is correct, sir.

Senator STENNIS. Let us take the battalion administration and supply building, 12,000 square feet. What is that?

General SEEMAN. These are standard plans and standard designs to accommodate a battalion activity.

Senator STENNIS. In Fort Leonard Wood, 978 men, one million nine. Does that mean it will take 978 men?

General SEEMAN. Yes, sir. This is the standard spacing at 72 square feet per man which is authorized by Army regulation. As you know, the Congress has a limitation on the cost of barracks per man. I believe it is $1,850 per man in the authorization act.

Senator STENNIS. Unless there is something further, proceed to the next item.

TRAINFIRE RANGES

General SEEMAN. The trainfire ranges, sir, are at Camp A. P. Hill, Fort Knox, Camp Pickett, Va., Fort Hood, Tex., and a trainfire range in France. These facilities, as in previous years, Mr. Chairman, provide for more realistic training and firing of the individual weapon of the soldier. At Camp A. P. Hill we are requesting funds for construction of one complete trainfire range consisting of a 50-point, field-firing range, 14-point, record-firing range, and two target-detecting ranges with the necessary roads, utilities, and site preparation.

At Fort Knox, it is a large armored training center. There is a 36-point, field-firing range with some additions to the existing preliminary 25-meter range. Two more target-detecting ranges with the necessary utilities and drainage, roads and electric power connections. These are targets which are operated by remote control to give the realistic training.

At Camp Pickett, the facilities are essentially the same, but are more extensive in that this is actually one complete trainfire range. Sometimes we have approached this in increments, depending upon the state of the training and sometimes the complete package.

Senator STENNIS. I remember when you had this before the authorization committee, I think we were surprised, General, that you did not already have these trainfire ranges. You said there were some new facilities and new systems.

General SEEMAN. In some cases we are augmenting the facilities that we already have. In some cases it is the third phase of a complete package. In some cases it is a complete new one, such as the one at Camp Hill, which is becoming a center of lots of Reserve summer training.

Senator STENNIS. Where is Camp Hill?

General SEEMAN. It is near Fredericksburg, Va., sir. At Fort Hood, our request is quite extensive in that we are requesting funds for three complete trainfire ranges. In France, we propose to construct one complete range, and this is the only facility of this kind available for the training of the Army personnel in all of the stations in western France. This is the LOC area, and this is the plan to train them all in their trainfire courses at this installation.

Senator STENNIS. What weapons do you use on the trainfire ranges?

General SEEMAN. This is the individual man's rifle, his personal weapon. This package that we are presenting this year will complete essentially this program for the Active Army, Mr. Chairman. We will possibly have minor improvements and additions to a few of the existing ranges, but in the main this completes the major element of this program.

FIELD FIRING AT CAMP A. P. HILL IN VIRGINIA

Senator MONRONEY. You said that Camp A. P. Hill is the Reserve training fire range for the National Guard and Reserve officers.

General SEEMAN. It is down here in Virginia where they take some of the Active Army from the vicinity of Fort Meade, and here at Fort Belvoir and Fort McNair and Fort Myer to do their field firing. They have no ranges in this metropolitan area.

Senator MONRONEY. Generally it is for the training period of the National Guard?

General SEEMAN. Yes, sir. There are people going down almost the year around.

Senator MONRONEY. There is no regular station complement?

General SEEMAN. There is a small station caretaker complement.

Senator MONRONEY. There is not a large number of 2,000 or 3,000 or 4,000 regular personnel?

General SEEMAN. That is correct.

Senator MONRONEY. The others are regular.

General SEEMAN. The others rotate in for their days of training and then go back to their home station.

COMMUNITY HEALTH FACILITIES AND HOSPITAL ADDITIONS

The next item is our community health facilities and hospital additions. We have three of these items this year, Mr. Chairman. One is at Fort Sill, Okla., one at Fort Leonard Wood, Mo., and we are asking for an addition to the existing hospital at Okinawa, where the Army is the executive agent for hospital service on the island.

Senator MONRONEY. I have seen the hospital at Okinawa. It was built with a large central core. This makes the addition relatively inexpensive as compared to having to establish an entire new hospital.

General SEEMAN. That is correct.

Senator MONRONEY. It also serves the Air Force and the Navy.

General SEEMAN. Yes, sir. This is really a defense hospital.

Senator MONRONEY. It is about the only one in the entire Far East.

General SEEMAN. The one at Hawaii, as you recall, provides for all the hospital services for all the services at Hawaii, except for the small station dispensary where you take the emergency inpatients.

Senator MONRONEY. At Fort Sill, most of the beds are in temporary World War II barracks type of frame construction, and the operating rooms are 2 or 3 miles away from the beds.

General SEEMAN. It is a very inefficient operation there because of the use of an old, old permanent building. I believe they have the surgical operating rooms in that. Then their medical part of the hospital is in the temporary section. Many times you will have a surgical patient that needs medical care and vice versa, and this is a very inefficient operation.

Senator MONRONEY. I understand that the old facility will be converted for other use.

General SEEMAN. In some cases the old facility is placed in a standby for mobilization requirements, depending on the mobilization plan for the station. In some cases it is salvaged and torn down.

QUARTERS AT FORT SILL, OKLA.

Colonel ADAMS. At Fort Sill, the old permanent hospital becomes bachelor officer quarters.

Senator MONRONEY. It is too small for a hospital.

General SEEMAN. It does not provide for modern medicine.

Senator STENNIS. Is it a frame building?

General SEEMAN. It is masonry.

Senator MONRONEY. It is extremely small. I don't think it will accommodate 200 patients at the maximum. Yet it is a good building and would do a full day's work by conversion to other use, which I understand will be bachelor officer quarters.

General SEEMAN. The old buildings are good structurally sound buildings, but they do require major rehabilitation.

Senator MONRONEY. It is not designed to meet today's hospital needs.

Senator STENNIS. Are there any other needs now at Fort Sill? Does this take care of the situation including room for a dental clinic?

General SEEMAN. This Fort Sill building does include a dental building. They are situated so that they can put the dental clinic under the same roof. It is an economy to include it.

Senator STENNIS. Are they going to do that?

General SEEMAN. Yes, sir.

FORT LEONARD WOOD FACILITY

At Fort Leonard Wood the facility is similar except it will be 300 beds for inpatients. At Fort Sill it was 250. The unit cost on a square foot basis which is really comparable is in the neighborhood of $30 a square foot. As Senator Monroney mentioned in the Okinawa case, where the clinics and the main operating areas are in the basic core of the hospital, we are just adding the bed units and the nursing space.

UNIT COST FORMULA

Senator STENNIS. Before you leave that, General, you were here when we went through all the special hearings on hospitals and finally came up with a formula with reference to the unit cost. Will these hospitals come within that formula?

General SEEMAN. Yes, sir. These have been seriously reviewed and studied both by the Defense, the Comptroller as well as the Bureau of the Budget, to see that they conform in the square feet assigned to the various clinics, the square feet assigned to administration, to nursing unit, to offices and doctors' offices, to nurses' stations, and things like that.

Senator STENNIS. This comes within that formula on a cost basis?

General SEEMAN. Yes, sir.

DENTAL CLINICS

Senator STENNIS. All three of these include dental clinics. I always thought you should include the dental clinic. Here you have two, at Fort Campbell and Fort Meade, where you will have to spend nearly a million dollars.

General SEEMAN. The dental clinics are in a somewhat different category, sir. There may be two or three in a large post in the areas of the center of gravity where the troops live. You can get dental treatment on an in-and-out basis and avoid transportation that way. That is why in this next category as you point out we have the dental clinic separate in a troop area.

Senator STENNIS. In your large installations you would not have all of the dental clinics in one place, I am sure.

General SEEMAN. That is correct.

Senator STENNIS. It seems to me that you could also include some of that in a hospital. Are there any other questions on that? If not, let us pass to the dental clinics.

General SEEMAN. There are two requested, sir, each of which is a 28-chair building. One at Fort Campbell, which is the home of one of our airborne divisions in the Strategic Army Corps, and the other at Fort Meade. Dental clinics are included to the extent possible in the central post health facility.

Senator STENNIS. Are these constructed of brick, stone, or concrete? What kind of buildings are these?

General SEEMAN. These are masonry units if they are masonry in that area.

Mr. NORWOOD. No. They will be brick, if we can get them within the price but they are built both ways, either masonry block or concrete block or brick.

STRATEGIC ARMY COMMUNICATIONS FACILITIES

General SEEMAN. Our next subgroup, sir, is the strategic Army communications facilities. These are part of the Army worldwide strategic communications network using tropospheric, ionospheric, ultrahigh frequency, and very high frequency radio propagation techniques. They are necessary to provide the control and communications necessary for our units around the world, and their logistic support. The only such project in the United States is in addition to the communications center at Fort Leavenworth, which is called the midwest relay station.

In addition, it is to accommodate some communication equipment and the station has to be extended. In Japan there is a need to put in some synchronizing equipment to provide for the switching of the power from the commercial to the emergency power to keep the station in operation. This is getting much more critical because of the online encryption and transmission equipment that you have. This is becoming an assembly line thing rather than a step-by-step process to speed the communication. The five European scatter facilities are along the line of communications up to the 7th Army in Germany. They are truly repetitive.

Senator STENNIS. You are testifying now about this item listed as No. 7?

General SEEMAN. Yes, sir. This is at the bottom of page 2.

Senator STENNIS. You have them listed as 1.6 at one place and 1.4 at another.

General SEEMAN. At each one of these four stations, 2, 3, 7, 11, and 12 there is a small communications equipment building and a power facility. There are five buildings for communication equipment totaling $1.6 million and five buildings for additional power requirements totaling $1.4 million. These will do away with the much shorter range very high frequency relay stations which are more subject to jamming and interference. They will do away with stations spaced 25 or 30 or 40 miles apart and do it all with these five stations of a much longer range.

Senator STENNIS. General, there is one thing that has impressed me over the years as you gentlemen add facilities, and modern ones, which I think you should, that you are slow in taking out the others. You are not quick to abandon something and take it out of operation.

Do you know that to be a fact?

General SEEMAN. These five will be located on existing real estate which is covered by the Status of Forces Agreement. In some cases the old obsolete stations will be left there for their local communications handling. Wherever the building can be used for an existing purpose we will get the maximum use.

Senator STENNIS. If you leave it for local people to use, what do you mean—Is that the Army use?

General SEEMAN. Yes, sir.

Senator STENNIS. You are not going to eliminate the operating cost of any facility when you put in a new one?

Colonel ADAMS. These five stations go actually from major headquarters as a central point to major headquarters. Few of these relay facilities to fan this system out to subordinate headquarters will still be continued in use. We have present an officer from the Signal Corps who could detail this more fully, if you like.

Senator STENNIS. I was beginning to think that if we put these in we will be able to eliminate others. But I understand not; is that correct?

General SEEMAN. I can't say categorically, sir, that we won't. They will put out of operation certain obsolete equipment but the new equipment that will be put in will use that space to the maximum extent. We will only ask for what is necessary in addition. In some cases they will use it for their local short-range communication.

TROPOSPHERIC SCATTER FACILITIES

Senator STENNIS. What would be the advantage of having these additional facilities? Such as the tropospheric scatter facilities?

General SEEMAN. It provides a system of communication which is faster and more jamproof, more interferenceproof.

Senator STENNIS. Why does it not eliminate the necessity of this old equipment and the old facilities being used? You could have had that already, but I don't understand.

General SEEMAN. Because in many cases it still has a utility in the local short-range communications.

Senator STENNIS. Is it still needed, though?

General SEEMAN. Yes. Across the five stations in France there may be and there are intermediate stations on the line of communications. An intermediate depot, for example.

Senator STENNIS. What kind of communications is this?

TYPES OF COMMUNICATIONS

General SEEMAN. This is communications directing the issue of logistic support items from the depots of either rations or food to sent it forward to the 7th Army. It may be relaying back information to the United States of an intelligence or command nature. It may be purely administrative traffic.

Senator MONRONEY. How about combat traffic? Is it geared for that?

General SEEMAN. The combat is normally within the field Army in the battlefield area. This is handled by what are more TO-type-unit communications. This is more or less the long-line communications.

Senator MONRONEY. This is an overhead communication? This is for the bookkeeping and the supplies and not combat?

General SEEMAN. It is also for the President and the Chief of Staff to talk to the commanders in Europe. This ties in with our chain clear back to the United States.

Senator STENNIS. Is there an Army chain back to the United States? The Navy has one and the Air Force has one. Or is this altogether?

JOINT FACILITY

Colonel RHATIGAN. On that particular question, this will be a joint facility. The five stations will carry Army traffic, Navy traffic, Air Force, State, CIA, any national users of communications.

To go back to one of your previous questions there is a very significant part of the existing communications which will be removed, now operating with some 250 personnel. The new system will operate over a comparable distance with approximately 85.

General SEEMAN. You will recall, Mr. Chairman, that Admiral Irwin testified on this before the Armed Services Committee and pointed out how these various communications systems were being monitored and controlled and supervised by the Defense Department to assure that there was enough duplication to insure alternate routes in an emergency but not enough to be wasteful.

The Navy has certain lines to its fleet units and its command stations. The Air Force has certain lines to its strategic bombing commands and other commands; but it is carefully controlled and monitored in the Department of Defense.

Senator STENNIS. There is a great question that comes to the minds of committee members as to the tremendous worldwide communication system, and so much of it seems to be duplication. I don't know where to say the line is between what is necessary and what is not and what is duplication and what is not. I believe in putting the best equipment available and using the ultimate in developments.

Colonel RHATIGAN. Mr. Chairman, perhaps I can give you an example. As far as this proposal is concerned, as I mentioned before, this is a joint system that will tie in with other services facilities within the geographic area under consideration. So that this is in fact

not a duplication, but merely an extension through areas which are predominantly Army based troops and facilities which require this particular type of support. So in effect this is part of a joint U.S. military communications plan. It does not duplicate facilities of the other services, but merely extend them into this area and will also carry their traffic.

As far as the buildup of communications is concerned, during the past 5 years this has been very extensive and probably will continue for these reasons: we have requirements now for high-speed data, which takes very large portions of the communications pipeline that is built into a system. We have requirements for command control of advanced type weapons which requires specifically allocated channels, which may only carry the voice of one of two individuals on very rare occasions but must be available for these high-level subscribers. This is the type of communications requirement that has been developing in conjunction with critical intelligence, speed of reaction, and control of advanced type weapons.

Senator STENNIS. Thank you very much, Colonel.

Senator MONRONEY. Are these going to be hardened or just ordinary construction?

Mr. NORWOOD. Ordinary construction.

Senator STENNIS. You may proceed.

COMMUNICATIONS BUILDINGS

General SEEMAN. The next subgroup of items, Mr. Chairman, is communications buildings at a number of our stations.

Senator STENNIS. Before you proceed, General, Senator Monroney has a question.

Senator MONRONEY. If these are so important for communications, linking with America and supplying logistics, why are they above ground in ordinary brick construction?

Colonel ADAMS. The general criteria used there is that these signal facilities are hardened on the same basis as the critical headquarters which they serve. These headquarters are not hardened. This is made more reasonable in the communications side by the fact that this is a network and there are certain alternatives that can be placed in operation if one of these drops out. They can in fact go around and come in the back door.

Senator MONRONEY. You say they go right up to the borderline of West Germany, as I understand the description.

Is the cost prohibitive if you go into the hardened communication center?

Colonel RHATIGAN. Sir, this has been looked into and from just one aspect alone, and that specifically of cost, when going into hardening the first consideration is going underground. In doing this the costs increase in geometric proportion. As Colonel Adams mentioned, we have actually what consists of a joint military communications net which is capable of sustaining very substantial damage and by alternate routing of traffic get around the damaged areas. In addition we have emergency commnuications plans utilizing transportable equipment to be flown in to replace wherever possible those facilities which must be replaced.

General SEEMAN. They have contingency plans to provide for mobilizations.

Senator MONRONEY. The mobilizations are still not comparable. Here is a No. 1 focal point that the whole world is watching and you are asking for a normal destructible above-ground communications center.

Colonel RHATIGAN. This is getting into a highly sensitive area and it is classified in nature. I think, sir, if you so desire an executive session we can go into this in detail and show you the actual communications facilities and support capable of extending communications into that particular location. There are very definite plans for emergency implementation.

Senator STENNIS. By way of summary on this question, as I understand you, you use this system to order supplies or groceries or bring up some additional rifles or tanks. It is a general communications system as you would have an overseas telephone or radio.

General SEEMAN. It can handle all sorts of traffic on a priority basis. The most important intelligence and command functions of the highest priority.

Senator STENNIS. In other words, it is an A.T. & T. system of your own, is that right?

Colonel RHATIGAN. Senator, that carries a rather peculiar connotation that I am sure you are aware of. It is a long-haul trunking system which technically is somewhat comparable to A.T. & T. Of course, we do tie into commercial facilities.

In summary, in response to your question, the facilities are planned as long-haul trunks. They will provide very fast responsive communications to the President, the Secretary of Defense, the national level intelligence agencies, and we are dealing now in times of 10 and 15 minutes of the passage of intelligence from a subscriber in the field to a national agency here in Washington.

Senator STENNIS. You have those facilities now, though. This is just an improvement on what you have now, is it not?

General SEEMAN. That is correct.

Senator STENNIS. I have another question at this point. You have only 3 million-plus, in this bill for these items. Is this the beginning of a large expenditure, or will this be all you will ask for for a time?

General SEEMAN. No, sir. You will recall in previous years we have had these stations across the Pacific where the Army has the long-haul line. There may be additions and extensions, depending upon where the traffic and where the requirements exist.

Senator STENNIS. We have a map showing the Pacific area covered over with black lines. This is not a commitment that will involve us in carrying out highly expensive programs next year or the next. It is just a segment.

General SEEMAN. It will be segments each year.

TOTAL FACILITIES IN PROGRAM

Colonel RHATIGAN. In this particular system, Mr. Chairman, there is a total of 10 facilities. The remaining five will be programed in fiscal 1963, I believe.

Senator STENNIS. At an approximate cost of how much?

Colonel RHATIGAN. About the same price, sir.

Senator STENNIS. You have five here.
Colonel RHATIGAN. Yes, sir.
Senator STENNIS. That will complete your system?
Colonel RHATIGAN. As far as the tropospheric scatter system is concerned, yes, sir.
Senator STENNIS. Shall we pass to the next one?

COMMUNICATIONS BUILDINGS IN UNITED STATES

General SEEMAN. The next category, Mr. Chairman, is a group of five communications buildings at stations in the United States. They are at Fort MacArthur, Calif., Army Chemical Center, Md., Dugway Proving Ground, Utah, Fort Belvoir, Va., and the White Sands Missile Range in New Mexico. These stations are required to provide additional area for the onpost telephone equipment, cryptographic centers, signal equipment repair and similar communication service requirement. They vary from $150,000, depending on whether it is a simple addition, to one at the Army Chemical Center where it is a complete post signal building to pull together in a more efficient location the signal operations at $430,000.
Seenator STENNIS. The communications buildings are all in the United States. I remember at one time that communication building was largely telephone.
General SEEMAN. Yes, sir. It is a telephone central. It is similar to the space which must be provided by a factory or an apartment building where the telephone company brings the service in, you have to provide the space and the operators for a branch telephone exchange.

SOURCE OF EQUIPMENT

Senator STENNIS. Who furnishes the equipment?
General SEEMAN. The equipment in this case is furnished by the Signal Corps.
Senator STENNIS. You have to buy the equipment?
General SEEMAN. Yes, sir.
Senator STENNIS. What does the telephone company furnish?
General SEEMAN. In this case, where they are Army owned, the telephone company just furnishes the trunkline connection.
Colonel RHATIGAN. That is correct.
Senator STENNIS. What are the charges, then? There are no charges except for long distance calls?
General SEEMAN. There are standard tariff charges.
Senator STENNIS. For long distance?
General SEEMAN. Yes, sir.
Senator STENNIS. You do not have to pay them anything for the local service because you put it up and operate it?
Colonel RHATIGAN. That is correct, sir. It is a private exchange normally such as you find in a large office building serving a large corporation or some such thing as that. This is operated by the firm actually receiving the service. So the only charges are beyond the switchboard, beyond the exchange, going out into the local operating telephone company or into the A. T. & T. long haul system for their long haul calls.

General SEEMAN. Mr. Chairman, we do charge the householder. There is a charge for individual families to pay the costs of the overhead on this building. There is no charge in the offices and the commanders or the fire reporting system. This has got to be handled by the Government.

Senator STENNIS. I do not know that I have ever gone into this. When you are next to city X and you have 30,000 military personnel there, there are a lot of local calls that go out from your installation to the city.

General SEEMAN. That is right.

Senator STENNIS. That puts an added burden on the telephone system. Do you have to pay anything for that?

General SEEMAN. Normally if they are small range they are 15 or 25 cents per call. Normally the long distance calls are according to the tariff.

Senator STENNIS. If a man wants to call a restaurant to make a reservation for dinner, there is no charge for that?

General SEEMAN. It depends on the distance. For example, at Fort Belvoir there is a nominal 15-cent tariff call for that close in.

Senator STENNIS. Whereas like the Naval Gun Factory right in the city, there would not be any charge.

General SEEMAN. No, sir; that is right in the metropolitan area.

ARMY CHEMICAL CENTER

Senator MONRONEY. How many people are at the Army Chemical Center?

General SEEMAN. There is a total of 382 officers and 1,861 enlisted men as of September 30 last, and 3,746 civilians. This is the home of the Chemical Corps Research and Development Command and quite a scientific community there, sir.

Colonel ADAMS. We should add, sir, that these buildings in addition to the telepheone switchboard typically include the radio and teletype facilities that serve the station. Of course, each station has such services, and cryptographic rooms and the like.

Santor MONRONEY. You call this a building. Does this $430,000 include the equipment, too?

Colonel ADAMS. Not the signal equipment. That includes installed equipment of a utilities nature.

Senator MONRONEY. I meant the switching equipment.

Colonel ADAMS. No, sir.

General SEEMAN. This is procured separately by the Signal Corps.

Senator MONRONEY. In other words, this is the building with only the necessary light and heat?

General SEEMAN. That is correct.

Senator MONRONEY. Then you buy or lease the switching equipment?

General SEEMAN. It is purchased and owned by the Signal Corps.

Senator MONRONEY. That would be in addition to the $430,000?

General SEEMAN. Yes, sir.

Senator MONRONEY. Or you may use the same switching equipment you have?

Colonel ADAMS. There are a few cases, I am sure, where leased equipment is used. I believe in each case the station is under consideration here this will be Government-owned equipment.

Senator STENNIS. If there is nothing further, we will move on to item 9.

SURFACE-TO-AIR MISSILE FACILITIES

General SEEMAN. The next is a category of the surface-to-air missile facility totaling $15.7 million at various locations in the United States, Alaska, Hawaii, Okinawa, Korea, Germany, and at Kwajalein. These facilities include systems improvement to enhance the target acquisition of the NIKE-HERCULES units at those stations. At these last two stations of Germany and Korea we are providing additional electronic control facilities for both the HERCULES and HAWK missile units which provide the air defense to our Field Forces deployed in the area.

FACILITIES AT KWAJALEIN

The items at Kwajalein shown on page 4 are facilities to support the Pacific Missile Range from Kwajalein where there will be support for the NIKE-ZEUS testing.

Senator STENNIS. What is that now, the NIKE-ZEUS testing?

General SEEMAN. At Kwajalein is a base camp and station which serves all the people in the area. I believe the items are an addition to a water supply, a warehouse, dehumidified to take care of electronic and other sensitive gear, there is an enlisted men's service club and some hardstands and parking area and roads.

Senator STENNIS. How many men do you have out there?

Colonel ADAMS. It is of the order of 1,400, sir.

Senator STENNIS. And this is part of your NIKE-ZEUS research?

Colonel ADAMS. Yes, sir. This is a mixture of civilians and service personnel. I suspect that the dominant portion of the strength served by the service club will be blue-collar civilians, if you will. The service club which the Navy had there in earlier days of Kwajalein burned down a few years ago and was never replaced. When this island was brought back into more intensive activity as part of the Pacific Missile Range, this became a rather troublesome deficiency. Hence the item in the program.

NIKE-ZEUS RESEARCH PROGRAM

Senator STENNIS. This is all part of your NIKE-ZEUS research and development program?

Colonel ADAMS. That is correct, sir.

Senator STENNIS. As far as these facilities are concerned, will this supply your needs there or is this just one increment on another?

Colonel ADAMS. This will supply the needs. This item is designed to cover all the service club needs, you might say, Armywise, enlisted men and noncommissioned officer range.

Senator STENNIS. And the water supply the same?

Colonel ADAMS. That is correct.

Senator STENNIS. Roads and streets and so forth. This will fix you up?

Colonel ADAMS. I would feel that the roads and streets probably will fix us up. This is a developing situation down there. There might be small increments in the future in that area.

HIGH-POWER ACQUISITION RADAR

Senator STENNIS. Will you explain to us the HIPAR?

General SEEMAN. This means high-power acquisition radar. It is a stronger radar. It includes the capability to reach out and acquire incoming targets at a greater range. It increases the capability of the HERCULES system and the rapidity with which it can respond.

Colonel BARNES. I have nothing more. That covers it quite well, sir.

Senator MONRONEY. May I ask a question on Kwajalein?

Does this also track ATLAS and TITAN?

General SEEMAN. It is an integral part of the Pacific Missile Range. The operating contract out there is done by the Navy. They have had custody of the island for some time. The general regulations covering the joint operation like this is that the host service provides general support, but in case of requirements specific, in this case to support the ZEUS program, it becomes our responsibility to program these additional requirements.

Senator STENNIS. I have not had much chance to attend the hearings on the other appropriation bill. The Army has already testified over there, I am sure. In response to questions, did you make a request for additional funds for NIKE-ZEUS?

General SEEMAN. The NIKE-ZEUS is included in the R. & D. segment but not in production. It is not in production and has not been approved.

Senator STENNIS. Are there any further questions on this item 9?

If not, you are not building any more of these installations now? You are not putting in any new NIKE-HERCULES units?

General SEEMAN. No, sir. This provides no deployment of troop units or no new dispositions?

Senator STENNIS. Will this fix you up with about all you need with reference to all of them?

General SEEMAN. As far as the approved program is concerned; yes, sir.

HIGH POWER IMPROVEMENT KITS

Senator MONRONEY. You call these NIKE-HERCULES high power improvement kits? How does that get into this construction bill?

Colonel BARNES. The improvement kit includes adding another radar to the installation, moving some of the existing radars, adding towers to improve the capabilities of the existing radars, and also changing some of the utilities. All of these require construction which puts them in the military construction bill.

Senator STENNIS. This doesn't buy radar?

Colonel BARNES. No, sir.

Senator STENNIS. It buys the facilities on which the radars sit and the connections and things of that kind.

Colonel ADAMS. There are coordinated programs in the equipment procurement area matching this.

POWER SUPPLY FOR HAWK SITES IN EUROPE

Senator STENNIS. What about our situation over in Europe now with reference to the HAWK? Your electric power supply, I suppose that is an additional alternative supply.

General SEEMAN. On the initial ready sites of the HAWK where they must be ready 24 hours a day it is economical to run in commercial power so they do not run their diesel units continuously. The diesel units are ready to move if the situation demands mobility.

Senator STENNIS. Do you have the HAWKS in Europe installed?

Colonel ADAMS. No, sir. They are being phased in over there.

Colonel BARNES. Sir, the best I can answer that is this: All of the HAWK units that are scheduled for Europe we have construction underway now, sir, except for the two items which are included in this year's bill.

Senator STENNIS. Refreshing my recollection, the HAWK is the one that operates at the low level; is that right?

Colonel BARNES. That is right.

Senator STENNIS. Do you have further plans for additional HAWK units in Western Europe?

Colonel BARNES. None that we know of now, sir.

Senator STENNIS. Or anywhere else overseas?

Colonel BARNES. No, sir.

Senator STENNIS. Are there any other questions on item 9?

If not, let us move to No. 10.

MINIATURE TANK RANGES IN GERMANY

General SEEMAN. No. 10 is an item of five miniature tank ranges in Germany. This is to avoid moving the heavy tank equipment and to avoid the expense of full caliber tank ammunition, and to improve the firing proficiency of the tank crews. In these miniature ranges, sir, they fire at short ranges with subcaliber ammunition mounted so that the tank gunners will get the same sighting practice as they would on a full-scale range. There are five of them in various points of the Seventh Army area. This is a miniature range. They are actually set up in the vicinity of the tank home housing billets, so there is a minimum lost time and don't have to go over German roads.

In some cases they require these tanks to be transported to avoid the wear and tear on the roads. This is an extra cost and time consumer.

Senator STENNIS. General, I know you are serious in presenting this, but I remember 20 years ago those tanks came rumbling out of Germany and ran all over Western Europe, and now we are having to go back and still continue to spend money for a small tank range in Germany. It seems to me that certainly would be a part of their contribution of defending Germany. These HAWK missile sites and all that goes with that, I think that stands on a very strong justification. Our military men over there have to have the training, but it seems to me that we are either mistaken about the need for this or Germany thinks we don't need it.

General SEEMAN. The major consideration here is not to save the roads; this is just incidental. The main thing is to save our own training time and our own expense of many rounds of the live full size ammunition.

Senator STENNIS. This type of training can be done in these small ranges without the usual transportation?

General SEEMAN. Close to where the troops are living. They are in their readiness positions. It is a minimum of lost time in going to and from the ranges.

Colonel ADAMS. From the standpoint of safety and available territory, there is actually only one range in Germany where the full-sized guns of the tanks can be fired. This is shared with the Germans and, being only one, is quite crowded.

Senator STENNIS. When you go out on that, that is where you shoot the works?

Colonel ADAMS. Our people can be scheduled there less directly than once a year for full-scale firing.

Senator STENNIS. As a matter of fact, you are up against it for training ground in Western Europe; are you not?

Colonel ADAMS. Yes, sir; it is a problem.

Senator STENNIS. I have heard mention that you go to north Africa for training.

General SEEMAN. The surface-to-air missile units must at the present time come back to White Sands and Fort Bliss for their annual service practice.

At one time there was a range in north Africa, I believe.

Senator STENNIS. It is not a great sum involved. Do you have any questions, Senator?

Senator MONRONEY. No, sir.

Senator STENNIS. That concludes your groupings?

General SEEMAN. Yes, sir.

Senator STENNIS. It has been very interesting as to what you said. Are you now ready to go to the books?

General SEEMAN. Yes, sir.

FIRST ARMY

FORT DEVENS, MASS.

Our line items, as usual, are arranged in four books. The first one deals with the continental armies. The First Army station is Fort Devens, in which we discussed the airfield items. There is one additional line item, a gas transmission line and distribution main for Fort Devens.

Senator STENNIS. I might say for the record that there might be $40 million worth of construction going on and nearly finished, but until it is commissioned it won't show up in the inventory. We will have to watch that.

General, will you proceed?

RESURFACING RUNWAY

General SEEMAN. At Fort Devens, in the aviation package we included the control tower and the lighting. There is a runway to be resurfaced there and an operations building. Those are shown. The estimated cost of resurfacing the runway is $90,000. It is intersecting to note that this will actually be an improvement of the quality of the deteriorated runway but a reduction in the total area of the runway. There is a 5,200-foot runway, but for our purposes 3,745 feet is sufficient. The operations building is self-explanatory. This handles the crew equipment and the weather detachment and the operating people that run the airfield.

Senator STENNIS. Let me ask you this question now: With all your airplanes in the Army, you are getting fairly well fixed up with bases and facilities and maintenance shops and runways and lighting.

General SEEMAN. It has been gradual and progressive. The types of aircraft are changing. There are improved helicopters and improved light aircraft coming along.

Senator STENNIS. But I mean the support facilities. You are about fixed up now.

General SEEMAN. It is being integrated in our depot and maintenance facilities. By and large, all of the major stations do have airfield support facilities that may need some improvement from time to time as this is indicated.

Colonel ADAMS. We have, to the best of my knowledge, no new fields to start or build: We have engaged in incremental and phased programs to make up proper support facilities at the established stations. There does continue a substantial requirement looking to the future ledgers for airfield related items.

Senator STENNIS. I do not want you to close that door. At the same time, you are getting substantially what you have to have for your essential operations; isn't that right?

Colonel ADAMS. This is true. All these fields are operating. It is a case of bringing them up to a proper standard in some cases. Also, we have all heard mention of reorganization of some of the Army structure at divisional level. There is involved there an increase in the number of airplanes per division. We have not really evaluated this constructionwise. We hope it will not be too great an impact. Perhaps additional parking facilities more than runways or other things.

Senator STENNIS. Thank you, Colonel.

General, will you proceed?

GAS TRANSMISSION MAIN AT FORT DEVENS

General SEEMAN. The other item at Fort Devens is a gas transmisison main and distribution main shown on page 10 of our book. This is to improve and reduce the cost of heating—space heating and water heating—at Fort Devens. It is estimated that by the putting in of this line and getting a bulk contract, that there will be savings in fuel and labor costs of approximately $355,000 per year, which would amortize this cost of the project in 5 to 6 years. It will also release about 160 enlisted from the hand-fired operation.

Senator STENNIS. Which item is that?

General SEEMAN. This is on page 10, the gas transmisison main and distribution system.

Senator STENNIS. Very well.

FORT DIX PROJECTS

General SEEMAN. The next station is for Fort Dix on page 11. We treated the enlisted men barracks package in the troop housing category before. This is an item for steam distribution of $311,000 on page 17. We mentioned the mess, the barracks, and the administration and supply buildings in the housing package, but this is necessary to support that package. Then there is a bachelor officers' quarters for

female Army corps and nurse personnel at Fort Dix estimated to cost $786,000. This is on page 18.

Senator STENNIS. What kind of quarters do you have now?

General SEEMAN. The Women officers are presently living in temporary quarters. They have been condemned by the commanding general. In many cases they prefer to live off the post rather than live in the substandard facilities that there are now.

Senator STENNIS. What is the objection to living off the post, if they wish to?

General SEEMAN. Some of these officers are nurses and they should be housed in proximity to the new hospital. In general, they are subject to the same desires that we have to keep our people in their military community and provide facilities for them. That completes the stations in the 1st Army, sir.

SECOND ARMY

CAMP A. P. HILL

The 2d Army begins on page 21. Camp A. P. Hill has only the one item, the trainfire range, which we have covered. Fort Knox, on page 24, has the trainfire range which we have covered.

Senator STENNIS. Pardon me just a moment, General.

At the bottom of page 11 where you list the BOQ, how many people will this serve?

General SEEMAN. It serves 80 spaces, sir. It is presently utilizing five frame nurses quarters and a converted temporary building, all built in 1941.

Senator STENNIS. Do they live there in those five buildings?

General SEEMAN. Yes, sir. Those that live on the fort.

Senator STENNIS. It is necessary that they live on the post? How many of the 80 live on the post?

General SEEMAN. This requirement for the 80 is those that are desired to have on the post.

Senator STENNIS. And those 80 are living there now?

General SEEMAN. I do not have the Women's Army Corps broken out separately. The total station at Fort Dix has a strength of 2,469 officers and over 35,000 enlisted personnel. I do not have them broken down between Women's Army Corps and nurses.

Senator STENNIS. This says 16 miles northwest of Trenton.

General SEEMAN. That is correct.

Senator STENNIS. So it is out a considerable distance?

General SEEMAN. Yes, sir. Trenton is the nearest large city.

Senator STENNIS. Very well.

Colonel ADAMS. The total BOQ requirement at Fort Dix is 1,400 bachelors. So this is a very small increment we are talking about here.

Senator STENNIS. Very well, that satisfies me.

The next item?

General SEEMAN. I mentioned the next Army was the 2d Army. We had a repetitive item of a trainfire range at Camp Hill on page 22.

Senator STENNIS. I think we can proceed without question on that one.

FORT KNOX

PARKING APRON FOR HELICOPTERS

General SEEMAN. At Fort Knox, on page 24, there are the two items in addition to the trainfire range or three items now. A parking apron for their helicopters is detailed on page 27. This is to provide parking facilities for 16 medium and 4 light transport helicopters. They are now parked on an apron and one cross-runway which is closed for landing operations. There are more helicopters than this stationed at the station. There are 16 H–37's and 21 H–34's stationed at Fort Knox. This is to reduce the crowding and to improve the parking facility.

EMERGENCY POWER FOR HOSPITAL

The next item is the emergency power for the hospital there as detailed on page 28. This is to provide emergency power in case of outages of the commercial power. In 1959 they had a case where commercial power was out for an hour and a quarter. This provides essential power for the operating rooms and one elevator and various essential operations.

Senator STENNIS. Does the average civilian hospital have this emergency power facility?

General SEEMAN. The average civilian hospital has some. The normal requirement is for the operating room and the fire system and the fire pump and one elevator or two, depending upon the layout of the hospital. In other words, the critical facilities.

ARMY MEDICAL RESEARCH LABORATORY

The next item is the Army Medical Research Laboratory. It is on page 29–A.

Senator STENNIS. I believe we have covered that unless Senator Monroney has something further.

Senator MONRONEY. That is the Army Medical Research Lab?

General SEEMAN. Yes, sir. This is on page 29–A. This item, you may recall, was included in our fiscal year 1961 request at $4,838,000. It was not approved for funding last year. We have restudied the requirements completely, and reduced its scope by 15,500 square feet and its cost by about $800,000. This is part of the Army Medical Research and Development Command that works very closely with the soldier: his reactions in battle. At Fort Knox the Armored Training Center is an ideal location for that.

Senator STENNIS. We went into this last year somewhat at length.

General SEEMAN. The House and the Senate both disfavored this item last year.

Senator MONRONEY. Are there any beds connected with this?

General SEEMAN. No, sir. This is purely a research item. There may be some beds for men to lie down and take their blood pressure, or things like that.

Senator MONRONEY. It has no hospital use such as research area in a hospital might have?

General SEEMAN. None whatever. It is not a clinical research type that you would have at the National Institutes of Health.

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Senator MONRONEY. Is this the only such research lab dealing with the field injuries such as deafness, and things of that kind?

Colonel VORDER BRUEGGE. We have had a medical laboratory at Fort Knox since September 1942. This started off as the Armored Medical Research Laboratory to work on the medical problems of our newly formed armor units. In 1946 the laboratory changed to a class II activity directly under the Surgeon General, as a research laboratory; when the Medical R. & D. Command was formed in August 1958 it became one of our principal laboratories. It is our second largest laboratory, after the Walter Reed Army Institute of Research, and it represents our major research effort on the medical problems of the healthy combat soldier. We have difficulty sometimes explaining this program, because people readily associate doctors with sick people, such as patients at Walter Reed General Hospital with pneumonia or hernias and gunshot wounds, but they often don't think about the problems of medical support for an army in the field, such as the problems associated with noise, vibration, vision, psychological stresses, and the new effects we are just learning about of the radiations in the electromagnetic spectrum in addition to the ionizing radiations.

The laboratory at Fort Knox has reported some startling new findings on the effects of radiations other than ionizing radiations, which we think are of extreme importance. These people are pioneering in this field, in the Biophysics Division there. The Psycho-physiology Division program represents our main effort on the problems of hearing and vision and the psychological stresses of the battlefield. We mentioned in our form, here in book 1 that one of their projects was a study of the acoustic reflex to protect hearing. We made reference to some 71,000 veterans receiving more than $43 million a year for disabilities relating to hearing.

FIELD ARTILLERY NOISES RESEARCH

Of course, all of these cases are not related to field artillery or other Army noises, but this gives some idea of the scope of this problem. Investigators at Fort Knox have produced a most interesting device which sets off an 80-decibel tone lasting only a fraction of a second, into the ears through a headset, fractions of a second before a gun fires. The soldier can't hear this brief tone, but it tightens up the muscles in his inner ear so that the eardrum is braced a fraction of a second later when the noise comes. The commander can talk to him, whereas, if he had earplugs in his ears he could not hear messages through his headset. This seemed like a "longhair" research project to many people but we think this can have many practical advantages. This is an example of the sort of work underway. Medical Service investigators are also concerned with the problems of night vision and color blindness. We had some very interesting developments this past year in our program on night vision. One of our contractors has used a new device to take electrical leads from the retina in the eye, somewhat similar to the electrocardiogram from the heart, and by flashing light can test people and obtain a specific record to relate to their capability for night vision.

USE OF COLORBLIND MEN FOR NIGHT PATROLS

To our surprise, his initial report indicated that colorblind people seem to have better night vision than others. It might be that instead of rejecting colorblind people from the Army, we ought to be recruiting them for night patrols, in view of what we are told about our enemy's night-fighting tactics. More work is required to evaluate the practical value of this method, but this illustrates the sort of problems studied.

EXPOSURE TO FLICKERING LIGHT

One of our contractors last year made a report on the effects of flickering light on brain waves. He found that some 6 to 10 percent of ordinary, normal people when exposed to flickering light of 13-, 14- or 15-cycles-per-second, showed unusual electrical tracings from their brains similar to the waves characteristic of epileptic convulsions.

This was an original observation. But on checking the list of the Army's helicopters, it was noted that the number of cycles per second, of the pulsed light coming through the rotating blades, is precisely in this range. We immediately began to wonder if this flickering light might effect certain helicopter pilots and explain some of the accidents for which no cause could be found.

Doctors at Fort Rucker commented on the apparent effect of flickering light on drivers who had accidents while driving down a highway where there were evenly spaced white marker signs or rows of trees. Some drivers explained that just before the accident they felt "strange" and a little upset but did not know why. These are only preliminary reports, just from the past year or so, but possibilities of practical application of these data are considered great enough to launch a program at Fort Rucker, tied in with the program at Fort Knox and with our civilian contractors.

The programs of the various divisions in the laboratory are supplemented by 15 contracts with investigators in leading universities from California to Massachusetts. We believe that a series of studies along the lines of the just cited—studies on the medical problems of the healthy combat soldier, and not just the sick man, as at Walter Reed, is something that we need very much indeed. On the modern battlefield, the complex physical stresses and infectious diseases represent two main medical support problems. These problems will exist in many remote areas now considered possible sites for future operations, and these medical problems can result in defeat of our forces before the enemy fires a shot, if our troops are not protected.

COST OF REPLACEMENT BUILDING

Senator STENNIS. You have had this program in effect since 1942. Now you need a replacement building.

Colonel VORDER BRUEGGE. Yes, sir.

Senator STENNIS. You reduced this from last year. What figure was it last year, General?

General SEEMAN. Our estimate last year was $4,838,000.

Senator STENNIS. It is $4,058,000 this year. That is a very interesting presentation you make, Colonel. You do not have a pamphlet of these accomplishments written up, do you?

Col. VORDER BRUEGGE. Yes, sir, we would be pleased to furnish it to the committee.

COMMUNICATION THROUGH SKIN NERVE ENDINGS

This brochure is a report on a "Symposium on Cutaneous Sensitivity" held last year at Fort Knox. Just within the past few years leading scientists in this country and several other countries have focused increasing attention on the minute structure of nerve endings in the skin and have considered the possibility of communicating with individuals by stimulating these nerves. We know that we can feel and identify certain objects with our eyes closed. For example, I can tell by touch that this is an ashtray. Investigators have made more precise studies of the nerves to the skin, and by the use of nonpainful electrical stimulation have trained small groups of people so that they can receive coded messages. One can use Morse code or other kinds of codes by varying the intensity and spacing of minute electrical shocks. So it looks like we are on the threshold of the possibility of communicating through the skin. This symposium represented the leaders in the field. This illustrates the close liaison between civilian investigators and our laboratory at Fort Knox. It looks like it might be possible to use new frequencies for battlefield communications, after we study the different parts of the body and find where there are the most sensitive nerve endings, for the special electrodes. A man might be trained to receive messages when other communication systems are jammed. It might be possible to transmit several hundred words a minute through a man's skin. This would be an extension of the training which permits a little boy to tell an egg, when he feels it, from a lemon.

May I finish up on communications?

Senator STENNIS. Yes.

WORK ON MICROWAVES

Col. VORDER BRUEGGE. The Biophysics Division is working on effects of microwaves, as we mentioned last year. They have made much progress in the past year in this field, and have found that at very precise points in the spectrum of microwave radiations, and this is not too far from the ordinary radar range, the protein molecules in the blood change very dramatically so that electrical tracings on the molecular flow of these proteins in solutions is completely altered.

These are nonthermal effects. This is not similar to the "Buck Rogers gun" that kills people a mile away because it heats up tissues inside the body. Certain microwave radiations do something to the molecular structure. For example it changes the antigenicity of these molecules—which means that a vaccine made from proteins treated in this fashion might be made more effective and protect the soldier a lot better than one not so treated. We are investigating this now.

RADIATION RESEARCH

Other radiations are of interest. The Army Research Office last month requested comment on a new medical research program, on what they told us were "masers," "lacers," and "irasers." I didn't

know anything about these words. A maser is "microwave amplification by stimulated emission of radiation." This is a whole new field in which synthetic crystals no bigger than a piece of chalk can be treated with one color of light and then exposed to another color, say red, and the energy exits almost simultaneously in a pinpoint beam that might go for miles. This is of immediate interest for communications. The Medical Service is interested because it became apparent that this energy, which could go through a piece of steel or achieve many thousands of degrees of temperature, had tremendous medical implications, because the men working with it have no idea, nor does anyone know at this time, whether this may cause cataracts or other damage to the eyes. The eye doctors got into this first. I think this points out that the Medical Service needs to examine the effects of the whole spectrum of radiation. We have focused too little attention on nonionizing radiation, and we have problems we are just beginning to learn about in terms of cataracts and other eye lesions which could be caused, and changes in other body tissues due to various radiations right through the range of the entire spectrum.

Senator STENNIS. That is a very fine presentation.

You said you had another laboratory in addition to Walter Reed?

Colonel VORDER BRUEGGE. I say Fort Knox is our second largest laboratory.

Senator STENNIS. Do you have others?

LOCATIONS OF OTHER LABORATORIES

Colonel VORDER BRUEGGE. Yes, sir. We have a nutrition research laboratory at Denver; a surgical research laboratory at Fort Sam Houston; a tropical medicine research laboratory in Puerto Rico; a new laboratory just established in Bangkok, Thailand; a small laboratory in Malaya; a medical research laboratory at Fort Detrick, Md.; a small laboratory in Panama; and a medical equipment development laboratory at Fort Totten, N.Y. We had the beginning of a laboratory in Africa, in the Belgian Congo, until the political upheaval forced the single investigator to move with his family to Uganda. We are sending an officer to a university in Iran this summer. We hope to do work in Alaska. Medical representatives are working with the group in Greenland. We have a small laboratory in Germany.

Senator STENNIS. That is to get the conditions and all the different climates?

SOLDIER-DAY LOSSES DUE TO SICKNESS

Colonel VORDER BRUEGGE. Yes, sir. We are focusing our attention right now, in addition to problems of the type worked on at the Fort Knox Laboratory, on infectious diseases. In the U.S. Army 72 million man-days were lost in World War II due to battle injuries, but we lost 286 million soldier-days due to people getting infectious diseases. We think there are areas in the world today where unprotected forces might well be defeated, before anyone shot at them, by most mosquito-borne and other infectious diseases.

Senator STENNIS. 286 million man-days lost due to illness? And how many from battle injuries?

Colonel VORDER BRUEGGE. 72 million. We had 378,000 cases of malaria, which at about $35 a day for 10 days out each, plus the cost of providing their replacements, cost more than $150 million, or more than our entire medical research program since 1945.

Senator STENNIS. You want to have contact with all these conditions in all the different areas of the world?

Colonel VORDER BRUEGGE. Yes, indeed.

Senator STENNIS. Will this fix you up? What will you be asking for next? What is on your list for next year?

INCREASE IN MEDICAL RESEARCH BUDGET

Colonel VORDER BRUEGGE. I will quote from your committee if I may ("Federal Support of Medical Research"—Report of the Committee of Consultants on Medical Research, to the Subcommittee on Departments of Labor and Health, Education, and Welfare, of the Committee on Appropriations, U.S. Senate, 86th Cong., 2d sess.; May 1960).

This report to Senator Lister Hill's subcommittee has this statement, starting on page 42:

> The budgets for these institutes have not kept pace with the increasing costs of research, owing to inflation, and this has necessitated a gradual reduction in staff, equipment, supplies, services, and maintenance to the point of diminishing returns. Outstanding scientists, deprived of adequate supporting personnel and services, have resigned to take better supported research positions elsewhere. These fine facilities which have been built at the taxpayers' expense are not being utilized effectively at the present time; they are not adequately staffed; and funds are not available to maintain them in efficient working condition or to replace equipment which has become obsolete. Support is not now sufficient to permit more than token realization of their potential contribution.

The report recommends provision of proper facilities and doubling of the budget. The people in the Army Research Office agree with your committee, and so do responsible individuals at Department of Defense level. Our budget has been planned to be approximately doubled by fiscal year 1963, sir.

Senator STENNIS. Senator Monroney and I are both members of Senator Hill's subcommittee on health. We follow him on most things. You have made a mighty strong case here. We appreciate your contribution very much.

Colonel VORDER BRUEGGE. Thank you, sir.

General SEEMAN. It is significant, Mr. Chairman, that when the new administration reviewed the budget in light of the current circumstances that one of the recommendations was to increase the R.D. & T. effort in the area of the diseases in remote areas which the colonel indicated.

Senator STENNIS. Yes. I am surprised you don't have more in the budget here especially if you went before the Budget Bureau. You have a great program. Thank you very much for your special appearance.

FORT MEADE MAINTENANCE FACILITIES

General SEEMAN. The next station, Mr. Chairman, is Fort Meade on page 30. The first item on page 31 is a hangar and a shop to provide maintenance facilities for their airfield there. You will recall this is the station where the old strip used to be near the center of the post. I believe in fiscal year 1960 the construction of a new strip was approved and this is a hangar to provide for the maintenance facility.

Senator STENNIS. No other building that we can use now?

General SEEMAN. No, sir; there is none in the area.

On page 32 are listed the total number of airplanes that are served there. There are a total of 53 aircraft.

Senator MONRONEY. Are those training aircraft for operations with troops?

General SEEMAN. There is an armored cavalry unit stationed at the base and there is a complement of aircraft in support of them. It is also the 2d Army Headquarters.

ADMINISTRATIVE PLANES AND COMBAT TRAINING PLANES

Senator MONRONEY. I was wondering how many administrative planes we are taking care of and how many are actually for combat training?

General SEEMAN. We don't have a breakdown of the total flights on and off that field. We will provide that for the record, if you wish.

(The information referred to follows:)

	Calendar year 1960	1st half calendar year 1961
1. Summary of air traffic activity count:		
(a) Local air traffic (landings plus takeoffs):		
Visual flights:		
Army, rotary wing (RW)	9,488	4,926
Army, fixed wing (FW)	7,521	5,263
Civil, rotary wing and fixed wing	2,314	502
Instrument flights: Army, rotary wing and fixed wing	234	94
Subtotal	19,557	10,785
(b) Itinerant air traffic (landings plus takeoffs):		
Visual flights:		
Army, rotary wing (RW)	705	446
Army, fixed wing (FW)	1,983	1,037
Instrument flights: Army, rotary wing and fixed wing	50	
Visual flights:		
USAF-Navy, rotary wing and fixed wing	51	166
Civil, rotary wing and fixed wing	293	120
Subtotal	3,082	1,769
Grand total	22,639	12,554

2. Total aircraft stationed at Fort Meade:	
L-20	7
L-19	15
L-23	3
H-13	10
H-19	1
HU1A	5
Total	41
3. Average number aviators stationed at Fort Meade	63

Senator MONRONEY. We always have to be watchful that the administrative aircraft do not sometimes outnumber the combat aircraft used in training.

General SEEMAN. That is true.

Senator STENNIS. You received a hangar last year, or the year before last.

Colonel ADAMS. Yes, sir. This is the second of the two hangars required at this airfield.

Senator STENNIS. Very well.

DENTAL CLINIC

What are you using now for a dental clinic?

General SEEMAN. This is one of the dental clinics covered in our repetitive items. The existing facility is a temporary building, a mobilization structure.

Senator STENNIS. I suppose you covered that fairly well.

General SEEMAN. It will be closed and placed in standby.

Senator STENNIS. What is your sensitive materials? Is that classified?

General SEEMAN. That is an item for the National Security Agency, sir, which we will cover in the executive session.

Senator STENNIS. Very well.

REGIMENTAL HEADQUARTERS BUILDING

Now your regimental headquarters building.

General SEEMAN. This is to provide a headquarters for the regiment stationed there. They are presently utilizing a portion of the permanent barracks. You may remember I mentioned our troop housing facilities in cases where the headquarters and the supply and training buildings were not provided at the time the barracks was built, they have had to divert portions of permanent barracks.

Senator STENNIS. On the headquarters buildings, you have a battalion headquarters building, a regimental headquarters building. What comes next?

General SEEMAN. Then it will be either the battle group or the division.

Colonel ADAMS. In the typical barracks complex layout, there is the regimental headquarters building, the battalion headquarters building, and a group of company administrative buildings.

Senator STENNIS. You do not go above the regiment?

General SEEMAN. No, sir. Occasionally we have deficiencies which will probably show up in later programs for division stations. Perhaps the same is true at Bragg. Occasionally at division stations this becomes a special program item. Our typical layout does not go above the regimental level.

Senator STENNIS. Are there any other questions?

If not, shall we take one more item?

FLAMMABLE STORAGE BUILDINGS

General SEEMAN. There is on page 36 a flammable storage building for the National Security Agency. This is to get flammable liquids and bottled gases and acids out of a building which was originally constructed as a mess. It doesn't have heat in it nor provide the proper care for this type of storage building. In addition they are using some space in the main NSA supply and operations buildings. This request will provide segregation for those items. Except for the classified items, that completes Fort Meade, sir.

Senator STENNIS. Thirty-nine is one of our Trainfire ranges. That is the only thing at Camp Pickett?

General SEEMAN. That is correct, sir. Did you wish more on that, sir?

Senator STENNIS. I think you have already covered it. That brings us over to page 41.

General SEEMAN. That is correct, sir.

FORT RITCHIE

ENLISTED WOMEN'S BARRACKS

At Fort Ritchie we have the alternate joint communications center, as you know. Fort Ritchie provides the support. We have a requirement there for an enlisted women's barracks and mess to provide for the 108 spaces.

Senator STENNIS. This says without mess.

General SEEMAN. That is right. They have the mess already.

Senator STENNIS. How many will that take care of?

General SEEMAN. This is a building to provide for 108. There is a total requirement for barracks there as shown on page 42 for 671. The existing inventory is 343 permanent, and 357 semipermanent.

Senator STENNIS. That brings us to a good place to stop.

We will reconvene at 2:30.

(Whereupon, at 12:30 p.m., the subcommittee was recessed, to be reconvened at 2:30 p.m. the same day.)

AFTERNOON SESSION—THURSDAY, JULY 6, 1961

THIRD ARMY

FORT BENNING, GA.

Senator STENNIS. The subcommittee will be in order.

I believe we were on page 45, the Third Army, Fort Benning.

General SEEMAN. That is correct, Mr. Chairman. The first item at Fort Benning is one of our large and very important items this year. It is an academic building for the Infantry School. The Infantry School is one of our largest basic training centers in the United States. It has a permanent building now as the core of its training requirement. It was built in 1935. However, the total student resident load in 1935 was about 450 students and the present resident load is in the neighborhood, in fiscal year 1960, of 12,880 students. So there are many, many times more requirements than in 1935.

In addition to the old school building, they are using 200-odd modified emergency-type structures of all categories such as old barracks buildings, old hospital wards, old sheds. They use the post theater for their main auditorium. In all, it is a very inefficient functional arrangement. This building is something over a half million square feet, 513,225, and it will actually displace 525,000 square feet. The amount, in temporary buildings of over 480,000 square feet, will be salvaged and destroyed. The main saving will be in the maintenance of those scattered facilities and transportation around the post at great distances. There will be considerable savings in the efficiency of the instruction and the amount of equipment and instructor personnel required.

In addition to their resident load, they have a large extension course in which they have about 44,000 participants. They also supply material to National Guard, ROTC, and Reserve units and schools.

Their nonresident enrollment in 1959 was over 260,000. They have had over the past year an average of 800 students from the Allied nations. Thirty-eight different countries had students in residence there.

In the summer training they support not only some of the classes of the Military Academy who go there for certain periods each summer, but they also have the guard and Reserve summer training and the ROTC. Over 1,600 ROTC students were there during 1960. This is an integrated academic building, with certain training aids which go with modern academic teaching. It is to be air-conditioned, according to the standards laid down by the Department of Defense for academic buildings where large numbers of people congregate in this section of the country.

Senator STENNIS. You must want it very much because it will take $10 million of your money for this one building. I mean $10 million of your overall allowance.

General SEEMAN. At our large central schools, such as the Field Artillery School at Fort Sill, the Command and General Staff School at Fort Leavenworth, the Air Defense Center at Fort Bliss, there have been more modern academic plants built in recent years. The pressure of new weapons placed most of those in higher priority, but we have perhaps been negligent in not presenting the large concentration at the Infantry School before.

Senator STENNIS. I notice your sheet here says that part of it is in Okaloosa, Fla. Does Fort Benning extend down into Florida?

Colonel ADAMS. This is part of the ranger training activity, I believe.

ACADEMIC BUILDING

General SEEMAN. The academic building has a number of segments.

Over 2,500 personnel are authorized at the Infantry Center for command, staff, and instructional activities. This building will provide office space for 1,400. There will be 28 multipurpose classrooms. There will be communications shops and maintenance, equipment, and supply laboratories.

There are a number of conference rooms for group conferences and student counseling and for preparation of courses of instruction. There will be an auditorium to handle their guest speaker program, their courses where they bring all of the various classes in residence together at one time. And, of course, their opening and graduation ceremonies.

PEAKLOAD AT FACILITY

Senator STENNIS. How many men will you have in training at any given time? In other words, the peakload that it can carry.

General SEEMAN. I mentioned the fiscal year 1960 annual load, averging nearly 13,000. The peakload in fiscal year 1960 is given as 3,486 students.

Senator STENNIS. That is at one time?

General SEEMAN. Yes, sir.

Senator STENNIS. How many shifts do you run?

General SEEMAN. That was 31 separate classes. Some of the classes are for 8 months. Some are refresher courses of a few weeks to 2 or 3 months. It depends upon the occupational specialty, whether officers or enlisted.

THREE-SHIFT BASIS AT KEESLER AIR FORCE BASE

Senator STENNIS. How many shifts per day do you run? I was down at Keesler the other day, at Biloxi, Miss., where they are training radio and radar men, and they are running three shifts per day. They said they are going to run four shifts, 6 hours a shift.

General DUFF. I would think, probably, sir, since there are 28 classrooms that would be provided in the building, and they have a need during a peakload for at least 43 classrooms, they would possibly have to run to a two-shift basis there. At the electronics school that you referred to, sir, at Keesler Air Force Base, from the very beginning they have been running this on a monthly shift basis, running it almost continuously around the clock.

This is the only facility I know of, sir, where it is run on a three-shift basis.

Senator STENNIS. I judge from the testimony of you two gentlemen, it would be just one shift.

General DUFF. This would be the expectation, sir. During certain peakloads it might be necessary to run it beyond that. One of the requirements at Keesler Air Force Base that makes it necessary to run that on a three-shift basis is because of the specialized equipment that is necessary there.

Senator STENNIS. The question is how many shifts are you going to run per day. As I get it, it would be one.

General SEEMAN. It is basically one.

Senator STENNIS. If you find out that is not exactly accurate, will you let us know? We might be asked that question.

General SEEMAN. They basically have their classrooms. They may have a related equipment or communication laboratory and they may go out for periods of field training.

AIRCRAFT FUEL STORAGE FACILITIES

The next item on page 52, Mr. Chairman, is for aircraft fuel storage facilities. They have a requirement now to include JP–4 fuel which they are not able to provide in their existing storage.

Senator STENNIS. That is the $103,000?

General SEEMAN. Yes, sir. They require five types of fuel there for the aircraft and they have not been able to provide for the JP–4 fuel.

ENLISTED MEDICAL MEN'S BARRACKS

Senator STENNIS. The next item is an old authorization. Enlisted men's barracks.

General SEEMAN. This, you will recall, from previous years, the hospital proceeded ahead of these barracks which are for the medical personnel, 263 men, without the mess. The mess is included in the hospital.

Senator STENNIS. What type men?

General SEEMAN. Medical personnel to support the hospital.

Senator STENNIS. They actually work in the hospital?

General SEEMAN. These are medical personnel assigned to the hospital. At the present time they are billeted a mile and a half away in the old post and they estimate their savings in transportation per year will amount to $58,000.

Senator STENNIS. I think you make a case for that. These men actually work in the hospital?

General SEEMAN. Yes, sir.

Senator STENNIS. Are they the men you have trained to be medics in combat?

General SEEMAN. Yes, sir. They may be assigned to troop units at a permanent post. They may be table-of-distribution units. They will be medical technicians, surgical technicians, pharmacists, and support personnel.

Senator STENNIS. I am interested in those you train to go out in the battlefield. You called them in World War II as medics.

General SEEMAN. That is right. There is a medical battalion with each division. There is a small medical detachment with each battalion unit consisting of a doctor and a few enlisted people, depending on its size.

Then, there are the field hospitals, the evacuation hospitals, where they centralize their medical support.

Senator STENNIS. These men will be trained to do that work as well as in a permanent hospital?

General SEEMAN. Yes, sir, as well as maintain and operate this hospital. That completes Fort Benning, sir.

Senator STENNIS. You may add anything you wish when you are ready to close out one item.

FORT BRAGG, N.C.

General SEEMAN. The next station, Fort Bragg, on page 56, starts with two items in support of their Army aviation. An apron for $106,000, on page 57, on which to park their helicopters and to have a washing area to maintain them better. They have assigned a total of 138 aircraft. There is an airborne division, an airborne corps, a logistic command, which are the main units there. It is the headquarters of the special forces which have received some attention recently.

HANGAR AND SHOP FOR HELICOPTERS

The next item is also an aviation item, a hangar with a shop for $415,000 to maintain the helicopters for the division aviation company. At present they have no enclosed space. They are doing much of their maintenance in the open. I mentioned the total number of aircraft there, nearly 150.

Senator STENNIS. The division aviation company—explain this Army unit.

General SEEMAN. This is the 82d Airborne Division that is stationed there, and the aircraft are operated and maintained by the division aviation company, with the pilots, mechanics, and the operations personnel.

BATTALION CLASSROOM AND HEADQUARTERS

The next two items, sir, the battalion classroom and the battalion headquarters, were covered in our repetitive item list. We have a number of these throughout the program. The classroom is estimated at $74,000 and the headquarters and classroom at $157,000. These will allow the diverted permanent barracks spaces to revert to their proper use and will allow for more efficient teaching and training.

Senator STENNIS. General, I don't want to deny you anything in the teaching classrooms where you need it. Where are you using this battalion classroom and headquarters building? What are you doing for that now? How are you working without these buildings?

Colonel ADAMS. This is an improvised arrangement in a grove of trees there at the end of the airfield.

Senator STENNIS. I am speaking of the last two items on page 56 of my book.

Colonel ADAMS. The instruction shed and classroom building, sir, are on page 63 in my book and is estimated at $135,000. The basic function is to teach the jumpmasters here in the 82d Airborne Division as squad leaders. They are virtually all noncoms. They are taught jumpmaster duties. They have a permanent staff there of division noncommissioned officer and officer personnel of the order of 15 people. They rotate these jumpmaster students through a relatively short course in this specialized training area.

They have some old improvised contractor sheds, packing box sheds. Some of the old airfield steel matting under foot. By and large, they have little electrical service and little heat. About half of their instruction is sitdown blackboard type of instruction. The purpose of this building would be to put them in more appropriate accommodations for this type of training.

Senator STENNIS. You feel that this is closely connected with essential and high-level training?

Colonel ADAMS. Yes, sir. It is peculiar to an airborne division.

BATTALION STOREROOM

Senator STENNIS. What about the battalion storeroom. What are you using for that purpose now? This is $456,000.

General SEEMAN. In some cases they are using space in permanent barracks and they are also using some temporary wood frame buildings.

Senator STENNIS. That is storerooms for what, supplies?

General SEEMAN. These are battalion storerooms—for their battalion equipment, for their weapons and ammunition.

Senator STENNIS. When you say "battalion storeroom," that means for gear and equipment that goes with the battalion itself?

General SEEMAN. This storeroom would support a battalion which would have under it four to five companies. There are certain team weapons and items of supply in battalion headquarters which are not common to the companies.

Senator STENNIS. How many men are in a battalion? I know it varies. Is a thousand men approximately correct?

General SEEMAN. Around 800 to a thousand is a good round number. Some are larger and some smaller, depending on the type of function.

Senator STENNIS. And a regiment?

General SEEMAN. A regiment will normally be three battalions, 2,200 to 2,500.

Senator STENNIS. You don't have brigades anymore?

General DUFF. We don't have regiments at the present time. They are battle groups for these divisions. In the brigade that you refer to, sir—under the new organization we will have brigades—the basic

unit will be the battalion and there will be a number of battalions in the brigades, dependent on the type of organization and the type of mission for this specific unit.

Senator STENNIS. What is your next item, General?

General SEEMAN. That completes Fort Bragg, sir.

FORT CAMPBELL, TENN.

GAS DISTRIBUTION AND CONVERSION CONSTRUCTION

The next station is Fort Campbell on page 66. We are requesting five items of which the first item on page 67 is a gas distribution and conversion project, estimated to cost $618,000. There is gas distribution to the post now in connection with the Capehart housing project. However, this project will tie-in 19 buildings with individual furnaces, and these can be consolidated and supplied with gas from their wholesale contract, effecting an estimated savings of $140,000 a year.

It will, also, in addition to the dollars, save a number of personnel from firing duties, estimated at 39 people.

Senator STENNIS. This is part of your plan for going over to natural gas?

General SEEMAN. Only where it is indicated as most economical.

Senator STENNIS. Will there be any additional expenditures now?

Colonel ADAMS. This increment of gas distribution and conversion will put all of the new post-war construction at Fort Campbell on gas. Campbell has most of its barracks and troop accommodations in permanent construction.

Senator STENNIS. You have figures to show that this will be a saving in fuel?

Colonel ADAMS. Yes, sir; $140,000 per year.

Senator STENNIS. That means it will pay itself out in a little over 4 years.

Colonel ADAMS. Yes, sir. It is possible that there may be additional savings. This is a matter under consideration for some of the temporary areas that will continue in use over a projected longer period.

Senator STENNIS. The next item.

MOTOR REPAIR SHOP

General SEEMAN. The next item is a motor repair shop and facilities to support about 125 vehicles in this organization. Presently they are crowding into existing shops and mobilization type buildings. The obsolete buildings are scheduled for demolition. The estimated cost of this item is $103,000.

Senator STENNIS. The next item?

DENTAL CLINIC

General SEEMAN. The next item, the dental clinic, we covered previously, Mr. Chairman, as a repetitive item. It is one for 28 chairs, estimated to cost $429,000. This is in the center of gravity of the personnel of the 101st Airborne Division.

The next item is a battalion headquarters building for $59,000.

BATTALION HEADQUARTERS BUILDING

Senator STENNIS. Your battalion headquarters building. That is a very modest sum. Why do the others cost so much more than this one?

Colonel ADAMS. This is without classrooms, sir. It is a relatively small building. The square footage costs about the same as the others, I believe.

Senator STENNIS. How much do they cost? It is more than this.

Colonel ADAMS. The classroom and headquarters building?

Senator STENNIS. The battalion headquarters building. Why not put it all at the same figure?

General SEEMAN. At Fort Bragg the battalion headquarters and classrooms were 6,100 square feet. This is 2,578. So it is less than half the size of the one at Bragg.

Senator STENNIS. It is hard to understand why the difference in size.

General SEEMAN. It is just a battalion headquarters without the classroom. They apparently have suitable space to carry on their training and instruction.

STORM DRAINAGE

Senator STENNIS. What about the storm drainage?

General SEEMAN. The storm drainage at $2,300,000 is an item which we have presented before, Mr. Chairman, This is the case where in this limestone area they have drainage in open wells which have been closed up and clogged by the silt. This is a grading and underground piping system to reduce the annual damage due to flooding. They estimate that on the average, that $50,000 to $100,000 damage each year occurs on buildings, roads, walks, and utility lines by this flooding.

This was authorized in the 86th Congress in 1960, I believe, sir.

Colonel ADAMS. This is a flat plain area over limestone underlay, a sinkhole country. There are a series of these sinkholes down the family housing side of this elongated post layout. This spring, for example, in rather wet weather, these sinkholes filled up to depths of 10, 15, and 20 feet in the middle.

Senator STENNIS. It does seem to me that you could put this somewhere else and you need this $2.3 million for many other urgent projects.

Colonel ADAMS. This drainage has been in the plan. This will complete the drainage work at Fort Campbell.

Senator STENNIS. Is there anything else you want to say about that one?

General SEEMAN. Only that in addition to providing a more adequate drainage system, this project will eliminate the health hazards and a very unsafe condition—especially to small children—where the water ponds to several feet deep in some sections of the housing areas.

That completes Fort Campbell.

FORT RUCKER, ALA.

The next station is Fort Rucker, on page 74, which is the center of the aviation training in the Army. The basic rotary wing training is given at Camp Wolters in Texas, but for the advanced rotary

wing and all of the fixed wing primary and advanced training, Fort Rucker is the station.

Five items are being requested as described on pages 75 through 84 of the justification books.

BATTALION HEADQUARTERS BUILDINGS

The first item is for two battalion headquarters buildings, which we covered as a repetitive item. These are each 6,100 square feet. The total cost for two is $271,000.

Senator STENNIS. They cost $135,000 each?

General SEEMAN. Yes, sir.

Senator STENNIS. We just passed one here that cost $59,000.

General SEEMAN. Yes, sir. That was only half the size. It was just the headquarters without any classrooms.

Senator STENNIS. My point is that you don't say anything about classrooms here. The battalion is approximately the same wherever you find it. You don't specify any classrooms. So it makes me think it must be a mistake.

General SEEMAN. The type of battalion and the type of equipment that they are equipped with and the training they must do vary. An aviation unit will have more in the way of weather and equipment and mechanical training. It is of such nature that this is a standard plan of 6,100 square feet to fit their requirement. At present they are using temporary buildings.

Colonel ADAMS. This sheet is deficient, sir, to the extent that it doesn't mention the classrooms. They are in here.

Senator STENNIS. You state in your testimony that they are in here.

Colonel ADAMS. That is correct, sir.

Senator STENNIS. The next item?

STAGE FIELD FOR TRAINING ROTARY WING STUDENTS

General SEEMAN. This is a stage field for $1,111,000 for training the rotary wing student. As you know, the basic system of training at Fort Rucker is a base field with a headquarters called Cairns Field. Then they have auxiliary fields where they base and maintain their aircraft. Then they have these stage fields where they go back and forth on their primary training. They will have a class at each end and switch the classes.

They have both rotary wing and fixed wing stage fields.

This RW–4, as it is called, is the fifth of their stage fields for their rotary wing training. It includes not only the basic paving, but the grading and all the utilities in support.

POST FLIGHT MAINTENANCE HANGARS

The next item is for two post flight maintenance hangars at one of the auxiliary fields, Auxiliary No. 3. When the flight training day is over they must check out these planes that the students have used and this is what they call post flight maintenance. That is outside of the hours of flight instruction the maintenance people and the inspection people must check over the aircraft.

On page 79 this is presented as the maintenance hangars at an estimated cost of $189,000. Auxiliary No. 3, the basic field, was included in our program of last year, sir.

Senator STENNIS. Proceed, General.

TRANSPORTATION CORPS HANGAR AND SHOP

General SEEMAN. The next item is a hangar and shop on page 81 for $381,000. This is for the Transportation Corps segment which develops and tests the aircraft for the Army. This is the erection of a prefabricated hangar which has been in our program previously and unfunded.

The Transportation Test Support Facility has 74 test aircraft of 19 different makes and models, and an average of these require some daily maintenance in hangar facilities. It can be understood that the development testing is a very important segment.

Senator STENNIS. What would be your situation if this is built? Do you have all the shops you need at Fort Rucker, for your present program?

General SEEMAN. This will meet all the need for the Transportation Corps testing agency in this item.

Senator STENNIS. And you will have all the shops and hangars you need at Rucker under the present program if this is finished?

General SEEMAN. There is a continuing need over the next few years as our aircraft inventory increases in number and increases in new types. They are somewhat different types. The battlefield surveillance type is more complex with more electronic gear. Our battlefield supply type is a twin-engine, the CARIBOU, that is a little more complex than we presently have.

There will be some construction increments in the next 5 years.

Senator STENNIS. What will be the nature?

Colonel ADAMS. The most likely next requirement down there, and one that is under consideration, I believe, is the sixth helicopter stage field. The one we mention here in the fiscal year 1962 program is the fifth. It provides the second that is capable of handling the heavier helicopters that are coming into the system. There is a likelihood that there may be a need for one more helicopter stage field.

General SEEMAN. As we see them now at this time, Mr. Chairman, there may be one more rotary wing stage field in 1964 for this station as the pilot density increases. We are thinking of using or getting some landing rights at Graham or one other of the temporary fields previously used in connection with the Air Force training program in the vicinity of Marianna. Then we expect a need for some additional parking aprons and hard stands for the heavier planes in 1963, probably up to 150,000 square yards. These are the needs as we see them at the present time.

Senator STENNIS. General, you may proceed.

ACADEMIC BUILDING

General SEEMAN. The next and last item is an academic building for $527,000 as shown on page 83. You may recall this from previous years. It was authorized in 1960 as one of seven items. It was denied funding by the Congress in 1961 on the basis that we had not fully

presented our studies and requirements for classrooms at this aviation training facility.

This has been thoroughly restudied. This represents our first increment of the classrooms. There is a total classroom requirement of 58. At the present time they have a total of 35 renovated, air-conditioned classrooms which are adequate for student training. They are in frame buildings, however. But this still leaves a requirement for a total of 23 classrooms.

This building is an increment of six. Further increments will be presented as the old classrooms become obsolete and as the new requirements develop.

Senator STENNIS. You say on page 83 that six classrooms in the proposed building are of 45-man capacity?

General SEEMAN. That is right.

Senator STENNIS. That is 45 men to each classroom?

General SEEMAN. That is right, sir.

Senator STENNIS. You now have frame buildings there, you say?

General SEEMAN. Yes, sir.

Senator STENNIS. That are air-conditioned?

General SEEMAN. Thirty-five of those that are presently in use are adequate for the time being.

Colonel ADAMS. These are old barracks buildings, sir, the typical World War II barracks. They have taken the columns out of the second floor and refinished it somewhat and put in a little air-conditioning unit. This is what we call an adequate classroom here that is supposed to last for around 10 years or so before we even consider programing replacements. They stopped that program short and left 23 of their total classroom requirement unimproved and spent no money. For those 23 they are using old mess halls and miscellaneous buildings that are in their original state and in a rundown condition, with the expectation or the hope that against that, we will phase in this six 45-man classroom type of permanent construction item and round out the requirement.

TOTAL STUDENTS

Senator MONRONEY. How many students do you have going through the course?

General SEEMAN. At Fort Rucker, the present complement is about 1,300 officers and 4,100 enlisted men. The actual student load we don't specifically have at Fort Rucker. We do have the total Army aviators required at present as over 6,400. By 1965 we estimate the requirement will be 7,600.

Senator MONRONEY. What is your classroom load? You want this building.

General SEEMAN. The present classroom requirement each day is 51 classrooms.

Senator MONRONEY. That still doesn't answer my question on how many students.

General SEEMAN. I don't have the number of students. We will provide that.

Senator MONRONEY. When we started this program it was to be $5 million. The estimated cost of the academic building is $5.3 million of which this $527,000 is the first section.

General SEEMAN. That is correct.

Senator MONRONEY. I am just wondering what the total teaching load was because it is not necessarily related to the officer and enlisted personnel that you have in the housekeeping part of the base.

General SEEMAN. That is correct. We will provide for the record the actual teaching load. In addition to pilots, there will be first and second echelon mechanics' training and communications training that all require the training aids.

(The information referred to appears on p. 50.)

Senator STENNIS. That brings us to page 85.

FORT STEWART, GA.

RESURFACING OF RUNWAY

General SEEMAN. Fort Stewart, near Savannah, Ga. We presented the battalion headquarters and classrooms, the first items, in our repetitive-item category. The next item on page 88 is resurfacing of a runway at an estimated cost of $192,000. This airfield at Fort Stewart is used for medical evacuation of patients, for air traffic in support of National Guard and Reserve summer training components, and for aerial reconnaissance and training on the tank and artillery ranges at that station.

TRAFFIC ON AIRFIELD

This, as you know, is the only place where the high-powered armor-piercing tank ammunition can be fired on the east coast. The total traffic on the airfield is shown on page 89 as a total of 15,343 takeoffs and landings in one calendar year, 1959.

RESURFACING TAXIWAYS

The next item is a companion item to resurface the taxiways serving the runway at an estimated cost of $119,000. This actually serves the same traffic which I have enumerated before.

This item is necessary as an immediate requirement to bring the areas up to a standard for safe operation of taxiways in connection with runway No. 1 and to prevent further deterioration. Taxiways A and C connect the two ends of runway No. 1 to the aircraft parking apron, no other taxiways perform this function.

RESURFACING PARKING APRONS

The next item also is a companion item of resurfacing the parking aprons at an estimated cost of $120,000. They do not have any warmup pads at present or a washstand for the aircraft, which will be provided on this parking apron.

The existing facility has deteriorated beyond the point where it can be restored under present maintenance capabilities, and is increasing in wear and weather deterioration. If not considered at this time, the cost of repairs will continue to increase and result in extensive deterioration, making the areas unfit for use because of hazardous conditions. The project should be considered from an economical viewpoint and lack of an adequate facility for the training mission of the post. Further delay will result in loss of investment which the Government has in this facility plus possible damage to aircraft and injury to pilots.

HANGAR FOR BASE MAINTENANCE AND REPAIR

The next item, page 94, I believe, we covered as a repetitive airfield lighting item earlier this morning.

On page 95 is the erection of a hangar for the base maintenance and repair function estimated to cost $150,000. They do have a temporary hangar there which is inadequate in space and design for efficient operation. This is just the erection of a hangar which was obtained as surplus from the Atomic Energy Commission. Much of the maintenance at present is being done in the open.

TANK REPAIR SHOPS

The next item on page 96 is for two tank repair shops at $195,000.

I have mentioned that this is the main tank firing range in the 3d Army area. They have 89 track vehicles assigned to the tank battalion. They have two repair shops at present, meeting the requirement partially. This will complete the motor pool complex and provide for the requirements of each of the tank companies.

That maintenance which cannot be done at present now under cover is done in the open.

That completes the 3d Army, sir.

Colonel Coyne has found the figures on Fort Rucker.

TOTAL STUDENTS AT FORT RUCKER

Colonel COYNE. The planned fiscal 1962 input into Fort Rucker is 10,819 students. These are not necessarily all there at one time because they are officer and enlisted personnel. There are 26 different courses of varying lengths from 2 weeks to 40 weeks in duration.

Senator STENNIS. Which one are you talking about?

Senator MONRONEY. He is answering the question as to the number of students that would be involved.

Senator STENNIS. Pardon that interruption. I thought you were talking about Stewart.

Colonel COYNE. That is all I had, sir.

Senator MONRONEY. 10,000, roughly, is the number of students that go in and out each year.

General SEEMAN. Yes, sir. You will recall that those at Fort Rucker are not all pilots. These are mechanics and other people.

Senator MONRONEY. They all require classroom instruction?

General SEEMAN. Yes, sir.

Colonel ADAMS. It is roughly 11,000.

Senator STENNIS. I believe you say they average 3 hours a day?

General SEEMAN. They will run classroom and practice training.

Senator STENNIS. The line training is in addition to that 3 hours.

The next item?

4TH ARMY

FORT BLISS, TEX.

SUPPLY AND STORAGE BUILDING

General SEEMAN. The 4th Army begins on pages 99 and 100 with Fort Bliss. This is the Air Defense Center in Texas. Five items are being requested as described in detail on pages 101 through 107. The first item is a supply and storage building at McGregor Range for

$106,000. This was not included in our list of repetitive items because these are not permanent buildings. These are semipermanent buildings at this field firing site north of Fort Bliss. They have temporary and portable structures now which are gradually being outmoded as the training and firing requirements have increased and the density of our surface-to-air missile units has increased.

They need this supply and storage building to provide better storage for their spare parts and components out of the blowing sand and dust and under more controlled conditions. They are presently using some metal prefabs which were put up in 1959. They are in fairly good condition, but they are not weathertight and sound enough to take care of sensitive equipment.

The NIKE-AJAX, such as are still in the system, the NIKE-HERCULES and the HAWK units all return to this range at Fort Bliss annually for their annual live practice firing.

Senator STENNIS. Did you say the HAWK?

General SEEMAN. Yes, sir.

Senator STENNIS. You bring them back from Europe?

General SEEMAN. This is my understanding. The HERCULES and the HAWK must have an annual live firing with the weapon and it is done at this range. As I understand the system, they do not bring back the entire unit. They will keep a certain component of the base camp for support and they will bring back only the firing battery components of the unit.

General DUFF. About one-third of the battery manpower are brought back because these are the most sensitive people through the technicians and fire control and launching area personnel that are necessary for the firing of a specific missile.

Senator STENNIS. I certainly didn't know that. That is a very expensive procedure, is it not?

General DUFF. It is expensive, sir. The principal consideration involved is that while it would be desirable to provide these firing facilities on the Atlantic seaboard and on the Pacific, it is a question that these locations are in very densely populated areas. So it would be a question of the sea traffic and the question of the safety factors involved, because when you fire a NIKE missile, the booster, as you know, has to fall into a predetermined area. While in the leasing arrangement that is provided for these areas, you get an area of low population density; these booster cases, when they fall could destroy a building.

So it would be very difficult to find specific sites in the heavily defended areas where you could use this particular facility.

Senator STENNIS. But you are bringing troops back from Europe. You bring back the manpower. Do you bring back the missiles?

General DUFF. Sir, it is just the men. They are flown in, normally, by a contract air transport. It is not necessary to bring back any of the equipment.

Senator STENNIS. Don't you have to do something to these missiles every year?

General DUFF. Yes, sir. As far as the missiles are concerned, they are actually rotated so that the missiles on a particular site—the older missiles are fed back into the depot system. It is those that are normally transferred to McGregor Range and Fort Bliss to be used

in the annual firing. So you have a constant rotation, the newer missiles as they come off the production line going to the air defense sites and the older missiles being sent back to the depot to be reconditioned. These older missiles are the ones that are used for the annual service practices.

RECONDITIONING NIKE MISSILES

Senator STENNIS. They are sent back to be reconditioned. Sent back where?

General DUFF. There are about five different depots that are dispersed at appropriate geographical locations throughout the United States, sir. It is from these depots that the missiles would be shipped to Fort Bliss to be used at the McGregor Range.

Senator STENNIS. So the oldest missiles that you have at site X in Western Europe, are brought back here and reconditioned and then sent on to Fort Bliss for this practice?

General DUFF. That is correct, sir. If the missile does need a reconditioning, it is sent to a reconditioning station. If it is a missile that is in good shape and has suffered no structural damage in the course of shipment, it would not be necessary for it to go any place except directly to Fort Bliss.

General SEEMAN. There were only a limited number of AJAX units deployed. By the time they were ready to be deployed overseas the second generation was coming in. The missiles primarily used for service firing now have been in the continental United States. I, perhaps, misled you when I said all units go back because you know there is a missile range in Alaska where they rotate their Alaskan units to fire live practice.

We have in this Congress a land withdrawal action with the Interior and Insular Affairs Committee to take care of that. In addition, there is live firing by one of the units stationed on Okinawa.

General DUFF. That is correct. There is a firing range on Okinawa.

Senator STENNIS. That is what I was thinking about. I have seen the processing of the missiles there. I did not see them firing. Getting back to this AJAX now, I thought you had deactivated those AJAX units this calendar year.

General SEEMAN. Those that are still in the system will be manned by National Guard units on site.

General DUFF. They will be by the end of the fiscal year, sir. The AJAX is being phased out of the Active Army, being replaced by HERCULES. The National Guard units will be the units that man the AJAX principally, sir, and at a later time, the National Guard units will also be converted.

Senator STENNIS. What do you mean by converted?

General DUFF. The National Guard would be taking over NIKE-HERCULES units at a later time. A NIKE-AJAX site can be converted to HERCULES, because, in general, the pits were constructed so that they could accommodate at a later date the NIKE-HERCULES missile as well as the NIKE-AJAX. So it is only necessary to change the elevators, the firing platforms, and the other structural equipment for the conversion process.

Senator STENNIS. We were sent a memorandum by Secretary McNamara to the Armed Services Committee several weeks ago.

General, I believe you were in the committee when this came up. As I understood, they were actually deactivating a number of NIKE-AJAX units this calendar year.

General SEEMAN. I do not know whether we should get into exact numbers, but I do know that the capabilities of the HERCULES are somewhat greater, so you do not need the same number as AJAX batteries to cover the same area.

General DUFF. That is correct, sir. While the NIKE-AJAX is being phased out of the active Army, it is not completely phased out of the system.

Senator STENNIS. I know, not completely. But I want to know what is happening to these units that we had reported to us. If you turn them over to the National Guard that means the cost to the Federal Government is going right on. It is a question of which pocket you are going to pay it out of.

General DUFF. There will be some actual phaseout from active units, sir, and we would be glad to furnish this to the committee in executive session.

General SEEMAN. They are not all being turned over to the Guard I know in our real estate procedures we are excessing and returning to the economy through the GSA, certain surplus sites.

General DUFF. With regard to the firing, too, sir, since the AJAX missile is much less expensive than the HERCULES, and since the HERCULES is universal equipment—that is, it can fire the NIKE-HERCULES or the NIKE-AJAX—in order to keep down the cost of the annual service practice firing where a battery would fire three missiles, sir, only one would be a HERCULES and the other two would be the AJAX.

This is the system that has been normally used. So that the excess equipment is kept down and the annual cost of the firing kept down.

As you are phasing out of the site, you are disposing of the missiles this way.

Senator STENNIS. Let us proceed to the next item, General.

ENLISTED MEN'S MESS

General SEEMAN. The next item, Mr. Chairman, on page 103 is an enlisted men's mess estimated at $117,000 for a training section of Fort Bliss that is somewhat remote from the central post area. They have people now who are doubled up in an existing 170-man mess three-fourths of a mile across a main arterial highway, No. 54. This is to improve the messing facilities and save their lost time and hazard of travel back and forth.

Senator STENNIS. That price is a little less than usual, is it not?

General SEEMAN. Yes, sir. This is semipermanent.

BATTALION HEADQUARTERS AND SUPPLY BUILDINGS

Senator STENNIS. What about the next item, three battalion headquarters and supply buildings?

General SEEMAN. The next is backup for McGregor Range, again, of headquarters and supply buildings for the units in training at an estimated cost of $117,000.

Senator STENNIS. That is a low figure, too.

General SEEMAN. This, too, is semipermanent. It is not a permanent structure. At present, they are using prefabricated metal buildings assembled in 1958 and they will continue in use as storage buildings when these headquarters and supply buildings are provided.

SANITARY FACILITIES AT M'GREGOR RANGE

Senator STENNIS. The next item is a small one, $25,000.

General SEEMAN. Yes. This is to expand the sewage disposal system to provide adequate sanitary facilities at McGregor Range to support the current troop load.

The guided missile range was originally constructed on the basis of a troop training load of 1,000; however, as a result of the expanded missile program the troop load has increased to 2,330. In view of the increase of population the existing Imhoff tank is too small to effectively treat all of the sewage with the result that considerable raw sewage is discharged to the evaporation field. Failure to provide this item will result in the continued discharge of an excessive amount of raw sewage into the open with the possibility of such action promoting disease.

ADDITIONAL WATER SUPPLY

The last item is for additional water storage (McGregor Range) at $90,000. Existing water storage facilities were designed for a range camp of only 1,000 men. Camp now has a capacity of 2,330 men and fire protection requirements both in camp and at launcher sites have become over twice the size originally planned. Existing water storage facilities are deficient. If requested construction is not provided, camp will continue to be without adequate fire protection.

That completes Fort Bliss, Mr. Chairman.

Senator STENNIS. Very well.

Senator MONRONEY. As I understand it, Fort Bliss accommodates not only its own personnel and the training that comes from overseas, but also serves as a firing range for the Fort Sill Missile School, for the missiles that have greater range than can be accommodated on our firing range there.

General SEEMAN. Not strictly. The larger surface-to-surface missiles are fired on a segment of the White Sands Missile Range because they have a total distance capability there of 120 miles. At McGregor essentially are the HAWK, HERCULES, and AJAX.

Senator MONRONEY. How far is White Sands from here?

General SEEMAN. White Sands is up the highway about 40 or 50 miles from Fort Bliss.

Senator MONRONEY. But they go in through Fort Bliss?

General DUFF. That is correct. They are all based at Fort Bliss and carried by bus.

General SEEMAN. There are no personnel facilities to accommodate large transient units at White Sands. It is a development and proving ground. Fort Bliss maintains the Oro Grande Range Camp, nearby White Sands, to accommodate the transient units brought in for service practice firings.

Senator MONRONEY. It is a multiple-use range?

General SEEMAN. Yes, sir. As you recall the names, these are the CORPORAL, the SERGEANT, the REDSTONE, and as the time comes on, the PERSHING, the longer range missiles.

FORT HOOD

TAXIWAY AND ENGINE RUNUP AREAS

The next station, Mr. Chairman, is Fort Hood on page 108.

The first item is improvement to the taxiway and engine runup areas at the airfield estimated at $331,000, both for fixed-wing and rotary-wing planes. The total density of aircraft there is shown as 77. It is about 50–50 fixed wing and rotary wing.

The parallel taxiway and engine runup areas will expedite clearance of the runway and provide for ground movement of aircraft to and from the proposed aircraft parking apron for landings and takeoffs and/or maintenance on the airfield without obstructing the active runway or the taxiway system. The system will increase the safe capacity of the airfield in keeping with current air traffic density and its designed capacity. No alternate facility exists. If not provided, the proposed parking apron will not be usable; and, in addition, it will be necessary to continue to use the runway as a taxiway and suffer the delay required to clear it for landings and takeoffs.

Fort Hood has an armored division as the main station complement. This estimate includes a certain amount of storm sewers, taxiway marking, excavation and erosion control on the shoulders.

PARKING APRON

The next item is a parking apron for $291,000. At present, 25 percent of their aircraft are parked on temporary paving and some of them are parked in the clear zone and lateral clearance area which is unsafe for continuous operation.

Senator MONRONEY. What page are you on, General?

General SEEMAN. Page 112.

Senator MONRONEY. What happened to 110? Page 110 on the taxiway and engine runup areas at Fort Hood, you list excavation at $141,000. It seems that it is more than double the cost of a lot of the other things that are necesary.

I wonder why that is so high.

General SEEMAN. In paving, it has been customary to just quote the cost of the paving, the unit cost of $4.50 a square yard. This is the crushed rock, bituminous paving, and so forth. Then, to show the other as site preparation or excavation if you have to do cut and fill. This was in the earthwork category and is to break the estimate down into its component parts.

Senator MONRONEY. Isn't that abnormally high for a taxiway and engine runup area? It seems to me you could find a level place which doesn't have to be like a runway which must be level.

Colonel ADAMS. I was about to say that this runway on Hood is not the best ground. This is rolling country at Hood. I can visualize where to flank this with a taxiway, and so on, that there is a good deal of more grading than you would have if you had a perfectly level or acceptable grade. This is fairly hilly right in there.

Senator MONRONEY. You have $141,000 for excavation. You have storm sewers at $56,000, both of which, on a normally level field, would be very minor items, I would think. Certainly, there must be some area where the taxiway and engine runup areas could be located without this excessive cost.

General SEEMAN. This is in accordance with the master plan of the station. It is not a new field. It is just the existing field which has been laid out there for a number of years.

Senator MONRONEY. They must have had taxiways and runup areas before.

Colonel ADAMS. No, sir; they do not. When they land, they have to come back up the runway strip. Hence, this general need.

Senator STENNIS. It looks like it is out of balance. Excavation and storm sewers cost nearly $200,000. And you have $88,000 for the surface.

General SEEMAN. Yes, sir. The airfield surfacing is, in this case, less costly than the foundation.

LETTER OF COMPARISON

Senator STENNIS. We are going to ask you to give us a memorandum of comparison on this. It looks like it is a little bit out of balance.

General SEEMAN. We will provide it, sir.

(The information referred to follows:)

The relatively high cost of taxiways at Fort Hood derives from the fact that a taxiway parallel to the runway is required in order to expedite aircraft traffic. Since the runway exists, it is not feasible to locate the proposed taxiway in some other area. The topography of the area which must be utilized for construction of the taxiway necessitates a greater than normal amount of grading and drainage work than encountered at most airfields.

The excavation covers grading an area of approximately 150,000 square yards in addition to the excavation required for the base and surface of the taxiway.

PARKING APRON

The next item is a companion item for the parking apron on page 112. This is to provide secure and safe parking for the aircraft, both the fixed and rotary wing. At present they are using temporary hard stands on sodded ground or some of the old pierced steel plank, which, as it wears, becomes dangerous and unsafe. They have inadequate clearances there for their night operations and inadequate widths of their present taxiways and aprons.

Again, this is to support the 77 assigned aircraft at Fort Hood.

Senator STENNIS. The unit cost there is $8 per square yard and it is $4.50 for the preceding item.

General SEEMAN. The type of paving for a runway need not be of the same character as for the parking apron.

Mr. NORWOOD. The taxiway access and runup areas are flexible paving. This parking area, $8 a square yard, is reinforced concrete. That accounts for a good bit of the difference.

Senator MONRONEY. At this point, let us get a distribution of the L-19. What is that, a Piper airplane?

General DUFF. Yes, sir.

CONCRETE PARKING AREAS

Senator MONRONEY. I am not impressed with the fact that you have to have concrete parking areas for a plane of that weight. What airplane is that?

Colonel ADAMS. Beaver. The single DeHaviland.

Colonel COYNE. Senator Monroney, on pages 4 and 5 of the brochure are pictures of the aircraft. These aircraft are developing much heavier wheel loads than the L–19 and L–20.

General SEEMAN. There is an additional consideration on the parking apron in that there is oil spillage on parking aprons so that a flexible pavement may deteriorate more rapidly. This is the main reason why concrete is preferred for your parking and maintenance area.

Senator MONRONEY. For the heavier aircraft, yes. If you are going to have DC–7's and—the Federal Aviation Agency would look askance at an airport that is not going to carry any greater weight than an L–19, which is half your fleet. The other is the L–20, which is a single motor plane of far less weight than a DC–3, and one CEM, L–23, a twin Beech. Is that a Piper airplane?

General DUFF. No sir. It is Beech, as you say, sir.

General SEEMAN. As I said, the weight-carrying ability and your maintenance and your fuel servicing areas are critical; the parking space is not the primary consideration. It is more than fuel and oil spillage.

Senator MONRONEY. You don't use kerosene in these. You use gasoline. It is the kerosene that tears up the bituminous base.

General SEEMAN. Oil drippings.

Senator STENNIS. Gentlemen, you have an item here to which you will have to apply commonsense. Taxiways and engine runup areas, does that mean warming up the engine?

General SEEMAN. Yes, sir. Before they take off they give the final power test.

Senator STENNIS. That costs $4.50 per square yard?

General SEEMAN. That is flexible bituminous concrete.

Senator STENNIS. In the aircraft parking area?

General SEEMAN. That is rigid portland cement concrete.

Senator STENNIS. And it costs $8. Why are the requirements so different?

Colonel ADAMS. As a matter of standard practice, we build the parking areas a bit heavier than the runway areas because they break up more under the static loads. There are a few extra costs due to your tiedown fittings and that sort of thing.

Aside from that the use of portland cement concrete, I could not go into much, but we can say that this is a highly standardized bit of design, rather thoroughly researched over the years, by the Corps of Engineers.

Senator STENNIS. Senator Monroney has pointed out that they are all small planes, gentlemen.

Senator MONRONEY. I think they misweighed them on page 112 where they say the aircraft parking apron must support 22,000 pounds on a single wheel. Is that a single-wheel loading or a two-wheel loading?

Colonel ADAMS. That is single wheel.

Senator MONRONEY. These planes, I believe, would be under the 13,000-pound fully fueled category. You have doubled that and taken it down to a one-wheel position to justify concrete. I am perfectly willing to give you what you need.

General SEEMAN. It is not primarily the load carrying. It is the fact that in the parking area they are parked in the same place all the time. In the SAC Command this is where many failures have occurred.

Senator MONRONEY. You don't have to have concrete for a Piper Cub because you have it for B–52's. This is what I am beginning to worry about.

Colonel ADAMS. The heavier loads do come from the helicopters.

Senator MONRONEY. They are also lighter.

Colonel ADAMS. It is still lighter than the 22,000 pounds.

Senator STENNIS. Is it true that all of this is to be used for these small planes, as Senator Monroney has been talking about?

General SEEMAN. The Army doesn't have anything but small planes.

Senator MONRONEY. Thirty of them are L–19s, which is the Piper Cub counterpart. The other is the Beaver, which is still under this figure.

General SEEMAN. With the newer planes coming into inventory, there is some slight increase in weight. As the Senator said, this is not at all a heavy airplane.

Senator MONRONEY. It seems to me that if you needed to, you could have slabs of concrete put where you are going to park. You have these things pegged off anyway. You might have a 2-square-yard area for your wheel rests and the rest of the plane could certainly use the bituminous at half the cost.

Senator STENNIS. These items absorb your limited funds in your overall budget, gentlemen. I can't see that you would let this go through at a rate here that seems to us to be very unreasonable. Would you look into that and give us a memorandum on it?

(The information referred to follows:)

The 22,000 pound wheel load pavement design is based upon the requirement of handling Air Force, C–123 type aircraft, which is capable of operating from standard length Army runways. This type aircraft is considered to be the most critical of types used by Air Force for air medical evacuation purposes and for Air Force and commercial contract troop transport activities which are conducted at Army airfields.

Concrete (rigid) pavement for aircraft parking aprons is necessitated by the introduction of new Army aircraft types using JP–4 type fuel, which is detrimental to flexible type pavement. Mass parking apron provides the required flexibility of parking different types and numbers of fixed-wing aircraft on the apron area without having to make costly construction alterations whenever there is a change in the assignment of aviation units. Altering would be required if individual rigid pavement areas were constructed for each aircraft.

IMPORTANCE OF AVIATION SEGMENT

General SEEMAN. Yes, sir. We have gone into this very carefully. The battlefield mobility, the supply, the combat surveillance is of increasing importance with our longer range missiles. So the aviation segment of our program is very important. This has been seriously thought out.

Senator STENNIS. I know that, but you don't need any more strength there than is reasonably necessary.

General SEEMAN. Actually when these units take to the field and safety is not the primary consideration, they are trained to operate on field expedients, grass and open plains. As a matter of fact, around Fort Rucker where they train their pilots, there are over a hundred little sod strips where they do their combat training. But for day-in and day-out operations where you are giving initial training and trying to save money, it is different.

Senator STENNIS. The next item.

General SEEMAN. Page 114, the airfield lighting at $261,000 was discussed previously as one of the repetitive items.

Senator STENNIS. We will accept the information of this morning.

OPERATIONS BUILDING

General SEEMAN. On page 116 is an airfield operations building at $187,000. At the present time they are using an old farmhouse of very limited space and some distance away, and they have no room for their weather detachment, their flight surgeon, their snack bar, and their operations personnel. Their total landings and takeoffs during the first 10 months of 1959 were over 40,000.

APPROACH LIGHTING

Senator MONRONEY. I would like to ask a question. On page 114, you have $54,000 for approach lighting. Are these necessary standard approach lighting for the standard aircraft? I recognize when you bring in a 707 or DC–8 jet it falls out from under you awfully fast with a load of 100,000 pounds aboard. But these pilots are all trained to come in and land approximately within the space of this room. If they are good Army pilots, they can do it with most of the planes you are using: $54,000 goes how far? The pattern of approach gliding usually goes out about a half-mile or more.

General SEEMAN. I would say not much more than the actual length of the runway. If these are 3,500-foot runways, you would not go out more than that. The pilots must be trained to operate at night and inclement weather. This is part of their training. When they go into the field these lighting systems will be portable.

Senator MONRONEY. They might even be landing by kerosene flares. I appreciate that. We are trying desperately to get approach lighting on fields like LaGuardia which we don't have, or Midway, in Chicago, two of the highest density traffic fields in civilian use, to accommodate DC–6's and planes of that category with 75 or 100 people aboard. I just wondered whether the hot Army pilots who are supposed to be the best in the business on getting these light planes down actually would not think it is kind of a joke to give them that pattern of light for three quarters of a mile to come in with a Piper Cub, which is half your fleet.

Colonel ADAMS. The big requirement comes at night and with low ceilings. Of course, the faster the plane the bigger the problem.

Senator MONRONEY. The weight of the plane has a great deal to do with the fallout from under you. You are going to put on glide angle approaches which is giving you the glide angle anyway, which costs

maybe $2,000 or $3,000, rather than $54,000. I just wondered if this is absolutely necessary. We want to give you all the safety features you need. This will probably be on one end of the airport only, will it not? It is usually with the prevailing wind on one end of the ILS runway. I just wondered if you are putting it on both ends?

Mr. NORWOOD. The answer to that is "No." At Davison Field we have it just on one end. That is customary, as you say. I think what is being missed, Senator, is that these pilots are still human beings. They are not necessarily the hottest pilots in the world. They are being trained in there. The safety is paramount in the operation of these fields. This is the criteria that has been studied and resolved within Army aviation by the Corps of Engineers and Army staff to develop something that is safe within reason. The Army is trying to approach the degree of safety now to save lives while we are maintaining this communication between these Army installations in all kinds of weather and under all conditions.

LANDINGS AND TAKEOFFS AT NIGHT

Senator MONRONEY. I would be interested to know what percentage of your landings and takeoffs were at the night hours.

General SEEMAN. They have a statement on page 114 that says 19 percent of their total annual flight training requirement is night flying. All pilots have an annual requirement to accomplish 15 hours of it. They have a total in 1959 of 4,000 complete cycles, that is, a takeoff and landing, per month, twenty percent of that would be 800 night operations per month.

Senator STENNIS. Gentlemen, back to the NIKE sites. I have this memorandum here that I have been thinking about. I am pleased that I have actually forgotten the number, because I see now that it is secret. It gives a certain number that will be inactivated in fiscal year 1962.

General SEEMAN. Without getting into the secret numbers, I believe Colonel Barnes can make a statement.

Senator STENNIS. I am not going to give that number, but it certainly is a long way from what we were talking about a while ago. I think you better look this over. We will take that up in executive session.

General SEEMAN. He can make a general statement about it.

Senator STENNIS. I don't want to generalize any more. I have been told already in writing here, General, months ago, what you are going to do. As I understand your testimony, you have in mind something far different from this. Just look it over and if there is any correction to be made, you can make it.

General SEEMAN. Yes, sir.

(The letter referred to was subsequently reviewed; and the differences were resolved.)

Senator STENNIS. You have it in black and white here. Let us proceed.

OPERATIONS BUILDING

General SEEMAN. Did we cover the operations building of the airfield at Fort Hood on page 116? The total of 77 aircraft and the 4,000 cycles a month require this operations building for the command and control of the airfield. It is an estimated cost of $187,000.

Senator STENNIS. That is the airfield operations building.

General SEEMAN. Yes, sir.

Senator STENNIS. Does that include your tower or is that just your building?

General SEEMAN. This is just an operations building. It is not including a tower. It is the weather detachment, the communications detachment, the flight surgeon's room, a snack bar.

Upon completion of construction of items scheduled during previous fiscal year MCA programs, the majority of aircraft and facilities will be located on the opposite side of the field. This condition will make operation incongruous with requirement for weather briefing and filing of flight plans. The existing building will be utilized as a unit operations building for an interim period due to critically needed space; however, the building will be disposed of when sufficient unit facilities are provided. The existing operations building extends into the clear zone of the fixed-wing runway and extends into the transitional surface in violation of regulations. The hazardous unsafe condition cited above will become more critical with the completion of the authorized instrument approach facilities presently under construction. Suitable airfield operations building will improve efficiency and safety by 30 percent.

Senator STENNIS. I see your point. Now you have your three trainfire ranges.

General SEEMAN. This we covered in the repetitive items this morning.

ADDITION TO FIELD MAINTENANCE SHOP

Senator STENNIS. Field maintenance shop. You want $140,000 there to make an addition.

General SEEMAN. That is correct, sir. It is an addition to the existing signal field maintenance shop because of the increasing density of signal communication and electronic gear.

Troop strength of civilian components supported by this post exceeds 15,000. Equipment populations applicable to the 58 USAR, ROTC, and National Guard satellites supported by this maintenance shop, with that organic to units stationed at Fort Hood, exceeds 85,000 pieces valued at approximately $50 million. The satellite equipment population has doubled due to the impact of the Reserve Forces Act and elimination of reserve equipment pools. This requirement is also predicated on support of NIKE installations within this area. Missions for which the signal field maintenance shop are responsible are: Radio, army aircraft signal equipment, radar, radiac, fixed plant electronics, power units (special purpose), instruments, motion picture projectors, telephone and carrier, teletype, and electric organs. The maintenance missions include painting and fungus proofing of all items listed above. Nine of these missions require separate working areas. The additional shop area is necessary to provide for indoor installing and servicing of radar equipment installed in vans, and installation and repair of vehicular-mounted radio and communication equipment, particularly armored. A dustproof, temperature- and humidity-controlled room where radiac and instrument repair missions are assigned is essential. Storage space of not less than 300 square feet is required for items awaiting repair or to be picked up by troop units. Area must also be provided within the shop for spare parts based on a 30-day stock level.

Senator STENNIS. That will cost you $20 a square foot.

General SEEMAN. It is an average unit cost of $16.50 for 7,000 square feet.

Senator STENNIS. It would be $20 the way I figure it.

General SEEMAN. That is the total. You have the supporting items of site preparation and utilities and foundation conditions there.

Senator STENNIS. Isn't that very high for just a maintenance shop?

General SEEMAN. The instrument room in this one is air conditioned, sir. It has a sprinkler system also, because it is a shop for expensive equipment.

Senator STENNIS. It is difficult for me to understand all these terms because we had a hearing not long ago where a contractor offered to put in the air conditioning in several hundred Capehart units at $1,000 for the whole contract. I was told that was very ordinary.

General SEEMAN. $1,000 per unit, or for the whole thing?

Senator STENNIS. $1,000 for the whole lump sum of houses of three or four hundred. It was just a token matter. It was just a token sum but I was told it was customary and there was not any explanation of it.

General SEEMAN. I can't understand it.

Senator STENNIS. I did not understand it, either. You gentlemen stick to the realities of the situation. There is some hokus pokus that goes into some of the contracts.

General SEEMAN. Normally I would expect air conditioning to run at a cost per square foot of 50 cents to a dollar over what would be normal without air conditioning.

REFRIGERATED WAREHOUSE

Senator STENNIS. You wanted this refrigerated warehouse.

General SEEMAN. Yes, sir. This refrigerated warehouse and central meat processing facility at $981,000 is to replace a very old deteriorated cold storage facility in the industrial area at Fort Hood which serves not only the existing station but all of the reserve training divisions which come there in the summer time. It is in very bad condition. I believe we presented this at one time before, and it was not funded.

Senator STENNIS. Do you have figures there that are reasonably accurate with reference to the probable savings on this item, General?

General SEEMAN. Yes, sir. They estimate that by being able to purchase in larger orders from the market center at Fort Worth, they will save monthly $2,900.

Senator STENNIS. This is a lot of money here, $981,000. I imagine you must have a strong justification for it.

General SEEMAN. By providing a modern warehouse they will reduce their handling cost estimated at a reduction of $6,500 a year. By saving freight and manpower they estimate a savings of around $41,000 a year. They do have an estimate for rehabilitating the existing structure at $400,000. This would be really a major rehabilitation because it is an old frame building of World War II age. The insulation has very seriously deteriorated and the mechanical equipment is well worn out.

Senator STENNIS. You have around 26,000 people out there at Fort Hood.

General SEEMAN. Yes, sir; actually about 28,300, including civilians; this is one of our major armored unit centers.

LIGHTING VAULT AND EQUIPMENT

Senator MONRONEY. I did not notice this $40,000 item for lighting vault and equipment. What does that do? This is on page 114.

General SEEMAN. Lighting vault and equipment; this is the control panel.

Senator MONRONEY. A control panel for $40,000?

Mr. NORWOOD. This is the controlling vault for the switch gear in the operations building, including the equipment itself, all the electrical buss bars and the switch gear.

Senator MONRONEY. Is this for lighting an airfield?

Mr. NORWOOD. Yes, sir.

Senator MONRONEY. It is not standby lighting? On page 115 it says that the cost of employing self-contained, battery-operated emergency lights to satisfy the requirement would be exorbitant. I just wondered if this cost would exceed $25,000 anually based on $1 per emergency light. I read that and I tried to relate that to something over here, and I wondered if that means that is emergency standby lighting equipment.

Mr. NORWOOD. It means that the emergency self-contained automatic lighting system would be exorbitant at this price of $25,000 a year. That is what we estimate it would cost to have automatic lighting equipment. In lieu of that we have manually operated switch gear by the operations people, and that is handled through this vault. It is a place within the operations building to accommodate these switches.

General SEEMAN. This refers to the equipment which goes with the unit into the field which you would use on a portable basis.

Senator MONRONEY. I see the item here. It seems like quite a high cost for just the switches to turn them on and off.

Mr. NORWOOD. You have the relays and sensitive equipment to operate the beacon and so forth. These are expensive.

Senator STENNIS. Is there anything else? The next item, General.

BATTALION STORAGE BUILDING

General SEEMAN. The last item at Fort Hood is on page 123, four battalion storage buildings estimated at $184,000. This is a storage building for each of four battalions. There are no such buildings in the battalion area. This will meet their requirements for battalion type equipment, such as communication equipment, field kitchens, and other items of a unit equipment nature. That completes Fort Hood, sir.

FORT SILL, OKLA.

GROUND HANDLING EQUIPMENT FACILITY

Senator STENNIS. That brings us to Fort Sill.

General SEEMAN. Nine items are being requested here as described in detail on pages 128 through 142 of the justification books.

Page 128, the first item is a ground handling equipment facility for the missile department of the department of motors at the artillery

school at Fort Sill. It is estimated to cost $26,000. This supports the academic building for the department of motors. It includes the elements listed as a small dispatchers' house, underground fuel tanks and dispensing pumps, two washing platforms and some lighting. In connection with this will be certain hardstands and other support facilities which we will come to in due course. The next item is missile maintenance shops and facilities on page 129 estimated at $469,000.

This is shops for heavy or medium surface-to-surface missile battalions.

Senator STENNIS. These are tactical units.

General SEEMAN. Yes, sir. This design is based on a PERSHING, because this is the generation currently in development. It serves also the existing troop units of a medium missile type.

Senator STENNIS. You do all the maintenance of your missiles yourself, that is, the Army. The Army does all of its maintenance.

General SEEMAN. The first and second echelon, which is within the unit, is done by the unit which has to take it to the field. The field maintenance comes along with ordnance, signal, and other necessary support for their component items. As it goes clear back to the depot systems I believe some of this is done by the original contractor. It is gradually being integrated into our depot and maintenance system as we achieve the capability. These have some requirements for special-type electrical voltage and current characteristics, certain compressed air and certain air conditioning in their instrumentation rooms where they try to keep the dust and the dirt down.

MOTOR MAINTENANCE SHOP

The next item is a motor maintenance shop on page 131 estimated at $231,000.

Senator STENNIS. I am going to ask Senator Monroney if he will occupy the chair now and ask you gentlemen to excuse me. I am compelled to go to an appointment that I have in my office on a military matter.

General SEEMAN. In connection with this motor maintenance shop, there are certain ancillary facilities such as an oil house and gas station, the dispatcher's office, wash platform, grease rack, and gasoline tanks and dispensers. The main item of the shop is 9,600 square feet. This is to support the vehicles of a missile battalion which has a high percentage of motor vehicles compared to an average-type unit.

Senator MONRONEY. Are these abnormally heavy?

General SEEMAN. Yes, sir.

WASH PLATFORM

Senator MONRONEY. I notice you have a wash platform at $11,000. That has to carry an unusual weight?

General SEEMAN. They are fairly heavy vehicles, and there are some big semitrailers involved in this. Of course, if they have their full combat loads it is additional; 30 feet by 150 feet is 4,500 square feet. That puts it a little over $2 a square foot for that platform.

At Fort Sill, being an artillery station of long standing, they have a number of maintenance shops for the troop units stationed there.

However, some of those are very old. The main thing is that they are all in use by the other units, and there is no space available for this missile battalion.

The companion item to this motor maintenance shop is the hardstand on the next page, 133, estimated at $175,000. This is an asphaltic, flexible pavement type, totaling 24,000 square yards. It is for the same unit which has 346 vehicles as mentioned previously in the maintenance shop.

Senator MONRONEY. This would be the parking area.

General SEEMAN. Yes, sir.

Senator MONRONEY. It would be used also for outside repair.

General SEEMAN. Yes. They like to have these shops and parking areas reasonably convenient to their living quarters, much like in the old days of the horse artillery, the stables and the exercise areas were in the same vicinity.

Senator MONRONEY. I may be getting old fashioned but some of these costs seem to be unusual. For instance, grading, while it doesn't run into hundreds of thousands of dollars, it runs $32,000. It seems a little high for that area.

General SEEMAN. It directly reflects the amount of cut and fill and the quality of the material involved.

Colonel ADAMS. These items, both the missile shops and motor shops, will abut on the back side of the new barracks, the postwar barracks at Fort Sill. Where the standard motor pool facilities in relation to the capacity of the barracks are completely inadequate for the type of missile battalion where the numbers of personnel are relatively small and the amount of equipment is quite large. As I recall this area, it is sloping and this may account for some of the grading problem.

Senator MONRONEY. This is all estimates?

Colonel ADAMS. These are estimates.

Senator MONRONEY. I thought that is one thing that was cheaper in the postwar period than in the prewar period; that is, the earthmoving.

Mr. NORWOOD. Under the grading, this also includes the necessary drainage, the grading outside of the area to blend the parking area into other existing landscape, seeding, and so forth. It is not itemized, but it is carried under one item of "Grading."

Senator MONRONEY. Grading appears to be about one-third of the cost of the hard surfacing. Grading does not give you the subbase.

Mr. NORWOOD. It brings you up to the subbase.

Senator MONRONEY. The subbase goes into the unit cost which you have figured at $5.60 a yard at $134,000. Then the plain grading is a third of the cost of that or $32,000.

Mr. NORWOOD. That grading is the earthmoving. It is the excavation, fill, drainage, seeding, and everything else besides the paving.

Senator MONRONEY. You may proceed.

HARDSTAND FOR MISSILE MAINTENANCE SHOP

General SEEMAN. The next item is the hardstand for the missile maintenance shop as shown on page 134 estimated at $195,000. Here our data are more detailed. It actually shows the flexible pavement as a 19-inch base, 4 inches asphaltic concrete, and a total of 23,733

square yards at a unit cost of $6⅔ a square yard, and a certain amount of rigid pavement at $12 a square yard. The total estimated cost for the hardstand for these heavy missile shops is $195,000.

In our backup here we show more of the factors used in computing this requirement. For the 183 large pieces of equipment there is 150 square yards of parking area required per large vehicle. For the remaining smaller vehicles, 75 square yards each.

Senator MONRONEY. Here again your grading is better than a third of the cost of your very complex surfacing which includes a 19-inch base, 4 inches asphalt concrete surface, and also 227 square yards of 6-inch rigid paving.

General SEEMAN. That is right. The grading is about a fifth of the cost of the paving. It is less than one-sixth of the total cost of the job.

Senator MONRONEY. Very well.

General SEEMAN. This item will complete the complex required for the shop and paving area for the medium or heavy missile unit.

The next item at Fort Sill, the U.S. Army health facility, we discussed briefly this morning, sir, under the repetitive items of the health facilities.

Senator MONRONEY. That does not include the conversion of the old station hospital into a BOQ?

General SEEMAN. No, sir. At the proper time we will present that for consideration as a line item.

CONVERSION OF ELECTRICAL DISTRIBUTION SYSTEM

The next item is a conversion of some of our main overhead electrical distribution system estimated at $299,000. As the electrical loads have grown and the power companies have been able to come in with higher voltages, we must gear up to be able to accommodate the load and get the proper distribution system. Some of our feeders are only 4,160 volts, and these are the ones which we wish to bring up to 13,800 volts.

Senator MONRONEY. Is all this going to be put in at Government cost?

General SEEMAN. On the post this is all at our own expense.

Senator MONRONEY. Do you enjoy a special rate by furnishing the transformers and the new overhead electrical relocation?

General SEEMAN. Yes, sir. It is very similar to the gas distribution we mentioned. When we are able to consolidate and bring in all the requirements and get a wholesale contract, we can do it at better rates.

Senator MONRONEY. You buy it at the camp gate at a wholesale rate and distribute yourself.

General SEEMAN. That is correct.

Senator MONRONEY. And reduce the voltage through your transformers.

General SEEMAN. That is right.

Senator MONRONEY. How much will that save?

General SEEMAN. We don't have a saving figure on this. The demand is so great that it just has to be faced. The substation reached its maximum capacity in 1959; the demand for 1961 was over 15,000 kilowatts and in 1962 it is estimated to go up to 17,500 kilowatts.

FAMILY HOUSING

Senator MONRONEY. You went over the family quarter housing earlier, did you not?

General SEEMAN. Yes, sir.

Senator MONRONEY. That is all appropriated housing.

General SEEMAN. This is a line item of 350 Capehart houses approved for this station, as I mentioned this morning, but with the discontinuance of the Capehart program, this is where we are siting the 200 family quarters of appropriated fund housing which were allocated to us by the Department of Defense out of their 500.

Senator MONRONEY. These would be located on base.

General SEEMAN. Yes, sir.

Senator MONRONEY. Your present quarters on base are 365 publicly built or appropriated quarters.

General SEEMAN. Those are appropriated funds.

Senator MONRONEY. 500 Wherry units.

General SEEMAN. Yes, sir. Some 2,816 in the community, civilian owned and 349 Capehart. I believe there are some inadequate quarters in the number of 343. As you know, we are required to demolish those or improve them by a certain deadline which was 1962 and recently extended to 1965.

Senator MONRONEY. The $708,000 for outside utilities would embrace what? Would that be the necessary sewage connections and water installations and things of that kind?

General SEEMAN. That is correct. This is to bring the utilities up to the 5-foot line and tie in with your central water system, your central sewage system, your central electrical power system. In the Capehart authorization, the statutory limit was $1,000 per unit, average, and $1,500 maximum.

MISSILE GROUND HANDLING EQUIPMENT BUILDINGS

The next item, sir, is the three missile ground handling equipment buildings. You will recall on page 128 we had a dispatcher's house and wash rack for the missile ground handling function. These are the buildings which I mentioned which those ancillary facilities would support. There is a total of three buildings in support of the department of motors central instructional facility at an estimated cost of $1,027,000. This is essentially a classroom facility, sort of a shop type, in support of their academic training. The academic building for this is currently under construction and is to be completed in June 1962.

Their estimated student load is 571 students per day. The training is about 40 percent classroom, conference type instruction, and 60 percent is practical training in these equipment buildings. They are presently using six wooden buildings, about 2½ miles away from the academic building. Their problem here is that this missile handling equipment requires wider doors, higher doors, and heavier overhead equipment in which they can do the lifts to get the motors out and in and lift the heavier equipment that is required to be maintained.

Included with these buildings is an instrument building, and engine laboratories. They have to provide for the exhaust system to carry away the fumes. It is an all around academic facility.

LANDSCAPING

Senator MONRONEY. I notice you have $10,000 for landscaping in there. Is that necessary? Could it not be done by base personnel?

General SEEMAN. I notice we don't have an estimate for grading in there.

Senator MONRONEY. Site preparation, $35,000. That is not a small item.

General SEEMAN. Yes, sir. This is in the central area of the post.

Senator MONRONEY. I am not against landscaping. I was asking if your base personnel could not take care of that, instead of having it appropriated as part of the construction.

Col. ADAMS. They could. Our general policy in providing new construction is to cover all costs. In other words, a completed facility. This included landscaping. We stand subject to possible criticism if we build a new layout like this and leave residual requirements to be dealt with out of O. & M. funds.

General SEEMAN. There are some cases where a building is completed along toward the late fall or winter when the landscaping or the final touch up is impossible in that season of the year, when it is actually by mutual agreement turned over to the post forces and then they will let a small subsidiary contract or do it with their own hired labor force. This is an expedient. We get criticized if we furnish less than a reasonably complete facility.

That completes Fort Sill, sir, and the Fourth Army.

FIFTH ARMY

FORT LEAVENWORTH

Next is the Fifth Army and the first station is Fort Leavenworth. The one item here is an addition to the communications building which we covered, I believe, in our repetitive items this morning. This is one of the main relay stations of our strategic communications network. This is in addition to the existing building. It will provide for more modern equipment and some additional power space. That is all at Fort Leavenworth.

FORT RILEY

CONVERSION OF BUILDING FOR ENLISTED WOMEN

At Fort Riley, at page 148, the first item is a conversion of a building in order to house enlisted women estimated at $99,000. There is a permanent building on which this conversion is required to provide permanent building space for all the women, some of whom are now housed in semipermanent wood frame barracks.

This permanent building was constructed in early 1900 and only minor repair work, as required, has been performed since that time. The floor, wall, and ceiling covering is in need of repair and the entire plumbing, electrical, and heating systems are antiquated. The WAC's are presently housed in semipermanent quarters constructed in 1942, consisting of two 36–EW barracks, a mess hall, and an administration building. The construction of the proposed item will provide a much more efficient unit, with all activities centrally located.

BRIDGE REPLACEMENT

Senator MONRONEY. You have a bridge across the Kansas River.

General SEEMAN. Yes, sir. This is the main connecting bridge from the central part of the post southward to connect into the new alinement of the main interstate highway there. The estimated cost is $1,332,000. The present bridge on this site is a one-way, steel truss bridge which was erected shortly after World War I on concrete filled pipe caissons which are warping and settling out of line. The north end of the bridge was washed out a couple of years ago and two additional temporary trusses were added.

Traffic is controlled over this bridge by lights and must move only one way at a time.

Senator MONRONEY. This is the main access to the camp?

General SEEMAN. Actually the camp is split. The air field is Marshall Field on the south side of the river, and the main Fort Riley is on the north side of the river. The State highway people are very anxious for this to proceed because of the overcrowding and the long circuitous driving that is required over other crossings of the Republican River farther west and north also. That completes Fort Riley.

The next item is Fort Leonard Wood, which is the major station for basic training in the central United States.

Seven items are requested here as described in detail on pages 155 through 164 of the justification books.

The first item shown on page 155 is a barracks, mess and administration and supply building for enlisted women. They are now housed in five mobilization-type structures which were converted for use by enlisted women in the 1940's.

SEEDING BRIDGE EMBANKMENT

Senator MONRONEY. Before you leave that, gentlemen, I have a question on the bridge, an item of $36,000 for seeding. The bridge is 1,500 feet in length.

Colonel ADAMS. There is some road, also, in the way of an approach road on this.

Mr. NORWOOD. I might add that included in this project is some levee work and considerable embankment on the approaches to the bridge.

Senator MONRONEY. That shows $240,000 for the embankment which I imagine includes the levee.

Mr. NORWOOD. The seeding for all those embanked structures to prevent erosion is included in this price.

General SEEMAN. There is a total of 1.8 miles of road. The bridge itself is 1,500 feet. This is the main line of the Union Pacific so there is an overpass provided for that railroad. Then the shoulders of the road, a concrete slab 24 feet, with 10-foot shoulders.

Senator MONRONEY. It still seems the seeding of $36,000 against your $186,000 for the concrete paving is a little out of proportion to me.

Colonel ADAMS. It does sound rather high, sir, and this is not uncommon. Seeding costs tend to run high.

Senator MONRONEY. You may proceed.

FORT LEONARD WOOD, MO.

ENLISTED WOMEN'S BARRACKS

General SEEMAN. The next item, sir, at Fort Leonard Wood, the first item was the enlisted women's barracks, the old temporary barracks and mess will be demolished. They are on the site of the hospital in accordance with the master plan, and they must go in any event if the hospital is approved. We covered in our repetitive items this morning under troop facilities the barracks complex at Fort Leonard Wood, which are these three barracks on page 156. The companion mess building is at page 157.

The battalion administration and supply building at 158, that is the barracks package, totaling 978 men.

Senator MONRONEY. The next item.

General SEEMAN. This is an increment on the permanent construction. The total requirements for barracks on the post are 26,700. There is prior outstanding authorization of 2,282 permanent barracks. There are 6,144 barracks spaces of the improved temporary barracks which I mentioned this morning which we will use for their full 10-year life following improvement.

COMMISSARY STORE BUILDING

The next item at Fort Leonard Wood at page 159 is a commissary store building estimated at $771,000. This is to support the entire post. Fort Leonard Wood is remote from a metropolitan area, so it is a necessity to provide for the people there. They have a present building which is a succession of additions which have grown like Topsy. I believe there is a picture on page 21 of the brochure that we have gotten together. It is in very poor condition and is not located in the proper place for the master plan and the main areas which it serves.

Senator MONRONEY. Does it pay rent or is it provided free?

General SEEMAN. This is a Government building in which the rations and supplies are bought by the Quartermaster and are sold to the families.

Senator MONRONEY. They charge a percentage for the operation?

General SEEMAN. On each commissary patron, on each bill there is a surcharge of 3 or 4 percent.

Senator MONRONEY. There is no reimbursement to the Government for the space?

General SEEMAN. No, sir. This is a large training station. It has a population totaling over 33,000 which is a good-sized city. The nearest town is a small town of 1,500, 7 miles away. The largest town is 30 miles away. None of them are capable of supporting the large population in the area.

With the completion of the 2,029 Capehart units now under construction and the 800 Capehart units nearing completion, the onpost family population will be 2.3 times that of September 1, 1959. This will result in increased sales and customer count with a tremendous strain on the existing building which is already taxed beyond its capabilities. Sales have increased from $186,000 in January 1959 to $224,000 in January 1960, and customer count has increased from 20,158 to 28,262 during the same period.

The present facility consists of the original mobilization building, built in 1943, with several additions and modifications added in an effort to provide essential services. It is located on the grounds of an existing permanent elementary school, preventing the Department of Health, Education, and Welfare from accomplishing urgently needed expansion. This has resulted in a congested area with its traffic problems.

Parking facilities at the existing commissary are completely inadequate. Because no further expansion of this temporary facility is possible, an annex of 2,531 square feet has been opened to another location in a temporary building. As additional families occupy new housing, other small outlets will be required unless an adequate and properly located permanent facility is provided. The operation of annex stores decreases efficiency, increases administrative requirements, and adds to the costs of commissary operation.

EXPANSION OF HEATING PLANT

The next item on page 161 is expansion of a regimental heat plant to support the barracks and messhall and administration facilities in this area. This is estimated at $110,000. In many of our barracks packages there is a little powerplant to provide the heat for the package, but in this case it is most efficient to just expand one of the existing heating plants.

Senator MONRONEY. The next item.

HEALTH FACILITY

General SEEMAN. This is the health facility which we mentioned this morning in the list of repetitive items. It was authorized last year by the Congress, but due to the requirement that we must have plans and specifications and a capability of awarding in 1 year, we were unable to fund this last year.

This facility estimated at $7,520,000 is required to provide a total medical facility for adequate inpatient and outpatient medical service in a centralized location on post to replace the inadequate and scattered facilities now being utilized. The facilities to be included in the proposed health facility are as follows:

(*a*) Inpatient facilities: To provide nursing facilities to replace the present hospital facilities consisting of 1,149 beds, which are modified emergency facilities.

(*b*) Outpatient and specialized clinics: To provide adequate medical services for outpatient current requirements of 25,000 visits per month (programed strength will cause an estimated rise to a minimum of 35,000 visits per month).

(*c*) Dental clinic: To provide dental service for both inpatients and outpatients, as required.

(*d*) Service areas: To provide centralized service and operational facilities for both the inpatient and outpatient medical service facilities, to include: centralized materiel section, patient welfare, headquarters administration, registrar, supply, food service, toilets, lockers, corridors, stairs, elevators with lobbies, mechanical equipment, entrances, loading platforms, and so forth.

PRESENT HOSPITAL AND OUTPATIENT FACILITIES

The present hospital buildings are mobilization-type construction completed during the 1940–41 period. They are now in their 18th year of usage. These cantonment-type structures are prototypes of World War I era with some modifications, such as replacement of pot-bellied stoves with steam heat system from a central heating plant, hot water supplied by injection from a central heating plant into booster tanks in individual buildings, addition of mechanical ventilation, and diet kitchen facilities. The above improvements, plus other minor ones, notwithstanding the existing mobilization-type hospital facility, consists of 120 separate buildings connected by 9,574 linear feet of covered walkway and 6,397 linear feet of open walkway. Present structures have deteriorated to the extent that replacement or major rehabilitation is necessary.

Senator MONRONEY. Apparently you are not going to landscape the hospital. It is hard to explain why you want to landscape the hard stand and the missile-haul facility and not the hospital.

Mr. NORWOOD. The hospital will be landscaped. In that item of site preparation these estimates are prepared by field agencies—our district engineers throughout the country. There is a little deviation in their makeup of these estimates.

Senator MONRONEY. It would seem to me that the landscaping of the hospital would be more important.

General SEEMAN. It would be, because this is closer to the residential areas rather than the industrial areas.

Senator MONRONEY. That completes the 5th Army?

General SEEMAN. That completes the 5th Army.

6TH ARMY

CAMP IRWIN

FAMILY HOUSING

Senator MONRONEY. Go ahead with the 6th Army.

General SEEMAN. The first station is Camp Irwin. We mentioned this morning, in the family housing discussion, that this is where the Congress, in the authorization act, converted a Capehart line item to an appropriated fund line item of family quarters of 200 units. Our Capehart item had been 240. The only other item at Camp Irwin is entitled "Ground drainage control" for a drainage channel with a levee and two concrete road crossings estimated at $350,000. The problem at Irwin, even though it is a very dry segment of the country, is when they do have a rainfall it comes all at once, and they have ponding in proximity to their industrial and residential area. This is a project to drain off, properly, the runoff from the mountain range to the northwest and southwest.

Senator MONRONEY. Does this protect the built-up area or just the ordinary area?

Colonel ADAMS. The built-up area.

Senator MONRONEY. What part? Is it the barracks?

Colonel ADAMS. The barracks, family housing, and the entire built-up area is protected by this. It essentially is an interceptor

ditch on the uphill side of the sloping ground formed to bring the sheet water and rivulet water down into the closest defined streambed.

Senator MONRONEY. What would be the size of the ditch?

Colonel ADAMS. The cross section?

Senator MONRONEY. The length is a little over 2½ miles.

Mr. NORWOOD. It is a relatively shallow ditch in back of a levee. The levee is about 13 feet high and nearly 40 feet wide at the base.

Senator MONRONEY. The next item.

FORT LEWIS, WASH.

General SEEMAN. The next station is Fort Lewis on page 170. This is where a major training station and an infantry division are located. This first item, a flight control tower for the airfield, we covered in the repetitive item this morning.

MOTOR AND TANK REPAIR SHOPS

The next item on page 173 is motor and tank repair shops at $269,000, for the 118 track vehicles and the 138 wheel vehicles of the tank battalion. They have an existing shop, but it provides insufficient maintenance space for their workload. They can accommodate, at present, only about one-third of their requirements. They use temporary facilities located some distance away from their troop housing and these temporary facilities are deficient in the items I have mentioned for modern heavy equipment; that is, the capacity of their cranes, height and width of doors, and capability for handling the heavy lifts.

They estimate that they can save 400-man hours of training time per week of this tank battalion.

Senator MONRONEY. The next item.

HARD STAND FOR TANKS

General SEEMAN. This is a companion item to the motor shop, the hard stand estimated at $52,000. Here we have portland cement rigid concrete pavement. This is generally required where you have tanks and the short radius turning of those tanks treads which will tear up a bituminous pavement.

Senator MONRONEY. I notice on the hard stands which were not tanks but missile vehicles you had fencing and floodlighting on each. Here you don't include that in this estimate.

General SEEMAN. The additional security and safety requirements on the missile units involves their capabilities for higher power, electronic, and warheading capacity.

FAMILY QUARTERS HOUSING

The next item on page 176–A, Fort Lewis, is the one station where we have the Capehart family quarters this year. This 500 was the Army's allocation out of the 3,000 allocated to the Department of Defense in the authorization act a few weeks ago.

Senator MONRONEY. That uses your total quota of Capehart; is that correct?

General SEEMAN. This is the total for the Army. This is only one station.

Senator MONRONEY. Is this located inside or adjacent to a fair sized city?

General SEEMAN. Fort Lewis is in the vicinity of Tacoma in the Pacific Northwest. It is 15 miles away from Tacoma. They do have listed as their assets there over 1,400 civilian community adequate housing units. They have quite a large number of substandard inadequate units. There are 319 of them that are scheduled for attrition and disposal as these new units come into the inventory.

Senator MONRONEY. I figure a deficiency of 2,147. Does that include the deficiency near enough to the base to be usable in Tacoma?

General SEEMAN. Yes, sir; this includes considering as assets, adequate civilian type housing. You will recall that McCord Air Force Base is almost adjacent to Fort Lewis.

FORT MACARTHUR

The next station is Fort MacArthur as indicated on page 177 with one item for an air defense communications building. We included that in the repetitive items this morning on communications and telephone exchanges. It was one of the five that we have in the program, sir. Fort MacArthur has the additional distinction of being the headquarters for the western sector of the air defense of the United States.

COMMUNICATIONS BUILDING

Senator MONRONEY. Is this communications building only for air defense or does it have anything to do with missile tracking?

General SEEMAN. It serves the whole area, essentially with the post communications in addition to this air defense. It has no missile tracking function per se.

PRESIDIO OF MONTEREY, CALIF.

ENLISTED MEN'S DORMITORY

The next station is the Presidio of Monterey at page 180. The only requested is a student dormitory for $958,000. This has been authorized, I believe, for 2 years. We requested funding on it last year, which was disapproved. It was presented last year as a 440-enlisted-men's dormitory. In reviewing the requirements there was a reduction of the post complement for the long-range future; we are now presenting it as a 220-man dormitory. This causes some slight increase in the per-square-foot cost, but it is a reduction in the total cost. It was $1.6 million last year, and it is now $958,000.

LANGUAGE SCHOOL

This language school is really a Department of Defense language school. They teach 28 different languages. I believe we have a figure for the total number of students.

Senator MONRONEY. Is 1,206 the number of students you have?

General SEEMAN. I have a figure for fiscal year 1960 in which the total number of students at Monterey was 2,115. In that year there were 1,735 Army, 52 Navy, and 328 Air Force.

Senator MONRONEY. What languages do you teach?

General SEEMAN. They teach a total of 28 languages starting with Albanian, Arabic, Bulgarian, Burmese down to Vietnamese, and

Ukrainian. They teach 10 languages there which are just not taught anywhere else. They are used by all of the services. The more common language such as German, French, et cetera, are the most susceptible of contracting out, but the rare languages and the intensive courses must be taught.

Senator MONRONEY. Is this the only installation at the presidio?

General SEEMAN. It is our main installation. The Navy has a postgraduate school in the vicinity.

Senator MONRONEY. There is no other Army activity?

Colonel ADAMS. Fort Ord is quite near Monterey.

Senator MONRONEY. The school is not on the Ford Ord Base.

Colonel ADAMS. No, sir.

Colonel COYNE. The scheduled student input for fiscal year 1962 is 1,908 students comprising both officer and enlisted personnel. They will attend 29 different types of courses varying in length from 24 to 47 weeks.

Senator MONRONEY. This includes the latest techniques in your accoustical facilities for playing back tapes and recording the student's ability to get proper enunciation and accent.

General SEEMAN. Yes, sir; it is a very intensive course. People devote long hours with all the training aids that you mentioned.

Senator MONRONEY. And a great many of these are in the so-called exotic languages which are very difficult to find teachers for or availability of proper accent and all; is that correct?

General SEEMAN. That is correct, sir.

Senator MONRONEY. The next item.

FORT ORD, CALIF.

HANGAR AND SHOP FOR AIRCRAFT

General SEEMAN. The next station is Ford Ord on page 183 where we are requesting four items. The first item is a hangar with a shop for the field maintenance of 76 aircraft assigned to Ford Ord and 54 which Fort Ord must support in the field maintenance area. This field maintenance function is being transferred from a location in the vicinity of Stockton where we are in a leased facility which we wish to close and give up. Ford Ord is closer to the center of gravity of the aircraft inventory in the area. This is our request to be able to accommodate it.

Senator MONRONEY. Is it located on an Army airfield?

General SEEMAN. This is on Ford Ord which is a major Army training center on the west coast.

Senator MONRONEY. Mostly helicopters?

General SEEMAN. They have a helicopter field maintenance detachment, but there will be both fixed-wing and rotary-wing aircraft maintenance.

Senator MONRONEY. Is this work done by civilians under contract?

General SEEMAN. Field maintenance is done essentially by military personnel because we must have that capability when they go in to combat. When they have to pass it back to the fourth or fifth echelon, depot maintenance, this is where we can get into contract type of support.

Senator MONRONEY. This would include the operational maintenance.

General SEEMAN. Yes, sir.

Senator MONRONEY. Where do you send them from Fort Ord?

General SEEMAN. The next echelon will be the Sharpe General Depot which is farther north in California in the valley area.

Senator MONRONEY. Is that a Government installation?

General SEEMAN. Yes, sir.

Senator MONRONEY. Is it done under contract with a civilian contractor?

General SEEMAN. It depends upon the scope of the contract. If it is a major overhaul, sometimes it is contracted out and sometimes it is not. There are four depots in the continental United States in which we are concentrating the aviation depot maintenance. Fort Worth is the one in the central part.

Senator MONRONEY. Is that at Meacham Field?

General SEEMAN. No, sir. It is presently being carried out in space leased at a National Guard field farther north at Eagle Mountain. As I recall, it was a Marine or Navy field during the war. The main custodian is now the National Guard. We have a joint usage with them. The other depots for aviation maintenance are in the Southeast, Atlanta General Depot, and in the Northeast at New Cumberland. Those are the four where our aircraft depot maintenance is handled.

Colonel COYNE. This is demonstrated on page 6 of the pamphlet where they show the aircraft maintenance area boundaries, the major Army air fields within each of those areas, and by the symbol of a square they designate the heavy maintenance support shops, which are the four items General Seeman just outlined.

Senator MONRONEY. Those are civilian operated.

General SEEMAN. There will be a few officers but essentially it is a civil service type operation.

Senator MONRONEY. It is a blue collar type depot?

General SEEMAN. Yes, sir, supplemented by contract as necessary.

Senator MONRONEY. Engine overhaul and things of that kind that may be cheaper for the military.

AIRCRAFT PARTS STORAGE BUILDING

General SEEMAN. Yes, sir. The next item is an aircraft parts storage building estimated at $435,000, in support of this third echelon field maintenance activity. I might tie this back with some previous parts storage buildings which we had a year ago. In fiscal year 1960 we had two parts storage buildings in our request, but this program was not carried out because the question came up of consolidating and getting out of that leased space in Stockton for this field maintenance function. So we have reviewed our requirement and combined those parts storage buildings for local support with this field maintenance support and accomplished a saving from a total estimated cost of $612,000 to this estimate we are presenting this year for $435,000.

Senator MONRONEY. Is the Sharpe General Depot at Stockton?

General SEEMAN. It is in the vicinity of Stockton, yes, sir.

Senator MONRONEY. Since you do only normal maintenance at Fort Ord, why would you have to have such an elaborate parts building?

General SEEMAN. The system of maintenance, as you recall, is to develop in echelons. The normal maintenance that you might talk of the operator and his immediate company unit has to be done close by the equipment. Then it is consolidated into what we call the field maintenance in the next echelon. In other words, you don't send the aircraft any farther back than it is necessary for the type of inspection or the type of repair that is required. We have to break it down this way and analyze it in order to have the system set up to support the function in combat which is our major reason for being.

Senator MONRONEY. How many aircraft are based at Fort Ord?

Col. COYNE. Approximately 80, sir.

Senator MONRONEY. That would be about the normal proportion, about half of the liaison type planes?

On page 187 you say 21 Army units with 209 authorized fixed and rotary wing aircraft of 14 individual types. But you told me in the earlier colloquy that most of this heavy maintenance and overhaul would go to the Sharpe General Depot. This appears to be not too many miles distant by either fixed wing or helicopter for the delivery of parts. I am thinking only about the cost of the parts storage building which runs $435,000 and the cost of your inventory could be many, many times that if you are duplicating parts which are readily available in the area.

General SEEMAN. There is a certain stockage authorized for the units themselves and the field maintenance function. But the functions must be segregated so that these units will be able to support themselves if and when they go to Korea, for example, or to any other combat area. This is why the maintenance function is broken down into those components.

Senator MONRONEY. In other words, you would have field combat capabilities and spares located on base so that they could be immediately loaned.

General SEEMAN. That is right.

Senator MONRONEY. That is the excuse for the parts building rather than the ordinary maintenance of flight capability while at Ord.

General SEEMAN. That is right. If there is a major accident or overhaul, then it is fed up the chain back to the line of communications where they have the capability to do the job.

Senator MONRONEY. The next item.

MOTOR REPAIR SHOPS AND FACILITIES

General SEEMAN. The next item on page 188 is four motor repair shops and facilities, estimated to cost $502,000, to provide the maintenance area for a regimental activity now in existence. They are now presently all crowded into a post motor pool which is overcrowded with organizational equipment. These four shops will improve their capability.

Senator MONRONEY. Do you do that with all enlisted men or contract or civil-service personnel?

General SEEMAN. This will be for the military units themselves, to provide for their own equipment, to be trained and be able to take it into the field.

Senator MONRONEY. In other words, the training is an essential part of the maintenance and it is valuable enough to you for field service to do it yourself here although it might be more expensive.

General SEEMAN. Training the driver to do what he should do as a driver. Fixing the responsibility for his motor sergeant as to what he is supposed to supervise. Fixing the responsibility for the battalion commander as to what he is supposed to do to make sure that unit can fight.

HARDSTAND FOR MOTOR PARK

The next item is a companion item, the hardstand for the motor park. The estimated cost is $390,000. This is in support of the four shops previously discussed.

YUMA ARIZ., TEST STATION

PARACHUTE MAINTENANCE BUILDING

The final station in the 6th Army is the Yuma Test Station which, although under the command of the 6th Army actually is a center of development and performance testing for equipment of the technical services. The first item is a Parachute Maintenance Building estimated at $93,000. This, in the Army, is the responsibility of the Quartermaster Corps. These are not personnel parachutes, but cargo parachutes for aerial resupply. This is where they test equipment for high temperatures and dry conditions.

Senator MONRONEY. The next item.

SANITARY FACILITIES

General SEEMAN. The next two are for improvements in the sanitary facilities, one being a sewage collection and disposal system, very rudimentary, and the second for water supply system, estimated to cost $26,000 and $95,000, respectively. I believe the airfield is some little distance from the main post area, 3 miles away. So it is more economical to provide a small sewage lagoon and water system in support of the airfield.

ENGINEER AND OPERATIONS BUILDING

The last item at Yuma is on page 196. It is an engineering and operations building estimated at $174,000. It is a consolidated facility near the airfield for use of the scientists and technicians there that are testing the various types of equipment of the various test agencies. This one is dependent largely on Quartermaster and Ordnance testing.

Senator MONRONEY. This is now 3.2 miles away from the airfield to one-quarter of a mile away, is that correct?

General SEEMAN. That is correct.

Senator MONRONEY. You estimate a saving of 3.5 man years and $24,000 annually.

General SEEMAN. This is their estimated savings, sir. That completes the Sixth Army and our continental U.S. Armies.

The succeeding books will be for the technical services, and then the oversea stations.

FORT MYER

Senator MONRONEY. What happened to Fort Myer?

General SEEMAN. Fort Myer was denied approval in the authorization act, sir.

Senator MONRONEY. As well as the barracks?

General SEEMAN. That is correct. We had requested those this year on the basis of the requirement for further development of Arlington Cemetery. There is a requirement that we evacuate the South Post area, and we asked for some barracks and an increment of family housing. In addition the housing on South Post is classed as substandard. It is essentially Lanham Act housing. We have a tremendous requirement for the lower grade people in the metropolitan area who either have to go out great distances, or pay very high rent, or buy. Of course, generally, the lower grade people don't have the resources to buy. We had hoped to get and we had requested some 525 Capehart units at Fort Myer this year, but this was denied.

Senator MONRONEY. This is not included in the authorization bill?

General SEEMAN. That is right.

Senator MONRONEY. General, thank you very much, and your colleagues, for your patience and consideration of the committee. We will meet at 10:30 tomorrow morning, and there are other items that you will take up at that time.

General SEEMAN. Thank you very much.

(Thereupon at 5:10 p.m., Thursday, July 6, 1961, a recess was taken until Friday, July 7, 1961, at 10:30 a.m.)

72472—61——6

MILITARY CONSTRUCTION APPROPRIATIONS FOR 1962

FRIDAY, JULY 7, 1961

U.S. SENATE,
SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS,
Washington, D.C.

The subcommittee met, pursuant to recess, at 10:30 a.m., in room 1114, New Senate Office Building, Senator John Stennis (chairman of the subcommittee) presiding.

Present: Senators Stennis and Monroney.

DEPARTMENT OF THE ARMY

MILITARY CONSTRUCTION

STATEMENTS OF MAJ. GEN. L. E. SEEMAN, DIRECTOR OF INSTALLATIONS, OFFICE, DEPUTY CHIEF OF STAFF FOR LOGISTICS; MAJ. GEN. E. F. COOK, DEPUTY CHIEF SIGNAL OFFICER; REAR ADM. W. D. IRVIN, CHIEF, DEFENSE COMMUNICATIONS AGENCY; COL. E. C. ADAMS, CHIEF, CONSTRUCTION DIVISION, OFFICE OF INSTALLATIONS, OFFICE, DEPUTY CHIEF OF STAFF FOR LOGISTICS; COL. H. R. SANFORD, OFFICE OF COMPTROLLER, CHIEF SIGNAL OFFICER; COL. R. A. BARNES, CHIEF, AIR DEFENSE BRANCH, CONSTRUCTION DIVISION, OFFICE, DIRECTOR OF INSTALLATIONS, OFFICE, DEPUTY CHIEF OF STAFF FOR LOGISTICS; LT. COL. J. C. COYNE, OFFICE, DIRECTOR OF INSTALLATIONS, OFFICE, DEPUTY CHIEF OF STAFF FOR LOGISTICS; LT. COL. J. A. THOMAS, ACTING CHIEF, INSTALLATIONS DIVISION, OFFICE OF THE QUARTERMASTER GENERAL; MAJ. R. MULROY, CHIEF, CONSTRUCTION BRANCH, INSTALLATIONS DIVISION, G–4, HEADQUARTERS, ARMY SECURITY AGENCY; DR. S. D. SILVER, DEPUTY CHIEF, SCIENTIFIC ACTIVITIES, CHEMICAL RESEARCH AND DEVELOPMENT LABORATORIES, ARMY CHEMICAL CENTER; DR. W. W. DORRELL, DIRECTOR OF TECHNICAL SERVICES, U.S. ARMY CHEMICAL CORPS BIOLOGICAL LABORATORIES, FORT DETRICK; DR. DALE H. SIELING, TECHNICAL DIRECTOR OF RESEARCH IN QUARTERMASTER RESEARCH AND ENGINEERING COMMAND, OFFICE OF THE QUARTERMASTER GENERAL; H. D. VAN KUREN, CHIEF, SERVICES AND INSTALLATIONS OFFICE, OFFICE, CHIEF OF ORDNANCE; HAROLD B. NORWOOD, CONSTRUCTION DIVISION, OFFICE, CHIEF OF ENGINEERS; AND E. L. TATON, CHIEF, CONSTRUCTION AND INSTALLATIONS BRANCH, LOGISTICS DIVISION, DEFENSE ATOMIC SUPPORT AGENCY

Technical Services

Army Chemical Center in Maryland

Senator Stennis. The subcommittee will be in order.

Gentlemen, we finished up the first group of the items you had in book No. 1, as I recall. Now we proceed to No. 2. Is that a continuation of the items of a general nature?

General Seeman. This is a continuation. Book No. 1 were the continental armies in the United States. Book No. 2 are the technical services who handle the research and development and procurement and support of the Army, sir.

Supertoxic research laboratory

The first group is the Army Chemical Corps. The first station, Mr. Chairman, is the Army Chemical Center in Maryland. The first item in that is a highly important R. and D. laboratory for supertoxic research work at an estimated cost of $3,584,000. These people are presently working in a mixture of administrative and support and laboratory buildings, in three buildings, which are highly overcrowded and highly unsafe. We have Dr. Silver here, sir, from the Army Chemical Center if you have any detailed question on it.

Senator Stennis. We are glad to have you here, Dr. Silver. Has this project been presented before and was it in the bill last year?

General Seeman. No, sir. This is both new authorization this year and new appropriation.

Senator Stennis. I did not hear the proof this year on this item in the authorization bill.

General Seeman. It is a highly expensive building, sir. The estimated cost is over $50 a square foot. This is because each one of these supertoxic projects that are being worked on must have its separate air exhaust and fresh air filtering supply, and be completely isolated from the others. Of course, the intense danger to related personnel is one of the reasons that we want to segregate the administrative personnel from their highly overcrowded proximity locations.

Senator Stennis. You may proceed, sir. You have a statement about it, Doctor?

Dr. Silver. No, sir, but I would be glad to give it to you unprepared, if you don't mind.

Senator Stennis. Very well.

Dr. Silver. I would like to say to begin with, Mr. Chairman, that our buildings were designed just prior to World War II. These were designed to take care of things such as the poison gases of the First World War, mustard, chlorine, and the like. Since then we have been working on materials which are now standard with the Army, 30 to 100 times more dangerous.

In research—I am skirting on classified information, sir—we have materials which are manifold more dangerous than those we have so far classified.

General Seeman. Dr. Silver is speaking now of the classified standard as to type, and not classified with regard to security information.

Dr. Silver. That is right. The word classified apparently has two meanings in the Army. The laboratories were designed to con-

tain safety devices which could handle First World War and Second World War gases. It is woefully inadequate and very dangerous for our people. We are the only operation in the Department of Defense which does research in this area. We do all of the research for Army, Navy, and Air Force, and in the defensive area for Civil Defense.

As the only laboratory in this country, we do need safe facilities. I might say our goal is to continue to find more and more toxic material. We don't stop where we are. We will continue and we will succeed in finding more toxic materials. The dangers to our people then increase continuously. Our building is, I would say, 20 years out of date, that is, the present laboratories. We had an incident only 3 weeks ago where a fuse blew. The exhaust system stopped and the entire building, containing around 600 persons, had to be evacuated for more than half a day. This is very destructive to our production.

With adequate facilities, individual ventilation, and safety built in, we would not have to do this sort of thing.

This is the extent of my statement, sir.

Senator STENNIS. That covers your point?

Dr. SILVER. Yes, sir.

Senator STENNIS. What additional construction will go with this laboratory? Is this the complete package?

Dr. SILVER. This is the complete package.

Senator STENNIS. I am certain this is highly important. You should not be restricted.

General, do you have anything further on this?

General SEEMAN. Nothing further on this item, sir.

Senator STENNIS. I did not hear the proof about this proposed authorization in the Armed Services Subcommittee. It was authorized this year.

General SEEMAN. Yes, sir; it was authorized this year.

LOCATION OF CHEMICAL CENTER

Senator STENNIS. Where is this chemical center?

Dr. SILVER. It is about 20 miles northeast of Baltimore.

Colonel ADAMS. It was formerly known as Edgewood Arsenal.

Senator STENNIS. You are going to do all this work for all the services?

General SEEMAN. The Chemical Corps has the research, development, and manufacturing assignment in this area for all of the Department of Defense.

Senator STENNIS. If there is nothing further, pass to the next item.

DISPENSARY AND DENTAL CLINIC

General SEEMAN. The next item is a dispensary and dental clinic at the Army Chemical Center. This was not included in the repetitive items because it is a combination dental clinic and dispensary. The dental clinic is 10-chair size and the dispensary is 4-bed size. This serves the entire post population. For longer hospitalization this station is satellited on the Aberdeen Hospital which was approved last year and is under construction. The estimated cost is $445,000.

Senator STENNIS. How far are you from the other installation?

General SEEMAN. The distance between Edgewood and Aberdeen is about 12 miles. So the four-bed dispensary is essentially just an emergency and holding requirement. They are presently in a World War II frame building with the usual deterioration, and high maintenance expense.

Senator STENNIS. You have another item here.

POST SIGNAL BUILDING

General SEEMAN. The other item, sir, we did cover yesterday in the repetitive area, the post signal building estimated at $430,000. It has been previously authorized and we are requesting appropriation this year.

Senator STENNIS. Just what do you mean by "post signal building"?

General SEEMAN. This is a central telephone exchange, telegraph, teletype and crypto systems, and all photographic and other signal functions. It is the entire Signal Corps function at the chemical center.

Senator STENNIS. That means the telephone system?

General SEEMAN. That is correct, and maintenance and operation of the equipment and the entire Signal function support on the station. This is highly important because it has subordinate commands of the Chief Chemical Officer, his material command, his engineering command. It supports other activities of the NIKE air defense units in the area.

Senator STENNIS. What are you using now?

General SEEMAN. They presently have their signal functions scattered. One of the buildings that they are using is adjacent to one of their chemical manufacturing areas, and is an unsafe operation. This will bring together the various signal activities in one place.

Senator STENNIS. If there is nothing further on that item, let us proceed.

FORT DETRICK, MD.

BIOMATH SCIENCE BUILDING

General SEEMAN. The next item is at Fort Detrick, at pages 215 and 216. This is also under the Chief of the Chemical Corps. The item is a biomath science building for $334,000. Dr. Dorrell can give further details on this.

Basically, this is in support of the biological weapons research and development activities. They also are presently occupying an overcrowded laboratory. This is necessary to house a digital computer and other support functions.

Senator STENNIS. All right, Doctor, you may proceed.

Dr. DORRELL. Sir, this building was authorized last year. The appropriation was approved by the House last year but failed in the Senate Appropriations Committee. On the basis, sir, of the question of what use we are making of partially idle facilities at Fort Detrick, it has been surveyed very completely now and it is well known that there are no idle facilities of standard construction left unoccupied at Fort Detrick. We still have the remnants of a few of the old wartime wooden buildings which are rapidly scheduled for demolition. This building is a relatively small building. It houses only 30 people at the present time, or will house 30 people. There is a relatively low

square-footage cost. It is simply a building to house a large modern computer and its ancillary equipment, and the staff of program statisticians and mathematicians for this activity.

Senator STENNIS. What do the computers cost?

Dr. DORRELL. The computer we have purchased is a $250,000 item. We rent other ancillary equipment to it at a rate of about $80,000 a year rental. It depends on the circumstances. Usually we find it as advantageous to buy a part of the equipment and rent others. We rent the equipment that goes out of date fast so we are not stuck with old style material.

Senator STENNIS. You say the Senate struck this out last year?

General SEEMAN. That is correct, sir, on the basis that we should make a further search of possible space. This involved checking with the Atomic Energy Commission at Germantown and the installation at Fort Ritchie. Of course, those are for an entirely different purpose, and are completely used as of now. They would not really be efficient in support of the activity which is carried on at Fort Detrick.

Dr. DORRELL. The support, sir, is needed practically on a day-to-day basis. Data flows from laboratories to these computing centers and it is needed within a matter of hours almost. It affects the next experiment. Previous experience of trying to contract data reduction and analysis of this type has always proved very unsatisfactory due to time delays.

Senator STENNIS. You have an investment there of $69 million plus.

Dr. DORRELL. Yes, sir. The biological laboratories are the biological counterpart of the chemical laboratories that Dr. Silver mentioned. We have the same safety problem, perhaps equally as great or greater, and many of our laboratory buildings are quite expensive, because of these safety precautions. This is the reason for our assets having such a high figure at the present time. We are fairly well off in laboratory buildings now for most of the biological work, having had a fairly good military construction program. This current facility is one that has never been asked for before, as these people occupied space in a science laboratory. That space is vitally needed now, too.

Senator STENNIS. You use the word "computer"; how was this work done before you had all these computers?

Dr. DORRELL. Sir, it first involved paper and pencil and then later desk calculators and devices of this type. The advent of the computer about 10 years ago just enabled scientists to really process and do many times much more work than they ever could before. To give you a simple example, some calculations we do for munition expenditures tables can be performed with a computer in a matter of 10 minutes. It involves thousands and thousands of calculations that a man with paper and pencil and desk calculator would take days and weeks to do.

Senator STENNIS. Is there anything further, General?

General SEEMAN. This completes this station, sir.

Senator STENNIS. Thank you very much, sir. We appreciate your being here. That brings us to page 218.

DUGWAY, UTAH, PROVING GROUND

COMMUNICATION CENTER

General SEEMAN. That is correct, sir. This is one of the repetitive items we mentioned yesterday. It is the communication building for Dugway Proving Ground. Dugway is the field testing station and also fulfills part of the teaching function of the Chemical Corps in Utah. The importance of this is that it is a telephone central and many activities of the Chemical Corps receive their field development and field testing at Dugway. The estimated cost is $206,000.

Senator STENNIS. This is for a telephone exchange building, is that correct.

General SEEMAN. This is the communication center, including telephone, telegraph, crypto systems and support function.

Senator STENNIS. How are you getting along without it now, General?

General SEEMAN. They are using a facility located in the wing of post headquarters where it is impossible to make any addition. They have a 600-line facility there now, overcrowded. I believe this is to provide a thousand-line capacity. This is a relatively isolated station, 86 miles away from Salt Lake City.

CORPS OF ENGINEERS

FORT BELVOIR, VA.

GAS TURBINE INSTRUCTION BUILDING

Senator STENNIS. The next item.

General SEEMAN. This completes the Chemical Corps, sir. The next segment is the Corps of Engineers, which has only one station, Fort Belvoir, Va. The first item there is a gas turbine instruction building on page 230 for $370,000. This is a two-story masonry building to take care of the academic instruction which is necessary for gas turbines. The gas turbine engine is developing to provide power for certain of our generators in our missile family. The need for instruction in the operation and maintenance for the enlisted and officer personnel is becoming of greater importance. Fort Belvoir, as you know, is the home of the research and development laboratories of the Corps of Engineers. Their officers' school and their enlisted specialist school is located there.

Senator STENNIS. The next item.

MOTOR REPAIR SHOPS AND FACILITIES

General SEEMAN. The next item is on page 232, for two motor repair shops and facilities for an engineer construction battalion, estimated at $355,000. They have 378 items of motor equipment, and this battalion is one of our high-priority battalions in support of the STRAC segment. They are now operating out of five wooden or metal frame buildings constructed back in World War II days. They all have deteriorated timbers and narrow doors and low overhead customary in buildings of those days. They need the ancillary equipment as shown of grease racks, oil storage house, wash platforms,

gasoline stations, as is customary with a motor pool operation. The existing facilities that they are occupying will serve no useful purpose, and they will be destroyed when the new facilities are available.

A related item is a motor pool hardstand for $192,000 for parking, storage, and servicing of the vehicles.

Senator STENNIS. This is no added function that you have at Fort Belvoir?

General SEEMAN. No, sir. It is a function of the construction battalion which is assigned right there now and must be kept in a high state of readiness.

Senator STENNIS. General, you have an investment at Fort Belvoir of more than $97 million.

General SEEMAN. Yes, sir. Fort Belvoir is one of our older schools and stations. During the war it was much larger than it is now. It had a big replacement training center. I believe during the war there were upward of 25,000 or 30,000 people there at the peakload.

Senator STENNIS. It is difficult to tell how badly you need an addition of nearly $2 million worth of items to a post that already has $97 million worth.

General SEEMAN. This is true, sir. It is sometimes quite difficult to accommodate the fact that our World War II frame buildings are gradually depreciating and become unserviceable both because of the rotting of the wood and the rotting of the foundation, as well as their capacity to handle the new and increased equipment which must be serviced and maintained.

TECHNICAL ENGINEER BUILDING

Senator STENNIS. This technical engineer building at a cost of half a million dollars, what is that to be used for?

General SEEMAN. This is in support of the engineer research and development laboratories there. It is for housing properly scientific and technical personnel who are now crowded together in laboratory space and other test buildings which are needed for their originally designed purposes. This again will improve the organization and provide more proper administrative space for the engineers and supervisors and get them out of diverted laboratory space and bring them together in a more efficient operation.

EXPLOSIVE LOADING FACILITY

The next item, an explosive-loading facility is estimated at $45,000, is required to provide space wherein experimental work and fabrication of special explosive charges can be conducted. Fort Belvoir has the mission of conducting research and development in mine clearing, mine planting, demolitions, and fortifications. The design, fabrication, and testing of special explosive charges is an integral part of this work; these activities are presently hampered by lack of a facility in which to fabricate the special explosive charges. It is not feasible to conduct experimental work of this nature at distant facilities because of the daily collaboration necessary between the personnel who fabricate the charges and those who test them at the engineer proving ground. As a rule, on-the-spot design changes are necessary during the course of testing. Due to the highly specialized construction neces-

sary in the isolated location required to meet safety requirements of such a facility, no existing facilities could be modified or expanded to meet the needs of the proposed explosive-loading facility.

The next item, an addition to the communications building, was discussed with the other repetitive items.

RUNWAY EXTENSION, DAVISON FIELD

Senator STENNIS. Why is the runway extension needed?

General SEEMAN. This is at Davison Field, where we have an inadequate runway of 3,100 feet in length. It produces a hazardous condition. We have a companion item in here, sir, for some clearance easements and clearing of the glide angle.

Senator STENNIS. What type of planes do you use out there?

General SEEMAN. These are the airplanes of the Army. They go all the way from the light planes, single engine, up to the twin-engine command and combat surveillance type.

Senator STENNIS. They do not have a mission, do they, except to accommodate the personnel?

General SEEMAN. This has a very complex mission at Davison because based there are the planes which also support the headquarters of the Department of the Army and the Military District of Washington. In addition, they have a mission for the top people in the executive department for evacuation by helicopter and other means in time of emergency. In other words, it is supporting the units at Belvoir, their research and development mission, as well as the headquarters of the Department of the Army and the executive branch of the Government. I believe this was authorized before and we requested appropriation last year, at which time we did not secure approval, on the basis that we had not thoroughly studied the possible use of Bolling Field, Anacostia, the National Airport, and others. They have since studied this very thoroughly, and in depth, and came to the conclusion that moving elsewhere would be impractical and much more expensive. If Bolling were used, for example, it is to be closed for all fixed-wing operations and using it for helicopters would bring its traffic across over the highly dense traffic of the National Airport.

Senator STENNIS. They are still trying to use it some for helicopters. Either the Air Force or the Navy.

General SEEMAN. I expect the Air Force would probably continue to use Bolling because Bolling is sort of the headquarters support station for the Department of the Air Force as Fort Myer is for the Department of the Army. Should we move a portion of our operation there, it would actually increase the cost for a split operation, as well as increase the density of traffic in the National Airport area.

Senator STENNIS. I do not take lightly any recommendation you gentlemen make but we are faced with a dilemma if it is absolutely necessary to have modern lighting and landing facilities and runways for every Army military installation, regardless of what may be its primary function; it will be a large scale expenditure of public funds. As you know, there are innumerable places where additional funds are desirable to accommodate all of these worthwhile projects. In this instance the cost is magnified by the additional upkeep for manpower

and other maintenance requirements. Would you like to comment further?

General SEEMAN. No, sir. We feel that this is a very strong requirement. It is just the extension of 300 feet with the clearance easements and the flight obstructions to support more safe operations.

TOTAL ANNUAL LANDINGS AND TAKEOFFS

Colonel ADAMS. This is a very busy airfield. The operations annually run at 70,000 to 80,000. That is landings and takeoffs.

Senator STENNIS. That is just serving Belvoir. There is no training done there, is there?

Colonel COYNE. Yes, sir. There are 150 Army aviators in the Washington area who must maintain their proficiency out of this field, this being the third priority mission of the airfield. The first priority mission of the airfield is that which General Seeman indicated, the support of the Chief Executive, and the Department of Defense, as well as the second mission of supporting Army activities from the Department of Army headquarters level.

Senator STENNIS. Is that where the President takes off from?

General SEEMAN. The planes are based there, sir. They must have secure areas to protect them and they are on call.

Senator STENNIS. Very well.

General SEEMAN. That is the last item for Fort Belvoir, sir. Do you wish to proceed to the Ordnance Corps?

Senator STENNIS. Yes.

ORDNANCE CORPS

ABERDEEN, MD., PROVING GROUND

General SEEMAN. The first station of the Ordnance Corps is Aberdeen Proving Ground at page 248 and 249; 249 has been denied authorization. It will be 252. Mr. Van Kuren of the Ordnance Corps is here for detailed questioning.

Senator STENNIS. That takes up to what page?

CAUSEWAY

General SEEMAN. 252, sir, the Spesutie Island causeway. This is a causeway which is planned to displace an old bridge. The causeway leads from the mainland to an island where research and development operations are carried on. This is on an 1,800-acre tract. It has been studied and determined that building the causeway will be more economical in the long run than trying to either rebuild or maintain the existing old bridge. It has insufficient capacity to handle some of the heavier equipment that is now used. Actually it has to be put on barges and barged over. This is more costly and inefficient than if we built a structure which will carry the loads.

Senator STENNIS. Very well.

ACADEMIC BUILDING FOR ORDNANCE SCHOOL

General SEEMAN. The next item is the academic building for the Ordnance School on page 254 estimated at $3,321,000. We requested

appropriations on this last year which were not approved. This is to pull together in a more modern educational plant from the scattered buildings and old frame buildings in which Ordnance instruction is presently carried out. Ordnance again has the function of training both officers and enlisted men in all of the activities of the Ordnance Corps. It involved ammunition, special ammunition, artillery, motor transportation, operation, repair, and maintenance.

Senator STENNIS. Is this the main building? Will you give me a little more information.

Mr. VAN KUREN. Mr. Chairman, it is proposed that this will house the officer training school. This is both U.S. and allied officers in the many officer technical and staff courses which we must teach. This does not include academic facilities for the technical training of enlisted men, for example. This building would provide space in which to train a continuing load of approximately 455 officers. It involves officers training in guided missiles and nuclear warfare, the allied and associate course, Reserve component courses, the advanced associate courses, ammunition, general supply automotive maintenance and repair, et cetera. It will also include an exclusion area or security area in which we can teach on the nuclear weapons for which not all of our students are cleared.

Senator STENNIS. Is there anything further?

General SEEMAN. No, sir; not on this station.

Senator STENNIS. This is down in the city?

Mr. VAN KUREN. No, sir; this is at Aberdeen Proving Grounds.

DETROIT ARSENAL, MICH.

COMMAND HEADQUARTERS

Senator STENNIS. I was still on the Detroit Arsenal.

General SEEMAN. That is the next item, sir. This is the command headquarters for the Ordnance Tank Automotive Command which, as you know, sir, has the responsibility for research, development, and procurement of all of the vehicular type equipment for the Department of Defense. In addition, over this last year, they have received the assignment by the Secretary of Defense as single manager for automotive equipment. This building was authorized in the 85th Congress, but has not received approval of funding as yet. This is the case where we are now using a very old facility. As you recall, this is the consolidation of the activities from a building downtown, the old Beard Street Building, to the Detroit Arsenal 21 miles away. Presently they are operating in this split operation in a highly inefficient and expensive manner. It is estimated that the savings on this consolidation would pay for the cost of this building well within a 5-year period. As shown on page 259, we estimate that the savings in a 5-year period would be $7,870,000, and the cost of the building requested is $5,285,000. There will be a saving in personnel spaces due to the elimination of a duplicate overhead and support mission.

The repairs on this old building in town, which was procured as a matter of urgency during the Korean war, have been very excessive. It is an old stove manufacturing building, concrete, with steel sash. The steel sash has been worn out and has been blown in on occasion

in windstorms. It has required excessive maintenance. In addition, there has been spalling of the concrete in some of the upper stories where there are water storage tanks for fire emergencies.

MANUFACTURERS OF TANKS

Senator STENNIS. Who builds the tanks for you? Who are the manufacturers of tanks?

Mr. VAN KUREN. Mr. Chairman, the actual production of tanks and combat vehicles is largely in the automotive industry. For instance, Chrysler, Cadillac, and other divisions of General Motors.

Senator STENNIS. Where in Detroit will you locate this building?

Mr. VAN KUREN. Mr. Chairman, our proposal is to locate the new building at the Detroit Arsenal, which is 13 miles out of downtown Detroit. It is located in close proximity to the center of research and development of the automotive industry. For instance, Detroit Arsenal is just across the road from the General Motors Research Center north of Detroit. One of our purposes here is to get the headquarters building out of downtown Detroit and to locate it at Detroit Arsenal where segments of its operation must already be carried out. One of our big problems is the separation by 21 miles of various divisions of the headquarters.

Senator STENNIS. The justification sheet says 12 miles southwest of Detroit.

Colonel ADAMS. This geographic relationship, sir, is shown on a little map on page 26 of the illustrated pamphlet.

Senator STENNIS. What is the old building? It is market "OTAC."

Colonel ADAMS. That is correct, sir.

Colonel COYNE. The picture of the old building is shown on page 27, sir. The proposed location of the new structure in the proximity of the Detroit Arsenal is reflected on page 29.

Senator STENNIS. What do you propose to do with the old building.

General SEEMAN. This is to be disposed of by transfer to GSA and excessing it.

Mr. VAN KUREN. We have an additional problem, Mr. Chairman, in that when the command fully implements its automotive single-manager responsibilities it must increase its personnel to a point where they simply cannot be put into the Beard Street Building. Unless we provide a central building at Detroit Arsenal, we would then be faced with leasing additional space for the automotive agency which would further compound the administrative difficulty and excess expenses.

Senator STENNIS. On the book it says "Command Headquarters Building, OTAC, and Facilities." Are you going to put it out here with this R. & E. laboratory, tank plant, and arsenal headquarters? What is the new command headquarters building to be? What command is that?

ORDNANCE TANK AUTOMOTIVE COMMAND

Mr. VAN KUREN. It is the Ordnance Tank Automotive Command, sir, which has as its mission research and development, engineering, national procurement and supply control and national maintenance programs, in the automotive field. So the command itself, its own divisions, actually carry on an operating program in addition to the

exercise of the pure command function over Detroit Arsenal and one other installation which is assigned to its responsibility. Actually it is both an administrative and a technical organization.

Senator STENNIS. How much of it will be devoted to command? Half of it or less?

Mr. VAN KUREN. I would say less than that, sir.

Senator STENNIS. About how much?

Mr. VAN KUREN. Does the chairman mean in terms of the size of the building itself?

Senator STENNIS. Yes; the physical part of the building. How much of the space will be taken up by the command headquarters?

Mr. VAN KUREN. As a rough estimate, sir, I would say not over 25 percent.

General SEEMAN. It is very difficult to segregate the functions of the commander himself with his staff and his operating people. Actually the Ordnance Corps, as you know, has the largest single segment of both research and development and procurement of any of the Army.

Senator STENNIS. Would he be in command of all the facilities located out there?

General SEEMAN. Yes, sir.

Mr. VAN KUREN. Yes, sir; he is now.

General SEEMAN. His operation presently is split between the engineering group which is now stationed in Detroit Arsenal area and his procurement and management people are in the downtown building.

Mr. VAN KUREN. Actually segments of each of these divisions are split between the two locations. This involves a tremendous amount of travel back and forth which is 21 miles one way, every year, by people who have to work with each other. It makes it necessary for the commanding general to maintain a second headquarters at Detroit Arsenal.

General SEEMAN. Their estimated savings alone, Mr. Chairman, are $126,000. This is for travel alone. It requires so much coordination and cross-visiting that there is insufficient Government transportation and employees in cases use their private automobiles and are reimbursed.

Senator STENNIS. Very well.

PICATINNY ARSENAL, N.J.

ADDITION TO PLASTIC RESEARCH LABORATORY

General SEEMAN. The next station, Mr. Chairman, is Picatinny Arsenal. It has one item as shown on pages 260 and 262. It is the addition to a plastics research laboratory. It was previously authorized and is now presented for appropriation; estimated cost $612,000. Again the Ordnance Corps has the responsibility defense-wide for research and development in the area of plastics. Plastics are involved in our explosives work. Along with the plastics are adhesives and other nonmetallic materials. They go all the way from research to development and production engineering.

Senator STENNIS. I think you have covered that one. Let us take the next item.

REDSTONE ARSENAL, ALA.

RESEARCH AND DEVELOPMENT CONSOLIDATED BUILDING

General SEEMAN. The next item is at Redstone Arsenal, which is the center of research and development and supply support of the Ordnance in the missile area. This is the station at Huntsville, Ala., where they occupy the station jointly with the National Aeronautics and Space Agency now. Our request there is for a research and development consolidated building due to the transfer of a certain core of the operations to NASA. The estimated cost is $5,038,000. The remaining segments of the Ordnance have been operating in scattered buildings. They are occupying some space still in the NASA area which NASA is very anxious to use. This is a requirement to pull these people together in an appropriate building. They estimate that the construction of this building and consolidating the scattered elements would produce a 5-percent improvement each year in the efficiency of their employees. The value of this would be $677,000 annually.

Senator STENNIS. You say it is going to increase 5 percent each year?

General SEEMAN. This is the savings which they would generate each year.

Senator STENNIS. I thought you said it was going to increase their efficiency 5 percent each year.

General SEEMAN. If it increases their efficiency they will save time in their development and get more efficient use of the personnel. In other words, you would be able to buy 5 percent more of the end product or proceed that much faster. This is not only to support research and development directly, but largely to supervise and manage the research and development that is handled by contract.

In addition, this research and development command in the missile area has a supporting teaching function. That branch of the Ordnance School which deals with missiles, part of their training command, is located at this same station. This saves time of the consultant experts and the academic function also.

Senator STENNIS. I am very familiar with this myself. Is there anything else you want to put in the record about it?

General SEEMAN. No, sir; I have nothing further specifically.

Senator STENNIS. You don't carry any of your NIKE-ZEUS work here?

ADMINISTRATION OF NIKE-ZEUS PROGRAM

Mr. VAN KUREN. Mr. Chairman, the entire Army administration of the NIKE-ZEUS program is at Redstone Arsenal. There are actually two missile agencies at Redstone. To understand the structure there, one must realize that there are two missile agencies at Redstone. The Army Ballistics Missile Agency, for whom this project is intended, and the Army Rocket and Guided Missile Agency which is already in facilities of this nature. The second agency administers the ZEUS program. This means that they are administering all of the contract work being done by Bell Lab, Douglas Aircraft, and others, as well as providing technical guidance and assistance throughout the development project, and in controlling the test ac-

tivity which will be carried on at White Sands, Point Mugu, and so forth.

Colonel COYNE. Mr. Chairman, on page 31 of the brochure you will see illustrated the command arrangement at the Redstone Arsenal, and this reflects the four major segments under that command, the ABMA, which handles the various weapons systems listed in one block, the ARGMA, which handles the weapons systems illustrated in another block, and the two other elements, the proving grounds at White Sands Missile Range and the Redstone Arsenal itself. This building is designed for the ABMA.

Senator STENNIS. This building here is an outgrowth of the division between the old Redstone Arsenal which was strictly an Army outfit, and the NASA which has come in and now has charge of the space program. The Army feels that they have been left without enough room to operate there. This $5 million new building is required. I have been there and looked it over. This is scattered around now in 15 or 20 different locations, is it not?

Mr. VAN KUREN. Yes, sir.

SUPPORT OF WEAPONS SYSTEMS

General SEEMAN. It might be helpful to mention the various weapons systems that this function supports. Under procurement or scheduled now are the NIKE family, the AJAX and the HERCULES, the HAWK family, the LACROSSE, which is a corps support weapon, antitank and REDEYE missiles under procurement. Those are in the Rocket and Guided Missile Agency. In the Ballistic Missile Agency there are operational now the CORPORAL, the HONEST JOHN and the LITTLE JOHN. This command must support them in the management of their supply and parts function. Also, in this Ballistic Missile Agency is a light antitank weapon, the SERGEANT and the PERSHING. Then under development or in the study area at the Rocket and Guided Missile Agency are the field army ballistic missile defense system, certain aircraft work and Advanced Research Projects Agency work of the Department of Defense. In the Ballistics Missile Agency certain advanced studies are in process. So it covers the entire segment of the missiles of the Army.

Senator STENNIS. It is just a question of whether or not you could utilize the facilities you have, or whether we are going to put in this added super building. You have some good arguments for a good building, all right, but I am very much surprised that it will cost $5 million.

General SEEMAN. In addition, it supervises the materiel which is procured by contract and all of the inspection and performance testing of those industrial contracts.

Senator STENNIS. The next item.

SAVANNA ORDNANCE DEPOT IN ILLINOIS

RAILROAD SIDING

General SEEMAN. The next station is the Savanna Ordnance Depot in Illinois as shown on pages 269 and 270. Our request here is for

a railroad siding to properly service this ordnance depot. It is estimated to cost $328,000.

Senator STENNIS. You always had a railroad siding.

General SEEMAN. Yes, sir, this is a matter of safe handling and to avoid rehandling and trucking of longer distances. Mr. Van Kuren has further details.

Mr. VAN KUREN. Mr. Chairman, there have been railroad sidings in the ammunition area in Savanna since its very early days. However, due to expansion of the mission and also to a reclassification of explosive hazards, we find that these sidings and the old loading platforms that support them are too close to the storage area, and therefore are inhibiting the full use of that capacity. So this proposal is to locate the sidings where they can be safely used.

Senator STENNIS. It appears to me they would be willing to build their own siding. I understand that many years ago they agreed that they would not do that and you have to build your own.

Mr. VAN KUREN. Mr. Chairman, I would like to point out that you have a competitive problem in many of these installations and you would have a very difficult proposition with permitting one of the carriers to come in and build trackage and so on.

Senator MONRONEY. Isn't that rate kind of high, $106,600 per mile?

Mr. NORWOOD. Senator, that is a normal unit price for spur railroads. These are very special. There is a good bit of curvature in these spurs coming from the main line into the ammunition area. It is not like a straight line railroad.

Senator MONRONEY. You have $72,000 for site preparation which would also be grading for the railroad right-of-way.

Mr. NORWOOD. That is correct.

Senator STENNIS. Do you have an actual rundown or did you put in an average?

General SEEMAN. This design, Mr. Chairman, is estimated 70 percent complete some weeks ago.

Senator STENNIS. Is that something that has really been figured out?

General SEEMAN. Yes, sir.

Senator STENNIS. Or is it just picked up on the law of averages?

General SEEMAN. No, sir; this is an engineer's estimate. It is not a budgetary estimate first considered a year or so ago when we were putting together the program.

Mr. NORWOOD. This has been designed and materials and labor have been taken off; the site has been surveyed and all the quantities computed and the local cost factors applied. This is the estimate of the district engineer.

Senator MONRONEY. Will you get competitive bids on this?

Mr. NORWOOD. We will, yes, sir.

Senator MONRONEY. By several bidders?

Mr. NORWOOD. Yes, sir; this will be advertised.

Senator MONRONEY. What happens if they go away under, what happens to the money?

General SEEMAN. If they go away under, the money is not allocated by the Chief of Engineers. He obligates his construction money only on the receipt of bids. Then savings are available for reprograming. You know the authorization act has an allowance of 5 percent where

any individual project comes in over its previously estimated cost, provided the total Army title authorization is not exceeded. Then there are provisions in certain cases where after repeated tries with bids where we can apply for permission from the Secretary of Defense for a waiver. This is normally checked with the Appropriations Committee.

Senator STENNIS. That is in cases where it runs over.

General SEEMAN. Yes, sir.

Senator STENNIS. But the Senator's question was about under.

General SEEMAN. That is correct.

Senator STENNIS. Go over that again. What becomes of that money?

General SEEMAN. It is not allocated to the constructing district by the Chief of Engineers. It is retained.

Senator STENNIS. Then the next step?

General SEEMAN. It is used to apply to cases at other jobs at other stations that may run over.

Senator STENNIS. What authority do you have for automatically applying it to other jobs and where does the line come where you have to come in and get it reprogramed?

AUTHORIZATION FOR VARIATIONS IN COST

General SEEMAN. In the general provisions of the authorizing act there is a section which says that any of the amounts named in titles 1, 2, and 3 may in the discretion of the Secretary be increased by 5 percent for projects inside the United States, other than Alaska, and by 10 percent for projects outside the United States, if the Secretary determines that such increase is required for the sole purpose of meeting unusual cost variations in connection with the project and could not have been reasonably anticipated in time such project was submitted to the Congress. However, the total cost of all projects in each such title shall be not more than the total amount authorized to be appropriated. So there is our authorization for variations in cost depending upon the bidding.

REPROGRAMING PROCEDURE

Senator STENNIS. While we are on that, where do you ask for money to be reprogramed?

General SEEMAN. Where we ask it to be reprogramed is where the item was not in our fiscal year's funding program for that year, but was previously authorized. In other words, we can come in to you, sir, with savings which have been accumulated in cases like we are discussing, or with a lower priority project offering up and saying an urgent need has developed that requires us to switch the line item. This is where we ask for the formal reprograming.

Senator STENNIS. In other words, if you decide that you are not going to build a project, you ask for that money to be transferred to another project?

General SEEMAN. That is correct.

Senator STENNIS. That is what you call reprograming?

General SEEMAN. That is reprograming.

Senator STENNIS. If you save money on a project, you ask for it to be reprogramed to another project.

General SEEMAN. If an urgent project develops, yes, sir.

Colonel ADAMS. One additional use for savings is under section 103 of our authorization law wherein we have a blanket authorization to cover unusual developments in the research field, et cetera. This is ordinarily an unfunded authorization and we try to apply savings.

Senator STENNIS Let us proceed to the next item.

WHITE SANDS MISSILE RANGE, N. MEX.

COMMUNICATIONS BUILDING

General SEEMAN. The next station is White Sands Missile Range on page 271. We have only one item, sir, which was covered yesterday in the repetitive category, the "communications buildings." The estimated cost is $267,000. This is where they are operating now out of a quonset hut and a section of the headquarters building which is just incapable of expansion or utilization any further.

This completes the Ordnance Corps.

QUARTERMASTER CORPS

ATLANTIC GENERAL DEPOT

AIRCRAFT PAINT SHOP

The next station is the Atlanta General Depot of the Quartermaster Corps on page 280 and 281. We are requesting an aircraft paint shop in the amount of $231,000 to support the depot maintenance function for the light aircraft of the Army in the Southeastern part of the United States. They are now utilizing an open end nose hangar and open portions of aircraft parking area in the open, and this is a request for a paint shop for more efficient maintenance function.

Senator STENNIS. To paint the planes?

General SEEMAN. That is correct.

Senator STENNIS. You have a $30 million installation down there now and an important one.

General SEEMAN. Atlanta General Depot is one of our main hard-core depots of the depot system.

Senator STENNIS. It appears to me that with a $30 million installation you ought to find a place to paint the planes without asking us to spend almost a quarter of a million dollars of the taxpayers' money.

General SEEMAN. This would be the case, sir, except integrating the aircraft maintenance function into our depot system is a brand new area, even though it is minor. It is an additional segment of their functions. They must have facilities suitable for the changed function.

Colonel ADAMS. The paint shop is a rather special piece of construction with safety features and spark proof electrical features, ventilation, et cetera. In a sense you either have one or you don't.

Senator MONRONEY. How many hangars do you have there?

General SEEMAN. I don't know of any specific hangars. In a previous year's appropriation we asked for a modification of a shop to take care of the airplanes. They are parked in the open and there are supply and support functions in the depot.

Senator MONRONEY. In every depot the planes are parked in the open. That is standard. They don't try to put them under cover.

General SEEMAN. That is right. It is only for the repair functions that they are enclosed.

Senator MONRONEY. At a $30 million base, there must be some space that could be used for a paint shop.

General SEEMAN. They are now using a nose hangar for this function and doing it in the open. For painting this is very poor.

Senator STENNIS. Did we have this in the budget last year?

General SEEMAN. No, sir. Last year we had a conversion of an existing building to a maintenance shop at an estimated cost of $365,000. They have been doing this painting by contract and they estimate they can save an average of about $700 an airplane by doing it right in their assembly-line operation there.

Senator STENNIS. I thought you said you were doing it now in an old hangar.

General SEEMAN. In a nose hangar.

Senator STENNIS. At the last I thought you said you were doing it by contract.

General SEEMAN. There are two ways, sir.

Senator STENNIS. Which are you using? Are you having it done by contract or are you doing it yourself?

General SEEMAN. It is both, sir. They do what they can themselves. Then on the peak loads, they will go out by contract.

Senator STENNIS. Is there anything else, General?

General SEEMAN. No, sir, that completes that station.

Senator STENNIS. Do you have have anything else to say?

Colonel THOMAS. I was going to say what General Seeman said. Some of the aircraft are painted by contract, and some by in-house.

Senator STENNIS. The next item.

COLUMBUS GENERAL DEPOT

CENTRAL HEATING PLANT

General SEEMAN. The next station, sir, is Columbus General Depot where we are requesting three items. The first item is on page 285. This is a central heat plant for $1,925,000. This was authorized in previous years, sir. This is to replace and consolidate the space heat function from 21 individual and wornout existing plants which have a multitude of old stoker-fired boilers.

CONVERSION OF WAREHOUSE

I am sorry. I missed a station. I missed the item on page 283, sir. It is a conversion of a warehouse to the Quartermaster stock control function estimated at $419,000. This is in connection with utilizing the space available to the maximum and converting some warehouse space to the command function of stock control.

Senator STENNIS. That is your main business at the Columbus Depot, is it not?

General SEEMAN. That is correct, sir.

Senator MONRONEY. What is the 18,795 square yards of parking required for?

Colonel ADAMS. This is making in effect an administrative area out of a warehouse area within this rather restricted station. The parking space in the former operation of the warehouse type does not exist.

There needs to be some augmentation that principally the civilian employees who come in every day from town will have a place to park.

Senator STENNIS. I remember last year or some time recently we had something about the central heating plant. Our staff member tells me he has been out there and has seen the bad conditions.

General SEEMAN. Columbus General Depot was developed in World War I. It dates clear back to 1918. Some of these not only are scattered and hand-fired stokers, but they are very old and worn out and savings can be made both in manpower and operation by putting in this central heat plant.

The next item is a companion item of the steam distribution lines in the amount of $769,000.

Senator STENNIS. That really goes with it?

General SEEMAN. Yes, sir. This is a companion item.

Senator STENNIS. If there is nothing further on that, we will go to the next one.

FORT LEE, VA.

EXTENSION OF WATER LINE

General SEEMAN. The next station is Fort Lee, Va., on pages 288 and 289. The first item is an extension of the water line to provide a complete loop and properly serve the area of the post and get the proper pressure for fire safety and adequacy during peak load periods. It is to connect into the existing system and provide a full loop. The estimated cost is $84,000.

Senator STENNIS. That is obvious.

The next item?

BATTALION HEADQUARTERS AND STOREROOM BUILDING

General SEEMAN. The next item is on page 289(A). This is two batallion headquarters and storeroom building for $214,000. This was in the repetitive items because it is a combination of the headquarters and storeroom to serve two batallion areas. They are presently housed in mobilization-type buildings at some distance from the barracks areas.

They estimate savings in transportation of value equal to $3,800 a year and $11,000 savings in utilities and maintenance by providing modern buildings.

Senator STENNIS. General, is that transportation for the soldiers who are in training?

General SEEMAN. This is for an organized military unit, two quartermaster battalions, which must be organized and trained to support the Army in the field. This transportation in this case is their organic transportation. This represents a saving in operating mileage and gas and oil that they would use back and forth from their headquarters and storerooms to the barracks areas and money that would not be spent and could be more adequately utilized on training in their military function.

Senator STENNIS. I don't know. I thought part of being in the Army was being a good walker. You transport these men to meals and back? I went to an agricultural college. We used to march to meals. We had ROTC training. We took a lot of pride in it. We had meal formations and marched back and forth.

General SEEMAN. If it is more than a short distance, I would say three or four blocks, the entire American system these days is dependent a good deal upon transportation.

Colonel COYNE. Mr. Chairman, these are battalion headquarters.

Senator STENNIS. If I was representing the Army I would not admit that you have to have transportation to go to a meal three or four blocks away.

Colonel COYNE. These are headquarter and storeroom activities which are presently in temporary structures over a half mile away from where the men are billeted. It is the administrative-type transportation and the movement of supplies and equipment from the men's billeting areas that is concerned, rather than a movement of men back and forth to messhalls.

Senator STENNIS. I was asking about this general transportation. You transport your men to meals if it is over three or four blocks. You didn't mean to say that, did you?

General SEEMAN. I would not say that three or four blocks would be a consideration, sir. Normally, the average battalion or regimental area will be that in distance anyway.

Senator STENNIS. I don't know. I made a speech in Mississippi the other day stating that I thought we were growing soft in America. But I didn't mean to include the Army in that.

General SEEMAN. There are a lot of us that have the same feeling, personally, that we do not do as much of the physical activity and walking that we did as a people years ago.

Senator STENNIS. You want two new buildings here now at $214,000, battalion headquarters, a storeroom building. The main reason you want them closer to the troops is to save time and money.

General SEEMAN. Yes, sir.

Senator STANNIS. Your estimate is how much for the saving?

General SEEMAN. It is an estimated total saving of $14,000 to $15,000 a year and more efficient use of their time and the operation of their vehicles.

Senator STENNIS. That brings up another question. I thought one of your main problems in the Army was to have something for your men to do. That is, finding something for them to do. Not being an active war, I understand that is one of your main problems.

General SEEMAN. That is true. In moving their transportation and supplies they do get a certain amount of driver training.

Senator STENNIS. You have a very fine setup at Fort Lee. I would like to visit it more thoroughly sometime.

NEW CUMBERLAND GENERAL DEPOT

DIESEL LOCOMOTIVE SHELTER AND REPAIR SHOP

General SEEMAN. The next station is the New Cumberland General Depot as shown on page 289(c) in which we are requesting a small item for a diesel locomotive shelter and repair shop for $60,000. New Cumberland General Depot in Pennsylvania is also one of the hard core depots in our depot system.

Senator STENNIS. You use that locomotive for switching?

General SEEMAN. Yes, this is shelter for the one that does the switching in the depot area on their spur tracks.

Senator STENNIS. I assume there are no questions on that. The next item.

QUARTERMASTER RESEARCH AND ENGINEERING CENTER, MASS.

OFFICE AND HEAVY LABORATORY BUILDING

General SEEMAN. The next item is page 290, the Quartermaster Research and Engineering Center at Massachusetts. This is a package which was presented for authorization and approved this year. It was denied last year.

There are four items: an office and heavy laboratory building for $2,276,000, an addition and conversion of a development building for $1,186,000, an animal laboratory facility for $317,000, and a slight addition to their enlisted men's barracks there for $33,000.

The total estimated cost is $3,812,000. This is the segment of construction, Mr. Chairman, concerned with the related matter of the Army's desire to be relieved of the operation and maintenance of a large, old quartermaster depot which is now called the administrative center.

NATICK PROJECT

Senator STENNIS. This is what is known as the Natick project?

General SEEMAN. This is the Quartermaster Research and Engineering Center. They supervise all of the research and development in foods and textiles and many elements that the Quartermaster is involved in.

Senator STENNIS. This has been debated on the floor of the House and on the floor of the Senate in committee rooms and conference rooms and speeches made for 3 to 4 to 5 years to my best recollection.

It finally has been settled now in the authorization bill. The house had three or four special committees that investigated it.

General SEEMAN. Dr. Sieling is here from Boston.

Senator STENNIS. Let us have a word from him.

Dr. SIELING. The principal reason for the consolidation of the Food and Container Institute with the Quartermaster Research and Engineering Command at Natick is to gain technical competence and efficiency. We believe that bringing the Food and Container Institute to Natick that we can take advantage of the excellent personnel and facilities at Natick and have them contribute more to the food program.

It is really bringing together these two units in such a way that they will augment each other. It will improve our ability to develop rations and containers and thereby help the fighting soldier. That is a concise statement of what the objective is.

Senator STENNIS. There must be a lot of merit in this because it has survived repeated yearly onslaughts of nationwide lobbyists of various kinds. I have gotten lots and lots of telegrams opposed to this move.

I think it has a lot of merit and the decision on it has been made. I certainly favor the appropriation.

Is there anything else you want to put in the record about it?

General SEEMAN. No, sir; I think the record is very long on this particular item.

Senator STENNIS Is there anything you have Senator Monroney?

ANIMAL FACILITIES

Senator MONRONEY. Do these animal facilities provide for humane care of the animals used in the research?

Dr. SIELING. Yes, sir.

Senator MONRONEY. It meets the specifications of the Society For the Prevention of Cruelty to Animals? They will not be housed under conditions that they will suffer?

Dr. SIELING. We have taken into account all those conditions. It will be a modern laboratory facility taking under consideration all the requirements for humane treatment of the animals and making sure they are not housed under unsanitary conditions or conditions that would cause them any anxiety as they were.

Senator MONRONEY. Do they have sufficient enough room to stand up and exercise?

Dr. SIELING. Yes, sir. Exercise pens for dogs and other animals.

Senator STENNIS. This is going to be all. This will put you in business and the Natick project will be in operation when this is completed, is that right?

Dr. SIELING. That is right. All the Quartermaster Research and Engineering Command activities except those at Yuma, Ariz., which is our test area, will then be in the Natick installation.

Senator STENNIS. And this will be all the money you need for construction for the foreseeable future, is that correct?

Dr. SIELING. I could not say that specifically, Senator.

Senator STENNIS. What is your opinion about it?

Dr. SIELING. I think that any research and development installation has a certain growth potential and as our programs develop we would have other requirements in the future. We don't anticipate any immediate.

Senator STENNIS. At least there are no other major requirements?

Dr. SIELING. That is right, sir.

Senator STENNIS. That you have any knowledge of or idea about in the foreseeable future?

Dr. SIELING. That is correct, sir.

Senator STENNIS. Thank you very much, gentlemen.

The next item, General.

RICHMOND QUARTERMASTER DEPOT, VA.

CONVERSION OF WAREHOUSE

General SEEMAN. The next station in the Quartermaster responsibility is the Richmond Quartermaster Depot, Va., on page 300.

The first project is to convert a further section of a warehouse to administrative space costing $541,000. This is the area which has been assigned the home of the military general supply agency single managership which the Department of Defense assigned to the Army and in turn to the Quartermaster Corps last year.

This is to convert 63,744 square feet of warehouse to administrative space.

Senator STENNIS. Is this connected with Camp Lee?

General SEEMAN. No, sir. This is near the metropolitan area of Richmond, with rail and industrial connections.

Senator STENNIS. You want to convert to administrative space?

General SEEMAN. Yes, sir. You may recall, sir, that this has been approached in segments. There was an immediate requirement which we took care of under our minor new construction authority, and then this that we could push to the future and foresee in our regular program.

FIRE STATION

The next item is a fire station on page 303 for a more adequately centrally located fire station and readjustment of their space presently used. It is estimated to cost $59,000.

Senator STENNIS. I think the need for that is obvious.

SHARPE GENERAL DEPOT, CALIFORNIA

PETROLEUM LABORATORY

General SEEMAN. The next page is Sharpe General Depot in California, on page 304. The first item is a petroleum laboratory for $202,000. We mentioned, I believe, in connection with the field maintenance function for the support of aircraft that at Sharpe they are utilizing some leased space in Stockton which they desire to vacate. This Quartermaster petroleum laboratory operates in that leased space, and they desire to put it on the main depot area.

Senator STENNIS. The next item.

PAINT SHOP

General SEEMAN. The next item is on page 307(a). It is an aircraft paint shop for $218,000. This is a comparable one to the one at Atlanta. This handles the depot maintenance function in the Far West.

Senator STENNIS. The same justification for that?

SIGNAL CORPS

FORT HUACHUCA

General SEEMAN. Yes, sir. The next item goes to the Signal Corps, sir. General Cook, the Deputy Chief Signal Officer is here.

Senator STENNIS. General, we are glad to have you, sir.

General COOK. Thank you, sir.

Senator STENNIS. The first thing you have is Fort Huachuca?

General SEEMAN. That is the home station of the research and development field testing in the area of electronic warfare, electronic countermeasures, battlefield surveillance. It is a highly important station of the Signal Corps.

IMPROVEMENT OF AIRFIELD

The first item is an improvement of their airfield. At present, they have really what amounts to a temporary strip that was built originally as a training project and it is completely inadequate now in the runway itself and the support facilities such as taxiways to handle the research and development testing mission.

Colonel Sanford also is here.

Senator STENNIS. Gentlemen, you may proceed on the items.

General SEEMAN. The extension of the runway is estimated to cost $1,392,000. The companion taxiway and run-up area at $555,000. The airfield lighting at $281,000. The present field can handle the lighter aircraft. However, it is failing and there is a requirement to base heavier aircraft some distance away.

Senator STENNIS. You mean the runway is failing?

General SEEMAN. Yes, sir.

Senator STENNIS. What is this aircraft used for?

Colonel SANFORD. This aircraft, Mr. Chairman, is used in connection with the development and testing of combat surveillance items.

In other words, battlefield surveillance. They put all this electronic equipment in this heavier plane. It is an R–4D plane which is similar to the C–47. It is a heavy plane. This is the smallest plane that will accommodate this equipment.

We have two of these planes out there now and there are two more scheduled. Most of this particular work, incidentally, is carried on by contract.

For every day that we have to base these planes at Bisbee Airport, which is where they are located now because of the condition of the field at Fort Huachuca, costs us approximately $3,000 in contract costs because we have to travel from Fort Huachuca to Bisbee Airport and also to Tucson. This is a distance of 30 miles in one instance and 90 miles in another instance.

Senator STENNIS. Is that the justification now to get it closer by and avoid the travel?

Colonel SANFORD. Originally, as you will note, Mr. Chairman, the present runway was built in 1952. It was built as a construction project for an engineer construction group that was out there at that time.

The runway condition is now such that it is almost hazardous for even L–19 planes to land there; recently a half-ton delivery truck went through the runway surface.

I think also you will recall in the Armed Services hearing, Senator Russell remarked that he had recently been out there and saw the condition of this field and it was impossible for his plane to land there. He had to land at Bisbee.

Colonel ADAMS. Questions were raised yesterday about the 22,000-pound design criterion. Mr. Norwood, I think, can clear that matter up for us.

MINIMUM CAPABILITY CRITERIA

Mr. NORWOOD. Yes, sir. Senator Monroney, yesterday, questioned the 22,000-pound design. The answer to that is this: The Army at these class A airfields which serve throughout the Army, has established a minimum capability insofar as accommodating aircraft not only of the Army but of the Air Force.

That requires the capability to land a C–123, a cargo plane of the Air Force, which has a wheel load of slightly over 22,000 pounds. The criteria has been established by the Department of the Army and the Corps of Engineers to design the class A airfields where these possibilities for emergency landing or support for the Air Force may take place.

The only exception is places like at Fort Rucker, where we have training requirements with specific light planes that don't need this capability. Then we design a much lower strength.

Senator MONRONEY. I understand from what the colonel said they have two DC–3's based at Fort Huachuca, and two at Bisbee. That is four DC–3 aircraft. I want more justification on why these little-used airfields for liaison planes or single-motor aircraft all have to have standard class A fields.

You are not going to bring many cargo planes in there, as desirable as it would be, when you get a $2 million field.

I think we are getting into the airport business in a pretty big way at places where there has been little justification shown for the size and scale of beefing up a runway.

In other words, on the testimony of four DC–3's, you have an engine runup pad of 17,000 square yards that will cost you $132,000. I don't know why you can't run these planes up on the runway.

AIRCRAFT MOVEMENT RATE

Colonel ADAMS. In addition to the four special planes mentioned, there are stationed there 43 fixed-wing Army-type aircraft and 25 rotary-wing types and the aircraft movement rate is at about 4,200 per month.

Senator MONRONEY. These are little Pipers again and if you have a whirlybird they don't need any space. That is a vertical landing and takeoff. You need very little runup pad there.

I would like to have some of these prices compared with what the civilian fields are costing.

General COOK. I would like to address myself to this question, sir.

HISTORY OF PROVING GROUND

We have to go back to the history of why the Army Electronic Proving Ground is at Fort Huachuca. You will remember when this was authorized it was because of the fact that in New Jersey where we were doing a lot of this research testing, the air density and electric interference was such that we had to move out of the area and find an area which was remote. This proved to be Fort Huachuca, sir.

In the research program you do not in general test in your aircraft the specific end item with which you are going to end up. You use mockups or breadboards. Breadboards are large, bulky, and heavy. But the research program and the development program and the experimental program carried on out there requires that you do fly these experimental models which are prepared at Fort Monmouth, or any other place or by contract.

Also the advent of the larger aircraft into the Army's inventory means that we have to be prepared for handling this heavier type of aircraft.

While the numbers, at the present time, of aircraft stationed there is small, this is certainly not the number of aircraft nor the types which use that particular field, sir.

I think that this is the justification for the rehabilitation, shall I say, of that particular runway which is collapsing almost completely.

Senator MONRONEY. You are refurbishing one or two others?

General COOK. Yes, sir.

Senator MONRONEY. These have shoulders and overrun. I am trying to do all I can for airports around the country, but it seems to me on some of these needs that we are getting a second Air Force in the planning stage and I don't know whether we can justify it for the type and weight of aircraft that will be using them, particularly when you come in here for a huge runup pad in an area where you have nothing but four DC–3's and liaison planes.

General COOK. At the present time that is true. Those are the ones that are stationed there. But it is not all the aircraft that used the field.

General SEEMAN. I believe that Senator Russell when he flew in there went in on a Convair aircraft. This runway is somewhat longer because of the altitude of the station and the high temperatures which occur in the summertime.

Senator MONRONEY. I am not objecting to the runways. I think you probably need them. By restoring them you probably will get a yield.

I am objecting to some of the extraordinary facilities that you find on very few hub airports, almost, in the runup pads and such things as that which the Army is asking for.

Senator STENNIS. What is the airfield pavement like?

PAVEMENT LIGHTS

Senator MONRONEY. I think on the pavement lights it is all right to properly light the field because it has a 24-hour utilization.

I question seriously the wisdom of allowing three quarters of a million dollars on approach lighting for these fields because these pilots are all trained to come in on a flare-lighted field if necessary.

I don't see the approach lighting on this field.

General COOK. A lot of the aircraft which are flown in here, sir, are not flown by Army pilots. You have a lot of contractor use of the field.

Senator MONRONEY. They should be just as good if they are flying this equipment. The type of aircraft they are using is not complicated, heavy, or difficult to control.

Colonel SANFORD. Senator Monroney, may I address myself to that point for a moment?

TESTING OF COMBAT SURVEILLANCE ELECTRONIC ITEMS

I think General Cook has pointed out that the use of this field is rather unique in the Army in that we are not using it for training of combat missions. We are using it in connection with the testing and development of combat surveillance electronic items.

The pilots that fly in here are not necessarily Army pilots. They are civilian pilots, they are contractor pilots, they are research people who are engaged in this particular mission.

I would like to mention a moment about this runup pad. The reason for the requirement in addition to the normal running up of the motors is that changes in electronic configurations are made perhaps after every flight when they come down with this electronic equipment.

The plane is parked there temporarily. They have to adjust the equipment or they have to replace it. This is the logical place for them to do this.

In addition to the four planes, the two we now have and the two that are due in this fiscal year, we are also developing and have begun the purchase of Mohawk and Caribou aircraft. These Mohawk and Caribou aircraft also have a load factor approximately that of an R4D.

In other words, the C–47 type. The continued failure to use the field at Fort Huachuca for testing in connection with these combat-surveillance electronic contracts is actually costing us approximately $3,000 a day for each day we are not using it because of the fact that we have to go to these other areas.

Senator STENNIS. Is that based on your calculations, Colonel?

Colonel SANFORD. No, sir. That is an actual fact that I checked personally.

Senator STENNIS. You have checked into that and made these calculations yourself?

Colonel SANFORD. Yes, sir. I can substantiate that figure of $3,000 a day.

Senator MONRONEY. I notice you are going to use existing runways for taxiways, is that correct?

Colonel SANFORD. Yes, sir.

Senator MONRONEY. Has there been any investigation to find out how you can beef those up? They are in the same direction, are they not?

Colonel SANFORD. Relatively speaking, yes, sir, they are.

Mr. NORWOOD. The existing runway, sir, is on very poor foundations. We have tried to develop a rebuild of that runway. It was not oriented well with the prevailing wind. The factors added up to realigning it in the reconstruction.

The old runway is being used for taxiway purposes by an overlay to improve a portion of that up to the loads required.

In addition, of course, there is another transverse runway of a shorter length. So it provides an airport which has not been available in the past to support this mission.

SUMMARY OF AIRPORT FACILITIES PROJECTS

Senator MONRONEY. I believe it would be very helpful to the committee to have them round out in summary all the landing and airport facilities that they are asking for for total Army aviation.

General SEEMAN. We did have, as you will recall yesterday morning, those items which were strictly repetitive. We will provide for the record the additional items both in the R. & D. mission and the operational training area.

Senator STENNIS. Could you have that ready for us by the middle of next week?

General SEEMAN. Yes, sir; we will provide it.

Senator STENNIS. Put that in the record, Mr. Clerk and call Senator Monroney's special attention to it, if you will. Will you send a copy of that along to Senator Monroney?

(The information requested is as follows:)

Summary of landing and airport facilities, fiscal year 1962 MCA appropriations program

Item	Scope	Cost
Fort Devens, Mass., subtotal		$626,000
Resurface runway 14–32	48,000 square yards	90,000
Flight control tower	2,800 square feet	128,000
Airfield lighting	3,745 linear feet	148,000
Operations building	12,650 square feet	260,000
Fort Knox, Ky., parking apron, rotary wing	13,450 square yards	198,000
Fort Meade, Md., hangar w/shops	21,266 square feet	474,000
Fort Benning, Ga., aircraft fuel storage facilities	100,000 gallons	103,000
Fort Bragg, N.C., subtotal		521,000
Access apron	11,450 square yards	106,000
Hangar w/shops, rotary wing	21,266 square feet	415,000
Fort Rucker, Ala., subtotal		1,681,000
Stage field, rotary wing No. 4	113,370 square yards	1,111,000
2 postflight maintenance hangars, auxiliary No. 3	16,800 square feet	189,000
Erect hangar w/shops (TATSA)	36,288 do	381,000
Fort Stewart, Ga., subtotal		750,000
Resurface runway	56,000 square yards	192,000
Resurface taxiway	26,700 do	119,000
Resurface aircraft parking area	20,650 do	120,000
Airfield pavement lighting	10,000 linear feet	169,000
Hangar relocation	20,800 square feet	150,000
Fort Hood, Tex., subtotal		1,070,000
Taxiways and engine runup areas (fixed wing/rotary wing)	19,600 square yards	331,000
Aircraft parking apron (fixed wing/rotary wing)	32,550 do	291,000
Airfield lighting (fixed wing/rotary wing)	5,300 linear feet	261,000
Airfield operations building	7,500 square feet	187,000
Fort Lewis, Wash., flight control tower	2,942 do	203,000
Fort Ord, Calif., subtotal		1,357,000
Hangar w/shops (FM)	35,626 square feet	922,000
Aircraft parts storage building	27,500 do	435,000
Fort Belvoir, Va., subtotal		248,000
Remove flight obstructions		62,000
Acquisition of clearance easement	145 acres	30,000
Extension of runway	2,500 square yards	156,000
Atlanta General Depot, Ga., aircraft paint shop	7,282 square feet	231,000
Sharpe General Depot, Calif., aircraft paint shop	7,282 do	218,000
Fort Huachuca, Ariz., subtotal		2,228,000
Runway, Libby Field	95,400 square yards	1,392,000
Taxiway, Libby Field	37,000 do	555,000
Airfield pavement lighting, Libby Field	15,300 linear feet	281,000
Fort Eustis, Va., subtotal		1,253,000
Fixed-wing aircraft shop and classrooms, school	31,400 square feet	624,000
Helicopter shop and classrooms, school	31,400 do	629,000
Total		11,161,000

LEXINGTON, KY., SIGNAL DEPOT

General SEEMAN. The next station is the Lexington Signal Depot at Lexington, Ky. There is one item being requested, a plant to provide for the proper treatment of industrial wastes.

Senator STENNIS. That is $33,000?

General SEEMAN. Yes, sir. Plating shop chemical waste discharged now incompletely treated into public streams causing pollution dangerous to human and fish life.

Senator STENNIS. Do you want to make a further statement about it?

General SEEMAN. No, sir.

Senator STENNIS. The next item?

FORT MONMOUTH, N.J.

COMPLETION OF MAIN BUILDING

General SEEMAN. The next item is page 318 at Fort Monmouth, which is the headquarters and center of the Signal Corps research and development function.

The item is the completion of the main building there. You will recall that this was previously authorized but not funded, sir. The estimated cost is $7,171,000. This is also a consolidation whereby many obsolete and wornout frame buildings, and I believe, about 46 acres of land, will be excessed and savings will be made.

Senator STENNIS. You say this is a completion. You mean this is one of the increments and the last one?

General COOK. Yes, sir. It was decided some time ago that this building would be built in three increments. Two increments have been finished.

Senator STENNIS. I think since it is 12:30, we will recess and return at 2:30 this afternoon.

(Whereupon, at 12:30 p.m., the subcommittee recessed to reconvene at 2:30 p.m., the same day.)

AFTERNOON SESSION—FRIDAY, JULY 11, 1961

SIGNAL CORPS

FORT MONMOUTH, N.J.

Senator STENNIS. We will proceed now where we left off.

General SEEMAN. The station we were on, Mr. Chairman, is Fort Monmouth, N.J., page 318.

Senator STENNIS. Give us something on the prior increments about this matter, and something of the background of your duties there.

RESEARCH AND DEVELOPMENT LABORATORY

General COOK. As the Army deputy chief signal officer, I welcome this opportunity to appear before you to testify in connection with the completion of the Signal Corps Research and Development Laboratory at Fort Monmouth, N.J. I will cover the relative roles of the Research and Development Laboratory and the Signal Materiel Support Agency at Fort Monmouth as well as the Army Electronic Proving Ground at Fort Huachuca, Ariz.; the increased scope of the Signal Corps research and development responsibilities; the fragmentation of our present facilities at Fort Monmouth; our needs to complement the military-industry scientific relationship in the research and development effort; the functions which are scheduled to occupy the now uncompleted portion of the Laboratory building, and, finally, those obsolete facilities which we have scheduled for disposition, and the estimated savings to the Government resulting therefrom.

Senator STENNIS. Have we already authorized or appropriated funds at one time?

General COOK. It was authorized but not funded last year, sir.

Senator STENNIS. The staff member shows me a building and says that the other sections have been built and this is for the final wing.

General COOK. Yes, sir.

Senator STENNIS. I would say there have been previous appropriations and this is the final increment.

General COOK. That is correct, sir.

Senator STENNIS. Is this an individual and separate program you propose to put in now?

General COOK. No, sir; the first two increments were funded and were completed. The third increment has been authorized but never funded. We are trying to finish the building.

Senator STENNIS. When was it authorized? What I am getting to is that this may be just a perfunctory act. All we are called on to do is to put the last wing on. If so, there is no use, even though your statement is very valuable, to continue. We can put your statement in the record and then pass on. It seems to me it is almost a foregone conclusion.

General SEEMAN. It is a very clear case, sir, that great saving can be made now in time and development of the equipment as well as the savings in personnel. Actually, one of the satellite areas can be disposed of, 46 acres will be excess when this consolidation is completed. It is a very sound case.

Senator STENNIS. This is the chief setup for your Signal Corps?

General COOK. Yes, sir; for research and development.

Senator STENNIS I do not want to say you cannot proceed. You have photographs here and illustrations in addition to your statement.

General SEEMAN. We just came prepared to be able to answer any questions that you or the committee might have, sir.

Senator STENNIS. We debated this several years ago, Senator, as I recall, and finally I decided to take it on an increment basis. We authorized it and financed it on an increment basis. How long is your statement, General?

General COOK. I have two statements. The first one in detail is 22 or 23 minutes. I also have a very shorter version of that.

Senator STENNIS. You may put that statement in the record and give us a few words of summary and then we will see if there are any questions.

General COOK. Yes, sir.

(General Cook's statement follows:)

I will explain the related missions of the U.S. Army Signal Research and Development Laboratory, the U.S. Army Signal Material Support Agency, which is also at Fort Monmouth, and the U.S. Army Electronic Proving Ground at Fort Huachuca, Ariz.

The responsibility of the scientists and engineers of the U.S. Army Research and Development Laboratory at Fort Monmouth is to:

Conduct continuing inhouse research in all fields of communications-electroncis, including exploratory research;

Supervise contractual research of communications-electronics accomplished by universities or commercial firms;

Develop new items of communication-electronic equipment;

Supervise contractual development of communication-electronic equipments; and

Conduct climatic and engineering tests on items or components of communication-electronic equipments.

The responsibility of the U.S. Army Signal Materiel Support Agency at Fort Monmouth is to:

Provide engineering drawings for the procurement, production, overhaul, and rebuild of communications electronics equipment in order to assure the availability of competition;

Provide preproduction and production engineering assistance to manufacturers of communications-electronics equipment;

Produce maintenance parts lists;

Produce maintenance manuals;

Provide quality assurance testing and evaluation of dry batteries; and

Operate the field printing plant at Fort Monmouth.

The responsibility of the Army Electronic Proving Ground at Fort Huachuca is to:

Conduct field tests and user tests of communication-electronic equipments that have been developed fully either in the Monmouth Laboratory or by contract under cognizance of the Laboratory;

Propose new command control systems as well as concepts of their operation for the field Army;

Develop and recommend related doctrine and suitable tactical organizations;

Conduct field-systems tests of various communication-electronic equipment configurations for the battlefield, primarily at the division, corps, and Army levels; and

Operate the electronic environmental test facility to insure mutual compatibility and maximum effectiveness of tactical communication electronic equipments.

Mr. Chairman, since the first two increments of this laboratory were funded, there has been a tremendous surge in the overall research effort. Breakthroughs in the state of the electronic arts are a common occurrence. In order to exploit these new techniques our scientists-engineers have been led into new fields of endeavor so as to keep pace with modern weaponry which is, of course, controlled by communications electronics. Some of these areas are—

Combat surveillance and target acquisition devices;

Satellite communication systems;

Exploratory research;

Automatic data processing for the field army;

Communications security;

The universal integrated communication system; and

Avionics and astrophysics.

We need the wherewithal to do this job. In my opinion the success or failure of our R. & D. effort will depend substantially on the facilities which we provide for use by our scientists and engineers.

Gentlemen, prior to the entry of the United States in World War II, the then Chief Signal Officer of the Army established the beginning of our present research and development laboratory at Fort Monmouth.

Here is a picture of Squire Laboratory taken in 1940.

With the advent of World War II, considerable expansion of inhouse capability was required to meet the urgent need for improvements in radar, communications and command control of the world's battlefields. It was at this point in time that we established and developed the Camp Evans area, some 12 miles south of Forth Monmouth, around the nucleus of seven permanent commercially built buildings known as the Marconi Wireless Facility.

This map indicates the entire Fort Monmouth complex and will be useful orientation for the committee for the balance of this presentation.

In this area we built a total of 237 special buildings, most of which are shown in this picture. Only 43 were of permanent-type construction. Therefore, 194 were classified as temporary structures.

Further expansion was required and we met this need by the construction of 18 temporary structures in the Camp Charles Wood area, about 3 miles southwest of Fort Monmouth. All of these temporary facilities had a life expectancy of 7 to 10 years.

The physical expansion of the Signal Corps research and development efforts, as I have just pointed out, is a vivid illustration of the unrelenting pressure of urgent requirements for quick reaction and evaluation capabilities which complement those of private industry.

However, the Signal Corps depends on a relationship known as the military-industry scientific team; the inhouse capabilities of the Government are teamed with the engineering talents of industry to resolve problems peculiar to military communications-electronics research and development. Examples of the success of these efforts are:

Quartz crystals have been used for some four decades as filters and as controlling elements for precision oscillators. However, it was not until the mobilization leading to World War II and, particularly, the decision of the Chief Signal Officer to use crystal control in its forward-area communications, that military demands placed a high premium on the quartz crystal. With this new demand, production requirements mushroomed from a rate of approximately 70,000 units per year in 1940 to 29 million in 1944.

The huge consumption of quartz during World War II, and the fact that its principal source was located outside North America, resulted in its classification as a strategic material.

The many difficulties inherent in importing sufficient supplies of radio grade quartz to maintain this production rate during the war, provided the impetus for initiation of a basic research program to synthesize this strategic material. This basic research program was successful and I show you a piece of natural quartz and a piece of synthetic quartz which we grew.

In the early days of World War II, industry ground all crystals by hand, and the crystal industry could not produce enough crystals which were needed for our combat radios. The Army suggested to the newly expanded crystal industry that they should grind the basic crystals by machine. The answer was that it could not be done. Our laboratory personnel perfected and built a machine at Fort Monmouth which would grind crystals. We introduced the method of mechanically grinding crystals to the crystal industry. From then on, industry was capable of mechanically grinding crystals in sufficient quantity to meet the military needs.

Another example is the radio set (AN/VRC–12). It was developed by a large corporation under a Signal Corps contract. This radio set is a prime example of new, effective, reliable, mobile communications designed for use in tanks, trucks, armored vehicles and jeeps. It embodies all of the latest concepts in the use of transistors, printed circuits, modular design, and high reliability. Basic to the performance of this set is a patented mechanical process of assembling electrical circuits, more commonly known as printed circuits and the frequency control system designed by our scientist-engineers.

In effect, this printed circuit technique deemphasized skills needed for the assembly of complex military circuits. Machines were devised to perform the manual parts operation. This was another major breakthrough in automation of the electronic assembly operation. The invention of the printed circuit also will reduce maintenance problems of the Army in the field. The two U.S. Army Signal Corps scientist-engineers who invented this process were issued a patent entitled "Process of Assembling Electrical Circuits" which they assigned to the United States of America without reservation. The Secretary of the Army, on July 10, 1957, presented the highest Army award ever made, at that time, $10,000 to Messrs. Danko and Abramson.

If our scientist-engineers had not been able to apply this type of expert capability to the problems encountered in the course of development of the AN/VRC–12 radio set, the total development time would have been greatly increased.

This progress in technology is made available by the Government to private industry at no cost. Daily applications are seen of these scientific breakthroughs, for example, in the areas of automatic data processing, analog and digital computers, television, hi-fi, radio broadcasting and even the vest pocket radio.

I would like to quote from a statement made by representatives of a large corporation working in the electronics field:

"The electronics industry owes its present progress in automatic production techniques to the vision and start provided by the leaders in the military agencies. * * * Industry is always ready to support and values highly the production brought to it by the military services. Yet, in the highly competitive struggle for business today, it cannot at its own expense, and in most cases will not unless properly stimulated by the military services, engage in much development of costly machines of emergency capacity and then operate them at the lower production rates required in peacetime. It takes real vision and judgment on the part of Federal personnel to conceive and steer development programs to keep the country ready while living within the budgets available. It is this kind of talent which Federal personnel agencies must continue to locate or develop."

After World War II, some consolidation and retrenchment of our research and development facilities was achieved; however, with the enormous scientific breakthroughs in miniaturization and other exploratory research, it soon became apparent to the Chief Signal Officer and the Army in 1948 that something must be done toward the building of an adequate permanent research and development facility.

Here you see the architect's sketch for a modern six-sided, four-story building to meet our needs. This design provides maximum utility of space and adequate, contiguous technical facilities required for the pursuit of exploratory research, development, modification and engineering tests, as well as space for personnel engaged in the supervision and administration of the overall Signal Corps research and development program.

This chart shows a typical floor plan of this presently uncompleted laboratory building. The design provides office space on the outer walls as indicated by white tape. It also provides essential research, experimental laboratory facilities and engineering test facilities in the middle portion as indicated by yellow tape. Technical facilities are readily accessible across the hall to the scientists-engineers. Our thinking for this design, which was planned some 10 years ago, is still valid today. It was determined that this building should be authorized and funded in three increments.

Mr. Chairman, the present fragmentation of our present research and development effort at Fort Monmouth is best demonstrated by the plans which we have for the consolidation and relocation of certain essential eelments in that portion of the Hexagon which is authorized, but not yet funded.

At the present time, the Engineering-Sciences Department, consisting of 852 people is divided between Camp Evans and the uncompleted laboratory building; 227 are now located at Camp Evans and these will be moved to the completed portion of the laboratory building.

The Surveillance Department consists of 499 people at Camp Evans and 113 people in the present Hexagon. Those now at Camp Evans will be relocated in the completed laboratory building.

The Electronics Components Research Department consists of 127 people at Camp Evans and 382 people in the uncompleted laboratory building. Upon completion of the laboratory, those at Camp Evans will be consolidated in the completed portion.

The Institute for Exploratory Research consists of 182 people. Of these 52 are at Evans and upon completion of the final increment, these will be transferred to the new wing.

All these elements will occupy some 290,000 square feet which is the capacity of the final increment of the laboratory building for which we are now requesting funds.

I would like to reemphasize that the entire facility was planned to be constructed and completed as an entity. However, we now have the first and second increments of the new building plus the 224 buildings constructed during World War II. We will demolish 161 buildings, put in standby 7 buildings, and still use some 47 of the better buildings for research and development. The elimination of these unsatisfactory buildings will reduce the cost of installation support by an estimated $336,000 per year.

In addition, I have put a dollar savings of over $194,000 per year on the time that would be saved by scientist-engineers of the U.S. Army Signal Research and Development Laboratory now at Camp Evans and at the Hexagon who are required to travel between both installations. It takes 54 minutes to travel from the front of the Hexagon to the entrance of the main building at Camp Evans and return.

For instance my best estimate is that there are over 300 trips per week by scientists-engineers at Camp Evans to the uncompleted laboratory for classified discussions with their counterparts. Likewise, I am sure at least 300 trips per week are made by scientists-engineers located in the uncompleted laboratory to the Camp Evans area for the same purpose.

This means that at least 600 hours per week of the valuable productive time of these people is squandered between widely scattered areas for consultation. If these were located in one building we could save enough travel time per year to give us an additional production capability equivalent to 15 full-time scientists and engineers. Upon the completion of the laboratory building, it will be possible for our scientist-engineers to walk from one point of the building to the farthest point in about 6 minutes.

In the Camp Evans area we have some adequate, permanently constructed, special-purpose laboratory testing facilities. Only 94 civilian technicians and 120 military personnel, all of whom are doing special types of research and development testing, will remain here. We will continue to use these facilities which have some 68,000 square feet of space. Some examples are as follows:

This is a photograph of our nucleonics shield-testing building which was especially constructed for handling radiation tests. This modern building requires a rather large area for testing purposes and this function will not be moved.

Here is a picture of the heavy shock and vibration equipment testing laboratory. A combination of the weight of the testing equipment and the vibration of the machine requires a special concrete base.

This is a picture of our DIANA MOON radar site. The facility consists of one 50-foot dish and one 60-foot dish, with supporting small buildings. The primary mission is satellite tracking and propagation studies.

We also have in this area a meteorological measurement and calibration facility which is not susceptible to being moved since it was planned and constructed as a permanent testing site. It is the only one of its kind in the United States and at this site we perform work for the Army, Navy, and Air Force.

The original plan of the Hexagon in 1948 called for almost all of the then research and development personnel to be housed in this integrated facility. In 1957, when I was in command of the laboratory, I relocated approximately 800 production and maintenance engineering personnel from the scientific effort and established what is now known as the Signal Corps Materiel Support Agency at Camp Coles. I did not want to divert the effort of research and development scientists to the tasks of equipment improvement and maintenance engineering. Based on the experience of the last 4 years, there is no doubt that the separation of research and development scientists-engineers from the equipment improvement and maintenance improvement engineers results in a more economical use of our personnel and facilities. Therefore, this permits the U.S.A. Signal Materiel Support Agency to be located physically in a different facility. They are now in the Camp Coles area.

This is an aerial view of the Camp Coles area. The largest building in this area is an H-type, flat-roofed building which is two stories high.

I would now like to show you some pictures of the inside of the buildings in the Camp Coles area which depict crowded, unhealthy conditions in which our high-caliber engineering personnel of the Materiel Support Agency are forced to work.

This is the office of the Avionics Section of the Radio Communications Branch. This office is constantly visited by representatives from private industry. This building, constructed as a lean-to on the outside of the main H-building, blocks proper ventilation causing extremely unpleasant working conditions, both during the winter and summer months.

The lack of a ceiling, which would normally act as insulation in this office, causes the temperature to risk to unbearable heights in the afternoon during the summer months. Due to lack of permanent facilities, we converted this vehicle shed into space for production engineering draftsmen.

This is the office of the telephone section of the Wire Communications Branch. The capacity of the floor loading in this office and other offices in this building, prohibits immediate access to classified documents. Weak floor structures necessitate a walk of approximately 90 yards from certain offices to the section where the classified files and important engineering documents are kept. Toilet facilities for the people in this office are one floor below. Also please note the annex or lean-to through the window to the right—this precludes proper ventilation.

Upon completion of the final increment of the Laboratory Building, all the facilities now occupied in the Coles area will be evacuated and the entire area, consisting of 25 temporary World War II-type buildings, together with the 46 acres of land on which they are located, will be declared excess to the needs of the Signal Corps and will be disposed of in accordance with applicable regulations. The personnel and equipment of the U.S. Army Signal Materiel Support Agency now situated at Camp Coles and Fort Monmouth will be relocated and consolidated in permanent-type facilities in the Camp Evans area.

At this point, I should like to reemphasize the fact that I consider it essential that these production-type engineers be physically separated from the research and development effort.

It is estimated that the savings resulting from the disposal of the Coles area will approximate $155,000 per year.

As a former commanding general of this Laboratory, I can say that not only will our highly skilled personnel be more productive, but more important to the Government, these scientists-engineers will be able to accomplish far more coordination and exchange of technical ideas. The results will have a bearing on shortening the present research and development cycle.

By consolidating our research and development personnel and equipment in a completely integrated facility, I am confident that the funds being requested for the final increment can be amortized in approximately 8 years.

Gentlemen, in the atmosphere in which we live today, we are all sensitive to the problem of reducing the amount of nonproductive time of highly skilled research and development personnel. At present, we cannot obtain enough engineers and scientists to accomplish the gigantic new developments facing the Department of Defense in which communications and eletronics play an important role.

One thing that Congress can do which will help the Army during this era of a critical shortage of scientists is to provide a desirable climate for the scientists that we now have by appropriating the funds for the completion of this laboratory.

In conclusion, Mr. Chairman, I have indicated to you and members of the committee that the Army urgently needs the completion of the Signal Research and Development Laboratory at Fort Monmouth.

We need it to accommodate the new scientific fields in support of communication and electronic requirements of the Army and Defense Establishment; we need it to bring together physically, closely interrelated scientific and technical programs; we need it to provide improved Army participation as a full-fledged partner on the military-industry scientific team; we need it to provide efficiency and economy in the utilization of critical research and development personnel and facilities and finally, we need it to dispose of unsatisfactory and obsolete facilities and conditions.

Mr. Chairman, this completes my formal statement. I shall be happy to answer any questions the committee might have.

CAMP COLES AREA

Senator STENNIS. I do not want the record to be lacking in proof, so if it is challenged we won't have the facts.

General SEEMAN. I believe the one chart is very pertinent to show the layout of the real estate.

Senator STENNIS. Will you demonstrate with your charts, General? It will be helpful to us.

General COOK. Yes, sir.

This particular chart shows the Fort Monmouth complex. The areas which we are talking about are area A, which is the Camp Coles area—this is now occupied by the U.S. Army Signal Material Supporting Agency.

SEPARATION OF MAINTENANCE PERSONNEL

This was an agency which I created when I was commanding general of the laboratory in 1957. It was created for the purpose of taking out of the laboratory, where we have real scientists and real engineers, those people who were spending their time primarily on equipment improvement and maintenance engineering, such as the drafting necessary to go into production by a commercial enterprise. This was done for the purpose of saving the time of our scientists, because if something came back and someone wanted a dial light changed from pink to green, they went back to the scientist who worked on the piece of gear. In our research and development we cannot afford to do this. Our scientists have to take a long step forward and, having finished a piece of gear, turn it over to the production specialists and go to something new. Therefore, we have this Coles area. There was some concern raised a year or so ago as to whether or not

this was a separation from the laboratory which should not have taken place. In my opinion, if I were called upon to do so, I would make the same decision today.

Area B is the Camp Charles Wood area and consists of the authorized Hexagon Building, the picture of which you have before you, and also a number of other buildings approximately 18 in number, temporary-built during World War II which we are using to augment the space available in the Hexagon. Area C is Fort Monmouth proper and is the home of the Signal School and other miscellaneous activities. It was merely put on this chart for orientation purposes. Area D, which is Camp Evans, has 250 buildings, all of which, with the exception of 7, were built during World War II. They are on their last legs. Our proposal in this particular case is to abandon the Camp Coles area completely, move the Signal Materiel Support Agency to the Camp Evans area where there are enough permanent-type buildings to adequately house this facility. Take down about 160 of the old, temporary, World War II buildings and get rid of them. They are on their last legs.

With respect to Area B, we want to finish the Hexagon and utilize one consolidated area for our research and development.

APPROXIMATE SAVINGS

I would like to show, in this connection, a chart as to the savings and how we propose we can amortize this $7 million in approximately 8 years. I have verified these figures and we have plenty of backup material.

What happens, sir, is in the Camp Coles area now it costs us for the function of maintenance and repair and security guards, approximately $155,000 annually. As far as Fort Monmouth is concerned, we have a savings for maintenance and repair of facilities and motor pool operations some $38,000. At the Camp Evans area, we have a total of $772,875 recurring charges and this gives a total savings which you see at the right. If we take the appropriation request, $7,171,000 and this would be a savings which we would make by our reorganization of the place, we figure that in 7.42 years this new building will be amortized. The most interesting thing about this is under the Camp Evans, savings of $194,000 for scientists and engineers. Where did this figure come from?

Approximately some 300 trips are made from the laboratory to Camp Evans and back by scientists every week. Approximately 300 trips are made from the Camp Evans area to the laboratory and back each week. If we compute this on a travel time of 54 minutes, which is the turnaround time for a vehicle going between those places, we save 600 trips per week and the equivalent of 15 scientific man-years.

I have put an evaluation on this of the average salary and come out with this $194,000 which we save in scientific talent-hours per year to the Government. I think this is most important in this day when we have made such great advances in technology fields, particularly in the communications electronic field, and we have to save every man-hour we possibly can with this type of talent, sir. This does not in any way abrogate the mission of the materiels-supporting agency

which can well be done in the Evans area. There are 46 acres and something like 50 buildings, if I remember correctly, in the Coles area, which we will dispose of in accordance with regulations.

Senator STENNIS. Senator, do you have any questions?

LABORATORY AND OFFICE SPACE

Senator MONRONEY. What percent of this new building will be laboratory and what percent office space?

General COOK. I would like to show you a chart, sir. This is a rather unique building. It is carried on the records as a four-story building. This is not strictly so. It is a seven-story building. In order to answer your question I must explain that between each of the four floors vertically there is the equivalent of a 5-foot catwalk. This was done so we could bring into any of the offices or laboratory spaces such facilities as gases of various types, electricity of various types, DC and AC current, liquid helium and all which may be generated in the basement and outside of the building and necessary to the scientists and laboratory technicians. The way the building was designed, the outer walls are office space for the scientists and the engineers. This is shown by the white tape. The inner area shown by the yellow tape is all laboratory space per se. There is no office space in the yellow section, nor is there proposed to be office space in the yellow section when the Hexagon is complete. The offices on the outside are in the main occupied by scientific personnel, sir.

Senator MONRONEY. What is on the inside?

General COOK. The same thing.

Senator MONRONEY. Offices?

General COOK. Yes, sir; for the scientific and officer personnel.

Senator MONRONEY. It would be 50–50?

General COOK. I would say this is a good approximation.

COORDINATION ON ELECTRONIC RESEARCH

Senator MONRONEY. Is there coordination among the electronic research of the Army, the Air Force, and the Navy?

General COOK. Yes, sir. In many areas there are. I cite one for example. In the case of dry batteries we in the Army have a triservice responsibility. In meteorological procedure and equipment we have a triservice responsibility; much of this work is done at Fort Monmouth including all of our battery work. This is not to say that exclusive of this there is not some work done in some specialized batteries elsewhere. There is. In the Diamond Ordnance Laboratory they do some work in very small peculiar type of batteries, for their artillery fuse setup. In general, you can say that all of the work in this particular area is done at Fort Monmouth.

Senator MONRONEY. Suppose the Navy or the Army makes a great breakthrough in rapid telephonic communications, such as condensing the conversation of 10 minutes into a 30-second transmission. This seems to be pretty well proven. Will the Army pass that along to other branches of the service or will we have independent research and study and development of the three separate systems?

General COOK. We pass it along.

Senator MONRONEY. You may pass it along. I wonder if they develop it if you discover it.

General Cook. Yes, sir. Each of the services does have its own research facility. There is no doubt about that. They are within agreed areas of responsibility. You have to admit that you cannot cut one off and then it becomes black and white on both sides. There is some slight gray area. We utilize any Government agencies to perform missions which are assigned to the Army and would not be in the best interest of the Department of Defense or the national economy. You develop within your own service scientists and engineers who are specialized in your approach to the problem. But we can cite many examples where something which one of the services has pushed has been used by the others.

EXAMPLE OF WIDE USE OF INVENTION

I will give you one. In 1957 the then Secretary of the Army presented to two scientists from the laboratory the highest award ever given to civilians at that time for something they had invented in a Government laboratory. This was the basis of the printed circuits used today by industry, by the Army, by the Air Force, by everybody. This was made known to everybody and it was because of representations made to us from the Patent Office that we realized the extreme value of the contribution that these men had made to our country across the board. I will give you another one.

MACHINE TO CUT QUARTZ CRYSTALS

I have here a piece of natural quartz. This piece of quartz happens to be Brazilian quartz. This is where most of the quartz came from. About 1940 the total number of segments of this quartz which was used for frequency control or for filters was something in the nature of 70,000 annually. At the end of the war this got up to about 29 million annually. We at the laboratory went to industry and said you have to find some way of cutting these. I have here a segment of one which is partially cut in this sawtooth manner by machines. Industry told us it could not be done. We perfected the machine at the Laboratory and made it available to industry and therefore were able to provide cut crystals to the other two services as well as to the Army.

We think this was a major step forward in frequency control. We also turned this process over to the industry without any cost to them. They are now supplying all crystals and we do not do this crystal grinding at the Laboratory except for experiments.

SYNTHETIC CRYSTALS

I may say further, realizing that this was a strategic material because we could not get it in large quantities during the war we synthesized it at the Laboratory and this piece happens to be a crystal grown at the Laboratory.

We have a great many of our scientific people who were first and foremost in the field of this crystal growing. We don't grow it now except for experimental purposes. But industry grows plenty of it. It can no longer be classified as a strategic material on which we are dependent on foreign sources. I give this as another example of something which we did and made available to all services, and in-

dustry. Our laboratory is not a production operation. It is a purely scientific experimental laboratory and the benefits from it goes to the entire national economy.

Senator MONRONEY. You then have a way of communicating with the Navy or Air Force or of FAA to interchange things you are working on and the breakthroughs that are being made?

General COOK. Yes, sir.

Senator MONRONEY. So they don't have to go back and do a lot of basic work even though it may have to be adopted to their particular service?

General COOK. Yes, sir.

Senator STENNIS. I am sure you covered this but I didn't hear it clearly. This additional wing that you are going to put on and the additional activities are related to the work you are already doing on this same new building; are they not?

AREAS OF RESPONSIBILITY

General COOK. Yes and no, sir. You remember I said that by a decision of mine some 800 people were removed from the Laboratory and put in the Coles area. Since that time—and we must not forget this building was designed in the early 50's—the chief signal officer has acquired the following areas of responsibility; combat surveillance and target acquisition; satellite communications systems; exploratory research; automatic data processing for the Field Army; communications security; the universal integrated communications system, and avionics and astrophysics, among others.

These were types of activities which the signal officer did not have the responsibility before. Nobody had these responsibilities. Now we have acquired these and we have acquired the scientific talent to perform them. It is the extra third of this which will be utilized by this personnel.

I cannot say now that some of these personnel are not in this building. But I do have detailed charts of every floor breakdown of our reorganization to bring together segments of the Laboratory which are now separated by this some 13 miles. They are all shown in here, sir, in accordance with our plan. We have a complete plan as to how these were put together. The colors show comparable activities. We show this for all the unfinished part of the hexagon and the entire structure, sir.

Senator STENNIS. You really came here prepared. You say no one has responsibility for these last groups that you have listed? You mean they are new developments?

General COOK. With the exception of communications security; this is correct, sir.

UNIT COSTS

Senator STENNIS. Your cost here is $23.73 as shown on page 319. How does that compare with the unit costs of the others?

General COOK. Of the rest of the Laboratory?

Senator STENNIS. Yes, sir.

General COOK. The figure of $7,171,000 is the cost of the third increment and I may explain this.

Senator STENNIS. I just asked how did this compare with the actual cost of these that had been completed.

Mr. NORWOOD. I am sorry, I would have to provide that for the record.

(The information requested follows:)

Unit cost information on the first increment is not readily available. The actual cost of the second increment was $16.20 per square foot. Cost indexes show a rise of about 34 percent in construction costs since March 1953 when bids were received for the second increment. The unit cost of the second increment, $16.20, increased by 34 percent is $21.70 as compared to the $23.73 as shown on the budget justification data for the proposed third increment.

Senator STENNIS. Would you make an estimate on it now from your general knowledge?

General SEEMAN. $20 to $25 per square foot is not unreasonable for laboratory space. You will recall in the case of the toxic laboratory it went up to close to $45 or $50. It was more compartmentalized than this is. This is about average for special purpose laboratories.

Senator STENNIS. $23.73?

General SEEMAN. Yes, sir; that is the estimate.

Senator STENNIS. Do you have any other installation that is going to require similar improvement? Do you have another installation on the west coast?

General COOK. No, sir. This is our only signal research and development laboratory, sir.

Senator STENNIS. You will have the finished product when you get this one?

General COOK. Yes, sir. I will say I do not want to close the door tightly. There will be new things come along as indicated by the list I gave you. For that we may come back from time to time and say we have to expand. At the present moment, this really does our job.

General SEEMAN. We will not request an expansion if there is any existing facility that we can use.

Senator STENNIS. Do you have anything else, Senator?

Senator MONRONEY. No, sir.

Senator STENNIS. Thank you very kindly.

MEDICAL CORPS

OPERATING SUITE AT WALTER REED HOSPITAL

General SEEMAN. The next technical service is the Surgeon General's Medical Corps. We have one item in this category. At page 328 at Walter Reed Army Medical Center there is a small project for an addition to the operating suite. This item, an addition to the operating suite at an estimated cost of $45,000, is required due to a continuing increase in the patient load at Walter Reed General Hospital that has resulted in a subsequent increase in the number of surgical cases which is overtaxing the present surgical facilities. Cases requiring surgery often have to be postponed or scheduled at later and less desirable times which is not conducive to best patient care. Operating personnel constantly work far in excess of normal hours which tends to decrease efficiency. This addition will provide a room

that is larger than most of the 10 present operating rooms and will house more adequately the larger and more complex equipment that is required on many surgical procedures.

Senator STENNIS. I am sure that will be agreeable to everyone.

TRANSPORTATION CORPS

FORT EUSTIS, VA.

General SEEMAN. The next category is the Transportation Corps station at Fort Eustis beginning on page 328. The Transportation Corps is the primary research, development, and training agency in the field of aircraft and aircraft maintenance. That is, once you get above the operator and the unit aviation company in the field. Fort Eustis is the center of the training command and the school. The three items we are requesting for this installation are described in detail on pages 329 through 334 of the justification books.

FIXED-WING AIRCRAFT SHOP AND CLASSROOM

The first item, fixed-wing aircraft shop and classroom ($624,000), is required for support of a maximum annual workload of 28 classes for airplane repairman, aircraft maintenance officer course, fixed-wing technical inspector course, Mohawk transition course, and the limited instruction to eight other courses. Approximately 4,596 principal hours of instruction involving 28 classes of 24 students each will be conducted within this shop building annually. Existing facilities are inadequate to meet the fixed-wing aircraft maintenance training mission. To provide for applicable practical training the U.S. Army Transportation School has been assigned 21 fixed-wing aircraft and 1 additional aircraft is to be assigned. The U.S. Army Transportation School has reallocated shop space within available resources to meet workload requirements of such training to a point where further apportionment is not possible. Structural limitations of existing building make it necessary to maintain aircraft in outside areas. This has proven unsatisfactory in that inclement weather conditions serve to produce adverse teaching situations which reduce effectiveness of instruction. During such periods students are required to work under moderate conditions including light rains, medium winds, and temperatures ranging upward from 32° F. Severe rains, snow, high winds, and freezing weather dictate cancellation of training or implementation of substitute instruction which does not afford the student practical application required for optimum exposure to the skills required. Housing for tools and equipment and office space for instructor personnel is completely inadequate. The proposed facility will enable these severe deficiencies to be corrected with a resultant increase in the effectiveness of aircraft maintenance instruction. Significant benefits should accrue in greater operational efficiency and safety.

HELICOPTER SHOP AND CLASSROOM

The second item, helicopter shop and classroom ($629,000), is required for support of a maximum annual workload of 36 classes. Approximately 8,520 principal hours of instruction involving 36 classes of 24 students each will be conducted within this shop building an-

nually. Existing facilities are inadequate to meet the rotary-wing aircraft maintenance training mission. To provide for applicable training, the U.S. Army Transportation School has been assigned 17 rotary-wing aircraft requiring shop workspace. Additionally, space is required for H–19, H–21, H–34, and H–37 mobile training units. The shop space required to contain these helicopters is not available. The school has reallocated shop space within available resources, but the basic situation is the same as I just described for the first item. The benefits to be derived from this construction of rotary-wing facilities are similar to those which result from the fixed-wing aircraft shop and classroom.

Senator STENNIS. General, you say classrooms. What are you teaching in the classrooms?

General SEEMAN. They have aircraft maintenance officers and enlisted men, inspectors, and repairmen. They have the requirement in the Transportation Corps to supply the enlisted specialist training above the level of the normal basic soldier.

Senator STENNIS. Specialists for what?

General SEEMAN. Specialists to maintain and repair aircraft. They will be allocated to the units.

Senator STENNIS. That is the airplanes and helicopters that the Army uses?

General SEEMAN. That is correct.

Senator STENNIS. When you went into that business, instead of having to supply shops and classrooms and schools and everything separate for this, couldn't you have gotten all this done by the Air Force which already had these facilities, the mechanics, the schools, shops, equipment, and everything?

General SEEMAN. As the time has gone on these still are requirements for their high performance aircraft.

As a matter of fact, Air Force requirements have been increasing in complexity also. The transportation function is allied to the ground transportation function in the Army and it was cheaper for us to augment by small increments of our existing school system than it was to get into a larger airbase, which was designed for the function for the large jets and high performance aircraft.

Senator STENNIS. I remember when you put in the first few little planes in this program. It was not too many years ago. I was on the committee.

General SEEMAN. That is correct. Our airfield complex is based a great deal on airfields built for the Army Air Corps as part of our existing large installations. We have mentioned Fort Riley and Fort Benning and Fort Knox where the airfield was originally an Air Corps field, which is still the hard core of our airfield requirements.

Senator STENNIS. I get the idea that you agree, however you do not like to fool with each other's problems. In other words, you have your own shops and equipment. You want it done a certain way. That is natural. You are not concerned with the Navy's problems. The Air Force is not concerned with yours. If you sat where we sit here and hear all the proof from all the services about all their needs and see how much of it parallels and duplicates and repeats, I think you would be greatly impressed, General.

CLOSING OF LADD FIELD IN ALASKA

General SEEMAN. I think we have a very good example of that in connection with the Ladd Field in Alaska. The Air Force indicated about 18 months ago that they were going to close it and excess it. We looked at this long and hard and found that it would cost us several million more per year to take over and operate the installation. But in the interest of overall defense requirements in Alaska we finally took it. But the main runway is closed. The taxiways and hardstands are used but a number of the buildings will be closed and locked up. Many of the temporary buildings which were still there, will be torn down. We still have a situation somewhat like the ant swallowing the elephant. Not that it is not fine construction and a good station but it is costing us a little bit more than it heretofore cost us in our normal maintenance.

Senator STENNIS. It cost you more to go the separate route?

General SEEMAN. Yes, sir.

Senator MONRONEY. Why are these men in the Transportation Corps?

General SEEMAN. Because the Transportation Corps has the responsibility for providing the supply and maintenance support for Army aircraft. They also handle certain of the landing craft in amphibious operations, and some rail equipment.

Senator MONRONEY. It is entirely different landing craft? They run the sea transport, too?

General SEEMAN. The military sea transport is Navy run.

Senator MONRONEY. Suppose you have a brush fire war and you have to put a STRAC division in some Middle Eastern country, would you have to call on these men from the Transportation Corps to follow the aviators over to keep the planes flying?

General SEEMAN. No, sir.

FUNCTION OF TRANSPORTATION CORPS

The aviation company is an integral part of the division. But the Transportation Corps is called upon to operate the schools that train the specialist repairmen in there. The Transportation Corps is not a part of the combat fighting unit. They provide the logistics and training support. The transportation companies behind the division are organized just as Quartermaster truck companies to operate trucks in the depots and just as signal companies to operate rear area signal communications.

Senator MONRONEY. There are specialists in operating your liaison planes in your fleet, is that correct?

General SEEMAN. Back of the division and corps areas; yes, sir. Within the divisions they are assigned integrally to the division.

Senator MONRONEY. Why do we have to have a military organization to train personnel in something as simple as to service and overhaul a little light plane? You can get that at a thousand different places in the United States.

General SEEMAN. This is because those people must be prepared to go into the combat zone and go into combat.

Senator MONRONEY. I am not sending the civilians in; I am saying why does the Army have to run a school for everything it does when

there are many civilian schools that can provide training on a per-head basis and not require additional Government installations and classrooms and things of that kind.

General SEEMAN. In time of emergency if the number increased we would go more to the contract training. In this time we must prepare our overseers to be able to supervise, to be able to inspect, to be able to develop the doctrine for the use of these aircraft.

Senator MONRONEY. They can go to the same civilian school. The only thing I am beginning to wonder about is whether all of our Army is tied up in teaching and research and if we have to fight in Berlin, can we find enough people to put in uniform in the field.

General SEEMAN. This applies also to our basic training centers. Our turnover of people and our pipeline continues. We do not have an 870,000-man Army the same this year or next year as last year. There is a turnover of these people have about a fourth to a third each year.

TOTAL STRENGTH OF ARMY

Senator MONRONEY. What is the strength of the Army?

General SEEMAN. The present authorized strength is 875,000.

Senator MONRONEY. I think we have about 12 divisions. Is that right?

General SEEMAN. Fourteen.

Senator MONRONEY. Some of them under strength?

General SEEMAN. Yes, sir.

Senator MONRONEY. What is in a division?

General SEEMAN. A division runs about 15,000 people if it is full strength.

Senator MONRONEY. And we have how many divisions?

General SEEMAN. Fourteen. There are a number of separate battle groups and units like that, but in round figures 14 are authorized.

Secretary MONRONEY. I get 210,000 in divisions and we have 875,000. I apologize for being so very new on this committee. I always wondered where the Army men, and the same thing goes for the Air Force, are that we have so few divisions and yet we have so many men in the Army and now I am beginning to find out they are teaching school.

General SEEMAN. Sir, 65 percent of the Army is in our operating forces, which consists of divisional and nondivisional combat units and their combat support elements. Also, there are training schools, research and development programs, and logistics programs.

Senator MONRONEY. This is something that is readily available in a thousand schools that are just as good at teaching. Your military and officers can be trained. I wonder why we have to tie up so many people, as the officers are tied up here. I note we have 1,036 officers, 8,975 enlisted men tied up here.

General SEEMAN. In addition, these people administer and train the Reserve components. This is the main Transportation Corps School and thousands of people come there in the summertime for their ROTC and Reserve and National Guard training of a specialist nature where they are above the division level.

Senator MONRONEY. This is all plain aircraft maintenance. There is no Army tactical or specialized communications. That is not an art that is strange to civilians. It would seem to me something should be done here.

General SEEMAN. They also have landing craft and certain units that they train in shiploading and unloading, LCL's, and LCT's. This is the home where they have developed their over-the-beach systems. All of these specialified functions of the Transportation Corps are centered in this training center.

Colonel COYNE. Not only must these people learn a technical skill but they must learn the application of this technical skill within a military organization. There are various specialists within each of the Army technical services and these specialists appear not only within the organizations peculiar to that particular technical service but a similar application of their skill at a lower level—lower specialist skill—appears in a tactical organization such as the companies and the battalions.

FIELD MAINTENANCE ECHELON

These organizations must perform the organizational maintenance of the equipment which is assigned to that organization. As the requirement for maintenance surpasses the capability of that organization it is then passed back to the higher echelon generally known as the field maintenance echelon. The field maintenance echelon is operated by the people from the various technical services. If the requirement surpasses the capability of that organization it then goes on back to a depot. But within each of these organizations the people must possess not only the technical skill but also a knowledge of the mode of operation of that organization within the framework of the Army as a whole. This information is imparted to them in these schools.

ARMY AVIATION SCHOOL

Senator MONRONEY. Where is the Army Aviation School?

General SEEMAN. Fort Rucker is the pilot training school.

Senator MONRONEY. Why must the Transportation Corps run the school clear to aviation when you have the Aviation School which has a lot of planes to practice and work on as a part of the training and produce these men directly for the aviation to which they will later be assigned? I don't see the difference. I can't make any sense out of it.

General SEEMAN. Part of the problem is operational and mixing the functions.

Senator MONRONEY. There is no mixing of the functions. You are teaching them to fly there. You can take another boy that is going to be a mechanic and teach him the same simple mechanics of pulling these motors in and out of these liaison planes. It does not require a specialized branch of the Army to teach something as simple as aviation mechanics.

General SEEMAN. Actually, at Rucker the maintenance of the aircraft used in flying to get a maximum performance of the aircraft is done by contract. You are trying to keep those airplanes in the air and training the people and get maximum usage of them. Here is a variety of aircraft stationed at Eustis that they take down and tear apart and maintain for purely the specialized and concentrated maintenance courses.

Senator MONRONEY. I have no further questions.

Senator STENNIS. Senator, you have asked some good questions. I think in a great part of this program you have to keep these men busy. If you are going to have an 875,000-man Army you have to have something for them to do.

STRAC DIVISIONS

Senator MONRONEY. Could we not get a few more STRAC divisions?

Senator STENNIS. It looks like that to me. This training keeps them busy and makes them more useful when they go out in civilian life. It has that affirmative side. What about Senator Monroney's question, though?

Of all this number you have in the Army, why won't that produce more STRAC divisions? Is it deliberately planned that way or is it just not practical to have any more STRAC divisions out of that number?

General SEEMAN. No. The Army, as you know, would like to have more divisions. However, the problem is keeping a balance between the man in the division and the support you give him. You can't have people out on the firing line that you can't support along these long lines of communication. We are maintaining people in top fighting condition in Korea and in Germany. I believe the figure is many more than one to one to support a man on the front. There is no question about it. At this time we are dispersed over wide areas and we have a higher proportion of overhead than we would have if we went into partial or full mobilization.

Senator STENNIS. That brings up the question that we ought to emphasize the Reserves more, because you train all this talent in different lines and they are placed back into civilian life. The stronger a Reserve program you have, the more emphasis you give it, the more you would utilize the talent that you trained.

General SEEMAN. Our military posture in time of peace is keeping a string on the trained man and keeping a flow so that you don't get overage.

Senator STENNIS. We have to move on.

HEADQUARTERS BUILDINGS FOR TRUCK AND RAIL BATTALIONS

General SEEMAN. The final item at Fort Eustis, at page 334, is two small battalion headquarters buildings, a transportation truck battalion and a transportation rail battalion that need these two headquarters buildings. We did not include these in our repetitive list yesterday morning.

Senator STENNIS. That is a rather modest price you have on there, $62,000 each.

General SEEMAN. These were items which were authorized in previous fiscal years, sir, but were not funded last year.

Senator STENNIS. You described a similar item in the other hearing.

General SEEMAN. Yes, sir.

Senator STENNIS. What are you using now in that item?

General SEEMAN. They are presently using a portion of their permanent type barracks. This is another one of those diversions which I mentioned which is wasteful in the living space and just requires

more people to live in the temporary buildings. Two of the temporary buildings that are being used, small frame buildings, will be demolished.

Senator STENNIS. This has no connection with your aircraft shops and your helicopters?

General SEEMAN. No, sir. This is for other T/O units of the Transportation Corps that are stationed at Fort Eustis.

Senator STENNIS. The next item.

FORT EUSTIS TRAINING PROGRAM PERSONNEL

Senator MONRONEY. Before you leave that, would you put in the record the number of officers, men, and civilians, directly connected with this mechanic training school at Eustis?

General SEEMAN. Yes, sir; we will do that.

(The information referred to follows:)

Following are the figures pertaining to instructor personnel in the Army aviation maintenance training program at Fort Eustis:

	Authorized	Assigned
Officers and warrant officers	47	58
Enlisted men	179	151
Civilians	27	26
Total	253	235

MILITARY ACADEMY

CADET LIBRARY

The next item is the cadet library at the Military Academy which starts on page 336. The Board of Visitors for some years has mentioned this and the Superintendent has had it high on his list of priorities. It is being requested this year for both authorization and appropriation. The existing library is really in three basic increments. An old observatory is the sort of central structure. A wing was added some years ago, and a portion of an academic building has been diverted to provide library space. The demand is so great now that the request is submitted for a new base building. The actual old observatory was built with a wrought iron frame, central dome area, not adapted to library facilities at all. They have books in the attic space and other space, very poor for not only the care of the books but for the use of the reference material by the cadets.

I beliece we have a cut in the brochure which shows this structure.

Senator STENNIS. Our staff member says you have 2,400 cadets there and only 110 seats in the reading room.

General SEEMAN. That is correct.

Senator STENNIS. You must not expect much of them.

I think we ought to support this. I was up there a few years ago as a member of the Board of Visitors and I was disappointed in the lack of facilities. I came back down here and found out some things that were authorized that you were not even asking the money for.

General SEEMAN. The library is the heart of an academic institution. More and more we have reference material that we have to keep in a central location to be more available for people.

Senator STENNIS. What about this $38.95 you have as a unit cost?

Mr. NORWOOD. Mr. Chairman, we have not built many libraries like this one in the Army in recent years. West Point is a very unique station; it is higher than a normal library you see around in communities. However, it does compare favorably with some of the larger university libraries such as Princeton. The library was built there 4 or 5 years ago for over $30 a square foot.

Senator STENNIS. That is a highly endowed institution. We cannot compete with them. That is $38.95. That must be a cathedral-type building.

General SEEMAN. It is to have a granite facing in keeping with the other architecture of the central area of the post there.

Mr. NORWOOD. West Point is a high-cost construction area and it is right there on that rock shelf of the river. It is a difficult place for a contractor to mobilize and squeeze into.

Senator STENNIS. We are building some extra relics up there, too. You had to allow extra cost for it. I do not suppose you would consider moving the institution somewhere where the price was not so high, such as Oklahoma or Mississippi. I favor that strongly.

Senator MONRONEY. I think they should have a library.

Senator STENNIS. The next item.

DEFENSE ATOMIC SUPPORT AGENCY

CLARKSVILLE BASE, TENN.

GAS TRANSMISSION LINE

General SEEMAN. The next command involved, sir, is the Defense Atomic Support Agency and the first station is the Clarksville base in Tennessee, on page 341. We have a request for a gas transmission line. This is in the area of nearby Fort Campbell where also this morning we had a request for a consolidated facility to save cost and personnel.

Senator STENNIS. This is a mighty short transmission line if it only costs $238,000.

General SEEMAN. It is about 4 or 5 miles of distribution system altogether. This completes the transfer to gas.

Mr. TATON. The installation is immediate and adjacent to Fort Campbell and we pick up the line right outside of the fence and carry it on the installation and the distribution within the installation itself.

Senator STENNIS. The gas people do not pay the cost?

General SEEMAN. They will bring the line down to our border.

Senator MONRONEY. You buy wholesale from the Tennessee Pipeline Co.?

General SEEMAN. I do not know which company they get the gas from.

Senator MONRONEY. It says $440 is the cost of the gas. I was trying to reduce that to a thousand cubic feet to see what that would amount to.

Senator MONRONEY. 44 cents a thousand cubic feet?

Mr. NORWOOD. That is 44 cents a thousand. We are paying something like 75 cents a thousand in New England.

Senator MONRONEY. They are buying it direct from the pipeline company. I was trying to insure that they did not go through a so-called distributor and then have to buy at retail; 44 cents would be a fairly reasonable price for the gas and the transmission from the gasfields.

General SEEMAN. This is operated under the wholesale contract which the engineers for Fort Campbell have for the whole military complex in the area. They estimate their savings per year will be over $14,000 per year.

Senator STENNIS. The next item.

SANDIA BASE

General SEEMAN. The next item is at Sandia Base beginning at page 345.

The first one is classified, sir, and we respectfully request that it be delayed until the classified portion is taken up.

Senator STENNIS. Very well. Keep a list of all of these.

General SEEMAN. Yes, sir.

NONCOMMISSIONED OFFICERS OPEN MESS

The second item at Sandia is a noncommissioned officers open mess at page 346. The old NCO mess was a wartime building of a CCC-type, prefabricated structure in a temporary building. That is now very obsolete and a fire hazard and deteriorated to the extent that at this highly specialized station a new building appears justified. The total number of people in the noncommissioned officers grades that will be using this NCO-club type is estimated at 1,104. This has to take care not only of the NCO's that are stationed there but those that come there for their specialized training.

Senator STENNIS. What is the total amount?

General SEEMAN. 1,104 people are in the grades which will utilize this NCO club.

Senator STENNIS. The next item.

General SEEMAN. The next item for the alternate joint communication center is classified, sir. We will pass that over.

Senator STENNIS. That is page 348?

General SEEMAN. Yes, sir.

AIR DEFENSE COMMAND

RADOME FACILITIES

At page 352 is the Air Defense Command which is responsible for the Army segment of the North American Air Defense Command. Many of these we covered in the repetitive area, sir. That applies to the unclassified portion of the improvement kits and the HIPAR. The item which is unclassified at this time is page 355, radome facilities for the various sites. This is to be applied only at the Hercules station and not at the older generation.

This is to provide radome facilities so that the equipment can be repaired and maintained with safety during inclement weather and at other times.

On pages 356 and 357 are detailed the number of individual sites at which these radomes will be placed. It is a nominal amount at each site, that requires some adaptation and foundation work to adapt the towers to carry this shelter.

Senator STENNIS. Was this a new added invention of some kind?

Colonel BARNES. Yes, this is a new addition. In fact, research and development tests on these radomes are just now being completed. We have tried three of them on existing sites and they have proved very satisfactory. With the approval of this item we would be prepared to go into procurement and procure enough to put on all of our sites which this committee would approve.

This is a 27-foot diameter vinyl covered nylon tent in effect. It is a spherical tent which goes over the radar itself and protects the personnel and, more important, protects the equipment when it is open for maintenance. We have very sensitive electronic equipment which must be opened up to be gotten at during maintenance. There are high voltages ranging from 8 to 18,000 volts, depending on the type of radar. If exposed to the weather, and a man having to work on them, it is quite hazardous to the man and also quite hazardous to the equipment. These do have quick release slides on them so that in the event of operation within a matter of 3 seconds they can be completely exposed and can go on with their primary mission without any possible interference of the radome.

General SEEMAN. We did cover these in our repetitive item category the other day but I thought a little supplementary information would be helpful because there are some 60 sites at an average of 15 to 60 thousand dollars a site.

Senator STENNIS. The thing that impresses me is: This is something that you have to add that was not contemplated and not in existence when the sites were built. Of course, if there is any improvement it would be a good investment.

Colonel BARNES. May I add, Mr. Chairman, that we have had difficulty maintaining these sites and have improvised shelters which have not proved satisfactory. This appears to be a satisfactory solution to our maintenance problems on these sites.

Senator STENNIS. They vary in price as they go down the line here. Priority No. 1, Loring Air Force Base, total construction cost $6,000. This drops down here to Chicago, $30,000.

General SEEMAN. They will vary on whether they are placed on existing towers or ground mounted or whether they have to be moved to prevent interference, and things like that.

Colonel BARNES. The towers generally must be reinforced to take this additional load. That is why the ones that are shown on towers are more expensive.

Senator STENNIS. The next item.

CHICAGO-GARY DEFENSE AREA

SANITARY FACILITIES

General SEEMAN. The next item is a small one on page 362 where one of the sites in the Chicago-Gary defense area must have some

supplementary work done on its sanitary facilities including a septic fence and a tile field, estimated cost of $27,000. They are presently using chemical latrines and these are proving now unsatisfactory.

WAREHOUSE AND OFFICE BUILDING

Another supplementary feature on page 363 is a warehouse and office building at another site in the Chicago-Gary area. This is the brigade headquarters area and they have insufficient space.

Senator STENNIS. You mean insufficient space in the office building and warehouse?

General SEEMAN. Yes, sir. At the headquarters is the home base for three of their helicopters which they use in their command and supervising function.

Senator STENNIS. General, do you not think you could rent some space here? This is one of the largest cities in the world, Chicago, with Gary right close by.

Colonel BARNES. Mr. Chairman, may I add on that that this is out to the northwest of Chicago outside of the city, and actually it is not built up right around the site. This is one of our missile master sites where we are colocated with the Air Force. We have not only an air defense brigade headquarters but we have the missile master headquarters itself. There is no usable space within any reasonable distance of this site where we could rent or lease space.

Senator STENNIS. How long have you been in operation there?

Colonel BARNES. The missile master itself has just been completed within the past year, sir. This is a final development of the missile master location.

General SEEMAN. However, this site for the brigade headquarters has been since the initial disposition of the AJAX batteries in this metropolitan area.

Senator STENNIS. If there is nothing further, let us move on.

PROVISION OF POWER IN SAN FRANCISCO AREA

General SEEMAN. The next items, sir, are on page 365, which I believe we covered as a part of our repetitive type items where some additional power is needed in some of our batteries. No, sir; this is the provision of commercial power to these two sites in the San Francisco area to avoid the use and the high expense and maintenance of running diesel generators locally. It is estimated to cost $29,000, sir. The next item for the NIKE site in Alaska was really covered in our repetitive item review of yesterday. Except for further details, we can cover this in executive session, such as the question that Senator Monroney asked.

ADDITIONAL RADARS

Senator STENNIS. Additional radars, the second item there, at the NIKE sites, that is $2,780,000. Do you have any special explanation for that?

General SEEMAN. We covered that in an unclassified way yesterday by discussing the improvement kits and the HIPAR radar improvements to the NIKE-HERCULES system. We would request that further details be in executive session on that, sir.

ALIAMANU MILITARY RESERVATION, HAWAII

SUPPLEMENTARY POWER DISTRIBUTION

The next command is in Hawaii, page 375, the first station being the Aliamanu Military Reservation, a requirement for supplementary electric power distribution system and a transformer. This is on page 377, sir. This is a part of the Starcom worldwide system which we mentioned, but it is not a repetitive line item. It is merely a necessity to provide some commercial power connection.

Senator STENNIS. I understand that you said all of page 371, Alaska, is classified.

General SEEMAN. Yes, sir; Alaska both at Fort Richardson and Eielson are classified.

Senator STENNIS. All that will be taken up in executive session.

General SEEMAN. Yes, sir.

Senator STENNIS. Now, you are on page 377?

General SEEMAN. Yes, sir.

This Starcom traffic center in Hawaii is installed in a gallery which is being supplied with additional equipment and there is insufficient power to operate.

Senator STENNIS. I suppose that is all right; $36,000.

General SEEMAN. That is the estimate, sir.

Senator STENNIS. The next item.

SCHOFIELD BARRACKS, HAWAII

TANK REPAIR SHOP AND FACILITIES

General SEEMAN. The next item is at Schofield Barracks at page 379. Schofield Barracks is the home station of one of the infantry divisions. The first item on page 380 is to provide a tank repair shop and facilities for the tank battalion of that 25th Infantry Division. They are using some quonset huts as shelters at the present time. They are too small and don't provide the lighting and the power outlets and the tool space that is necessary. They cannot support any overhead cranes or lifts. They estimate that they will save $10,000 a year in maintenance costs. It also provides safer care for their tools and equipment. This is what we call the first echelon maintenance by the driver and second echelon by the company. This is the first and second echelon maintenance which they must be prepared to do as they go on the field.

TANK PARK

The next item is the tank park. It is a companion to the shop which we have just discussed. The hardstand is estimated to cost $180,000.

Senator MONRONEY. Where is the third echelon maintenance?

General SEEMAN. The third echelon maintenance is that maintenance which is in division and Army units. This is generally done in specialized units such as transportation or signal, depending on the type of equipment, or engineer or ordnance, in a mobile shop which is part of the field army. Then the fourth echelon goes back farther down the line of communication normally into more fixed or semi-fixed installation.

The fifth echelon is where you really evacuate equipment clear back to a base or logistical command area.

Senator MONRONEY. I mean complete overhaul, where does that go to?

General SEEMAN. This goes to the fifth echelon, clear back to a base depot if in a theater of operations or a contractor in the Zone of Interior.

Senator MONRONEY. Where do they go now? Do they go back to the United States from Hawaii or are there facilities in Hawaii that can perform that task?

General SEEMAN. In Hawaii they have to figure in the transportation cost to develop the most economic end result. The base depot supthese subassemblies back to the west coast, rather than the whole tank.

Senator MONRONEY. You mean we have to bring a tank back to the United States for a major overhaul? I understood they have to be overhauled rather frequently.

General SEEMAN. In some instances, where the density is serious enough, they have had major overhaul shops in Japan. This doesn't mean that we would move tanks from Hawaii to Japan. It depends on the particular situation. In most instances they pull out the subassemblies, such as the powerpacks or unit transmissions; and ship these subassemblies back to the west coast, rather than the whole tank.

Senator MONRONEY. It seems to me it would be very expensive to bring back each tank for overhaul.

General SEEMAN. It has to be analyzed very carefully to be sure that you do not pay more than it is worth.

Senator STENNIS. How many tanks do you have out there, if that is not a classified matter?

General SEEMAN. The statement with regard to this tank repair shop for the 25th Infantry Division is that they have 195 vehicles in that battalion.

COST OF TANKS

Senator STENNIS. How much did a tank of that type cost?

General SEEMAN. These are up in the hundreds of thousands of dollars. The medium tanks to M–60 which we hope to start bringing into the inventory, I will have to provide the exact figures for the record, sir. I am sure that our people in the PEMA area have that figure but I don't have it.

(The information requested is classified and furnished separately to the committee.)

Senator STENNIS. The reason I asked the question is that I saw a tractor the other day, a large one, which had two units, but I was shocked to learn that the cost was $105,000. This is just a tractor in a road construction job.

General SEEMAN. A tank is an item that is peculiarly military and has no civilian counterpart. The nearest thing are the heavy caterpillar earthmovers which go into the fifty, sixty, seventy-five-thousand-dollar range. Everything on a tank is special. The air-cooled engines are not used at that size in industry at all.

COLD STORAGE WAREHOUSE

Senator STENNIS Please give the committee an explanation of the cold storage warehouse.

General SEEMAN. This is the cold storage house which serves the entire post of Schofield Barracks which has a total strength, military and civilian, of 13,500. It will also support dependents stationed in the area. They have a present old cold storage, theater-of-operations type of structure. That is the type that was tar-paper covered. The insulation is in very serious shape. The equipment is in nine separate lean-to's on the structure. This will be torn down and salvaged and disposed of when the more efficient unit is provided. We have made extensive studies on this, sir, as to whether it could be supported from installations in Honolulu or the Pearl Harbor installations, and the estimate included the cost of refrigerated trucks that are necessary to make the trips daily if you did not provide this breadown area at Schofield Barracks.

Senator MONRONEY. Is there available excess capacity in the Navy or Air Force cold storage?

General SEEMAN. From the standpoint of actual space, there is. But from the standpoint of the economic study of supplying it, I believe 7 days only is the authorized backup support on post. The rest is supplied from wholesale in the Honolulu area. In the division they will have 30- or 40-unit company messes where the frozen meat and the other frozen foods come in. It must be broken down and then they make their retail distribution to the unit messes. Actually, they are company size, or 150 to 200 men each.

Senator MONRONEY. This would be only such size as would be required to service the division at Schofield?

General SEEMAN. Yes, sir.

Senator STENNIS. It would not have any backup for military operations beyond Hawaii?

General SEEMAN. No, sir. The perishables are not kept too long. These perishables and frozen supplies are essentially for your day-to-day peacetime operation.

BUILDING COST IN HAWAII

Senator STENNIS. What is the relative building cost as compared to the United States?

Mr. NORWOOD. It is about 20 percent more than the United States average.

Senator STENNIS. What is Alaska now, 2½ to 1?

General SEEMAN. About 2. That is in the Anchorage area. North in the Fairbanks area it is around 2½.

Senator STENNIS. The next item.

General SEEMAN. The next item in Hawaii is the HIPAR improvement kits on page 384 which we have covered, unclassified, in the repetitive items and will cover more deeply in our classified section.

The last item in this book also involves a highly classified item, sir. This completes book 2.

Senator STENNIS. You have your presentations fixed up in very fine order. All the new information is excellent. I believe this is a new idea of bringing in the illustrations.

General SEEMAN. We decided to try it on for size this year, whether it would be helpful pictorially.

Senator STENNIS. It is very helpful. It goes back to the old Chinese proverb that one picture is worth a thousand words.

General SEEMAN. Mr. Chairman, if it pleases your will, we have men from the Department of Defense here of the Defense Communications Agency. This is an unclassified item. With your permission, I would like to take it out of order because Admiral Irvin and General Sampson and Captain Detweiler are here.

Senator STENNIS. Yes. Any others that you wish to take up that way we will be glad to do it.

FUNCTIONS OF DEFENSE COMMUNICATIONS AGENCY

General SEEMAN. This is on pages 542 and 543. The Defense Communications Agency came into being earlier this year for the improvement in management and coordination and control of the various communications systems in the Department of Defense. Admiral Irvin's organization has climbed aboard and he is here to discuss this matter with you.

Senator STENNIS. We are happy to have you here, Admiral.

Admiral IRVIN. To provide the necessary communication for command and control of the Armed Forces deployed around the world, each military organization operates a complex of worldwide point-to-point communication systems.

These systems have increased in size complexity and because of the years. Considerable more growth is contemplated due to continued deployment of military forces in oversea locations and in technological advances in weapons systems.

Analysis of these and other conditions resulted in the Department of Defense issuing two directives on May 12 of last year.

One of these established the Defense Communications Agency with specific responsibilities in operations, planning, engineering, and programing as well as in research and development all related to the Defense Communications System.

DEFENSE COMMUNICATIONS SYSTEM

The other DOD directive established and defined the Defense Communications System. This system to include all worldwide long-haul Department of Defense owned and leased point-to-point circuits.

Upon establishment of the headquarters of the Defense Communications Agency on July 21, 1960, a detailed study was made of the assigned tasks and a concept was developed for exercising operational control and supervision of the Defense Communications System.

COMMUNICATION CONTROL CENTERS

This concept provides for nine subordinate defense communication control centers located throughout the world and in addition, an interim national defense communications control center to be located at the headquarters of the Defense Communications Agency in Arlington, Va.

Criteria was developed that the control centers are enabled to be placed within these geographical areas and regions where U.S. military forces are located.

In highlighting the Defense Communications Agency's deadline for operation on March 7 of this year for assuming operational control and supervision of the Defense Communications System, it is obvious that on that date we did not have a complete communication control center complex in being. Means of control and supervision will be established on an evolutionary basis in this global system we speak of.

Initially, control will be exercised by the Defense National Communication Control Center through a series or through the three interim data collection centers presently operated by the military departments.

The establishment of the defense communication areas subordinate communication control centers will permit control to be expanded and refined and provide a greater degree of communication responsive necessary to all authorized users of the system.

MODIFICATION AND NEW CONSTRUCTION OF BUILDINGS

The DCA military construction program for fiscal year 1962 provides for a modification of certain existing buildings and for new construction of other buildings as required for nine defense area or regional communication control centers at locations shown on the chart which is before you.

Senator STENNIS. Admiral, may I ask you a question right there? This $2,400,000 that you are testifying about, is that just the Army's part or is this all that you are going to ask for?

Admiral IRVIN. This is all the military construction, sir.

General SEEMAN. The nine the admiral has discussed are shown on page 544, five of which are modifications of existing buildings in the area and four are the new constructions that are mentioned in the planning stage.

As far as their siting is concerned, they are all to be where they will be permanently located except for one which is temporarily at the alternate national communications control center in the United States.

Senator STENNIS. Proceed, please.

AMOUNT REQUESTED

Admiral IRVIN. The amount requested is $2,445,000, which is based on onsite surveys made by DCA survey teams of the various areas and made in collaboration with thhe Army Corps of Engineers.

The Defense Communications Agency was conceived with the objective of providing the Department of Defense with efficient and effective long-haul worldwide telecommunications to meet current and future national defense requirements.

PROGRAM OBJECTIVES

In accomplishing this goal, the Defense Communications Agency expects to, first, eliminate duplicate facilities and consolidate the long-haul networks of the three military services into a single defense communication system.

Secondly, to provide for standardization of installation, operation, and maintenance of all facilities to assure overall system effectiveness.

Thirdly, to exploit to the maximum the capabilities of the physical plant in being of the existing service systems.

Fourthly, to eliminate unnecessary duplication in research and development effort and expense with respect to a system approach.

Fifthly, through proper planning and by means of program and budget support to modernize the physical plant of the system and to increase its overall efficiency and effectiveness.

Lastly, to provide positive management essential to insure maximum communications for the funds expended. The funds requested for fiscal year 1962 are to achieve these tasks on an accelerated basis.

That is the extent of my statement, Mr. Chairman.

LOCATION OF CENTERS

This chart shows the location of these proposed centers and as General Seeman stated, the first five of these are the continental United States, Alaska, Labrador, Hawaii, and Okinawa for modification of existing structures and new structures proposed to be built in Turkey, Spain, England, and Europe.

Senator STENNIS. Will this put you in business now under your new plan and give you the facilities that you need of this type?

Admiral IRVIN. Yes, sir; on an incremental basis.

We have 1 of 10 centers started on the 7th of March of this year.

We got a second center started in Hawaii on the 1st of June of this year.

We got a third center in an interim location started in Europe on the 27th of June of this year.

The next step will be the rest of these nine which we list.

Senator STENNIS. Will that be all?

Admiral IRVIN. That is all that we can see at the present time, sir This, of course, is in the pattern of present deployment of U.S. military forces. If we deploy military forces elsewhere on the job, we believe, sir, it will be necessary to establish other centers.

It might also be possible to disestablish existing ones.

General SEEMAN. Would you care, Mr. Chairman, to discuss with the admiral the place where this tropospheric scatter system in Europe fits into his system?

Senator STENNIS. That is what I was thinking about. I hardly knew how to frame the question. You brought it up now and let the admiral explain it to us.

EUROPEAN COMMUNICATION PLAN

Admiral IRVIN. Sir, the Joint Chiefs of Staff and the Secretary of Defense have approved what is known as a European communication plan.

The purpose of this, sir, is to put in pattern or put into established program those essential communication requirements which are necessary to serve not only the forces deployed in Europe but also to provide those strategic communication lines which will tie those forces back to the Joint Chiefs of Staff and the Secretary of Defense and the President.

We are required at the present time to depend to a very marked degree on the capabilities of the communication facilities of the local governments in Europe. Specifically, the post telephone-telegraph systems of those countries. These communication lines are very, very weak as far as the needs of the security of the United States are concerned.

I think, sir, you appreciate, as we all do, the effect that various local labor unions may have on these telephone and telegraph facilities in these countries.

A part of the European communication plan which has been developed by the Joint Chiefs of Staff and approved by the Secretary of Defense provides for certain communication lines which will give us a much more sensitive and a much more secure means of providing for these very important communication facilities.

TROPOSPHERIC SCATTER LINES

Specifically, sir, alert warning and critical control. The Army's plan which General Seeman pointed up, has to do with certain tropospheric scatter lines which would run from the Berlin area down across the central portion of the West German Republic, across France, and down to Bordeaux.

These, without question today, sir, are essential to our U.S. security. Therefore, the Defense Communications System as a system has strong interest in this effort on the part of the Army to get in this essential linkage.

I should also say, sir, that as these are approved, installed, and put into operation, they may become a part of the Defense Communications System operated by the Army under the operational control of this system.

Senator MONRONEY. Going back to a question I asked earlier, are any of these buildings to be hardened? We were told that one of them is for Berlin and apparently they thought it useless to try to harden anything that seemed so vital to communications as this Berlin center.

You said you had testimony earlier that we have some alternate means of getting out of there. But if this is so necessary, it seems to me we should make preparations now to build them for their operation regardless of what the emergency or the attack might be.

Admiral IRVIN. I assume, Senator, your question is about the buildings in the scatter system and not about the buildings in this?

Senator MONRONEY. That was part of the scatter system.

Admiral IRVIN. This I must defer to the Army on.

Senator MONRONEY. I would like to ask the Department of Defense's position on it. The Army did not seem to be concerned whether it was hardened or not.

Colonel ADAMS. We will have additional information, sir, which we can give in the classified portion of the hearing.

Senator STENNIS. In the other hearings?

Colonel ADAMS. Yes, sir.

Senator STENNIS. Very well, Admiral, is there anything further?

Admiral IRVIN. There is nothing that I have, sir.

Senator MONRONEY. In this joint use that the DOD will put this network to, if the Air Force circuit is overloaded, then the Army circuit picks up the overage, is that correct?

Admiral IRVIN. Yes, sir. Since the 7th of March we have been doing that, sir. All of the long-haul circuits of the Army, Navy, and Air Force have now been put into this system.

MAXIMUM UTILIZATION OF SERVICES EQUIPMENT

In this system we have close control all of this long-haul circuitry around the clock. Every minute of every hour around the clock. At any point around the globe that a service, Army, Navy, or Air Force, experiences a backlog, we alternately route that backlog over another service's facilities.

At any time we experience outages on an Army circuit and a Navy circuit is existent, we alternate route the stuff over the other service's established facilities.

Senator MONRONEY. This gives you maximum utilization of all three services equipment to carry whatever the load might be necessary?

Admiral IRVIN. Yes, sir. I pointed up the fact that one basic principle here is to exploit to the maximum the capabilities of the physical plants, all three physical plants, which are in being today.

Senator STENNIS. Do I understand, that the system you speak of has within our control these communications lines? We are not dependent upon anything in any other country?

Admiral IRVIN. No, sir; that is not correct. In the various countries in Europe we are still dependent upon the local communication facilities of that country.

The scatter system which the Army has proposed is to take us out of that state.

Senator STENNIS. When that is completed, you will be out of it?

Admiral IRVIN. Yes, sir.

Senator MONRONEY. Will it take you out or give you merely an alternative in case they are disrupted?

Admiral IRVIN. It will do both, sir. First and foremost, it will tend to guarantee our security in that we are not dependent on the foreign nationals for this critical communication.

We will not completely give up the capability which is in those, but we will utilize those facilities for the most part for things which are not critical. Administrative, logistical, matters of that sort that we don't have to be as much concerned about as we do critical command control, alert and warning.

Senator STENNIS. It would make you independent of them?

Admiral IRWIN. Yes, sir.

LAND COMMUNICATIONS TO ALASKA

Senator MONRONEY. Have the land communications to Alaska been improved? We were told in another committee that is studying civil communications that the military in Alaska had to depend on one routing by land to reach America by wire communications.

Admiral IRVIN. That is not true, sir. They have been markedly improved. With the installation of certain new weapons systems, that statement that you have received, sir, is to be controverted.

Senator MONRONEY. We have adequate communications with alternate routes to Alaska?

Admiral IRVIN. We do, sir.

General SEEMAN. As you know, there is a part of the defense legislative program to authorize the sale of the Alaska Communication System, which was the old military communication system in Alaska and to the United States. But as the admiral says, this has been augmented by other systems since. There really is no comparable civilian communication agency in Alaska. This is the bone of contention.

Senator STENNIS. Thank you very much. Do you have any others to take out of order?

General SEEMAN. We don't have anything except classified, and I would recommend that we put that in one package at the end.

Senator STENNIS. Thank you.

The next item, General.

ORDNANCE OVERSEAS

KWAJALEIN BASE

SURFACE-TO-AIR MISSILE FACILITIES

General SEEMAN. Starting with book 3, sir, we have the ordnance overseas.

The first item in the program is on page 392, which we covered in the repetitive item area of the surface-to-air missile facilities. That was the Kwajalein Base complex.

Senator STENNIS. Give us in number and names of these repetitive items that you started with.

Senator Monroney wants to refresh his recollection on that.

General SEEMAN. We had that list. The surface-to-air missile facilities were category 9.

Senator STENNIS. I have page 389 here. You are not leaving that off, are you?

General SEEMAN. Page 389, Ascension Island, was lifted in the authorization from the Army segment and placed into the title for the Department of Defense as were all of those NIKE-ZEUS research and development items.

We do have the Kwajalein item starting on page 392 which we discussed in the surface-to-air missile segment yesterday.

They are really not repetitive line items as such but the surface-to-air missile component was broken out as a package.

Senator STENNIS. This is all research and development?

General SEEMAN. This is to support that research and development base of the Pacific Missile Range which is at Kwajalein. There are four items there. A warehouse, the enlisted men's service club, improvement of the water supply, and the roads and hardstands.

Senator STENNIS. This is what you call an isolated area, all right; 2,225 miles from Honolulu.

General SEEMAN. I am not so sure of our people who put these directions in here. This says northeast. As I recall, it is southwest. Honolulu is northeast. In a couple of cases before we had them in the wrong direction.

Mr. NORWOOD. That means that Honolulu is 2,225 miles northeast of this range.

Senator STENNIS. You have taken out this top item on page 392. That means you are not going to ask for it or is it transferred?

General SEEMAN. No, sir. This is one of the items which was included in title 5 of the authorization act under the Department of Defense. A total of $27 million was in that title.

Senator STENNIS. So you are going to justify it under the other authorization?

General SEEMAN. This has been authorized under the Department of Defense and the exact wording of title 5, as you will recall was:

> That the Secretary of Defense shall allocate funds appropriated pursuant to the provisions of this section to the military departments on such basis as he determines to be necessary in the interest of national defense.

I believe Army and Air Force had the major elements of this. It was dependent upon the decision as to whether in the Army's case the NIKE-ZEUS went into production and deployment.

Senator STENNIS. The Secretary of Defense has not made that decision yet?

General SEEMAN. No, sir. It will depend on some decision process further in the research and development area.

Senator STENNIS. Are you going to ask us to appropriate the money so it will be there if you get the decision?

Colonel ADAMS. This item, to the extent that it might be helpful to Defense, if and when they come forward for their appropriations against the authorization that was given to them, we would like to defend at this time. The reason it was put in that package of emergency-type construction was because we foresee it all right, but it is not well defined.

It is the type of construction that sort of accrues from week to week as a modification of the research and development program.

Senator STENNIS. You are asking for the money now; is that right?

General SEEMAN. No, sir; it is not in the Army funding plan.

Senator STENNIS. You say the Army. Who is going to justify it if you don't? Is the Department of Defense going to send a witness to justify this item?

Colonel ADAMS. We presume they may. They may call on us at that time to assist.

General SEEMAN. We hope so because this was our effort to try to define to the best of our ability, a line item that we could foresee coming up in the research and development area.

Senator STENNIS. You may proceed.

ARMY SECURITY AGENCY

General SEEMAN. The next segment is the Army Security Agency starting on page 401, sir.

Senator STENNIS. I thought these other items on here, the warehouse and the service clubs and those, you want to justify those now?

General SEEMAN. We covered those in the repetitive category yesterday, sir.

The Army Security Agency has, I believe, two stations in their request this year.

FACILIY ON HOKKAIDO, JAPAN

The first one is location 12 on page 402. This is an integrated facility on the northern island of the Japanese Archipelago where we have a station. I believe it is covered in our brochure.

It is now utilizing certain facilities on an airfield which has been returned to the Japanese Government and we desire to improve and consolidate our operations and improve our security and reduce our costs.

Page 40 of our brochure shows the layout in general. It is really integrated. You notice it is a collection of small items to provide an integrated base facility.

Major MULROY. They support previous legislation that we have under construction at the present time. We have semipermanent facilities for barracks, et cetera, being built right now.

Senator STENNIS. This is strictly an Army installation now?

Major MULROY. Sir, we have some people that are tenants on our installation. It is primarily an Army installation. We have certain elements of the Air Force and Coast Guard and other agencies who are in activities there. They are rather small.

The Army is the prime element though. Our strength there runs over a thousand, sir. Before, we used to be dependent upon other people for our station support. This will enable us to turn back to the Japanese self-defense force certain portions of area 1 and area 2 which they are now occupying.

They have approximately 10,000 troops located there now of the Japanese self-defense force. We are moving into area 3, sir.

Senator STENNIS. You are setting up a little town there?

Major MULROY. Yes, sir.

Senator STENNIS. A bank, post office, bakery, milk processing plant?

Major MULROY. The facilities that we are utilizing at the present time are in temporary-type structures that were built just after the war in 1945 to 1950. They are quonset-type facilities. We have pictures of them that show how inadequate they are. They have a high maintenance cost.

They are located approximately 4 miles away where our semipermanent facility is being built at the present time. These are support-type items that are common to most Army installations. It is a little Army installation of its own.

Senator STENNIS. Gentlemen, this is all marked "Classified" in my book.

Major MULROY. The portion that is classified is the mission portion and actually what our job is in that particular location.

Senator STENNIS. Very well.

Major MULROY. We can have that later, if you wish, sir. These cost estimates were prepared for us by the district engineer office located in the Far East.

Senator STENNIS. Do you know how many locations we have around the whole world of this type? You call this location 12?

Major MULROY. Yes, sir.

General SEEMAN. The other one to follow this is location 178.

Major MULROY. That is entirely classified, sir. We would like to cover that in executive session, too.

Senator STENNIS. I have been taking all these on faith.

Major MULROY. The numerical number doesn't mean we have 177 others. It is merely a means of identification that we utilize in certain areas.

POSSIBLE USE OF LOCAL CURRENCY

Senator MONRONEY. May I ask if the Army has ever explored the possibility of using yen which we may have from our agricultural surplus sales in this type of construction. Undoubtedly the contract will call for it to revert to Japan when we pull out of there if we are ever able to do so.

I think we worked some deals out in Western Europe on local currency that originate from agricultural surplus sales.

General SEEMAN. In our general authorization there is a previous requirement that we make certain utilization of the local currency.

The contracting officer in proceeding into a project when approved here must check with the availability from the Treasury Department and has to get a certification.

Senator MONRONEY. Supposing we would appropriate, as we do in some things, local currency?

General SEEMAN. The present system is that the military dollar appropriations buy the local currency and then return to the Treasury as a credit.

Senator MONRONEY. I have the feeling that somebody is not pushing that hard enough. We have these vast accumulations of nearly $5 billion of local currency around the world and it could be very helpful in our exposure to a gold outflow and many other things if we would not only try to do it but actually insist on it being done.

General SEEMAN. We in the Army seek and try to utilize this whereever we can. Unfortunately, some of our requirements as I believe this case here in Japan at the present time Japan is encountering a prosperity wave and the same thing is true in West Germany, so there are not always surpluses of the local currency, we have been given to understand.

Senator MONRONEY. We have quite a lot of yen there.

Major MULROY. Some of the past construction in this particular location has been accomplished with surplus commodity funds. There has been a change in reecent years.

As the general states, it has to be considered prior to the utilization of the funds.

General SEEMAN. At one time in this station we were prepared to use local currency and then change in procedures came from the Treasury Department and the Bureau of the Budget that we had to get a line item dollar appropriation.

About 2 years ago this was changed so that we got the dollars to reimburse the Commodity Credit Corporation.

Senator MONRONEY. How do we know we have exhausted at least every effort to be sure we use it? It makes an awful lot of difference. We can't use the yen to replace their dollar earnings on sales to the United States on things we buy from them.

But it is specifically provided in most of our treaties on agricultural surplus sales that this shall be available for defense and military operations.

General SEEMAN. That is correct. This is why our contracting officer is enjoined from going into the contract until he has a certification from the Treasury and the company team that manages these funds.

Senator MONRONEY. Is it your opinion whether this rather substantial item will be finally funded in yen although appropriations may be made in dollars?

General SEEMAN. At this time we cannot tell. I believe we got for the Armed Services Committee a statement as to what the balance was as of that time.

Senator STENNIS. That is right. If I may say right there, Senator, when we appropriate the money here there is a choice between the hard dollars or doing it with yen. I imagine the Japanese insist on the dollars.

General SEEMAN. We won't give it to them if there is local currency available. There is a certain percentage permitted under our authorization where nonindigenous materials have to be procured.

So the contracting officer has some authority there. This is particularly efficacious in Turkey, for example, which has a low level of industrial supplies and material support.

Senator MONRONEY. I mean for labor and indigenous things that do not drain the country of its resources but use employment that is payable in local currency.

It seems that if the local yen is not available, they are still having quite a hassle with Japan over the GARIOA loans and they are fighting strongly with us against paying us in dollars for those.

Certainly we could work some deal out on that if the yen is not available.

This would be mutually advantageous to their interests as well as ours. Plus the fact that the whole thing is going to revert if we are ever able to get out of there.

PROPOSED LIMITATION

Senator STENNIS. General, suppose we have in this appropriation bill a condition or limitation that this money be used only for buying the local currency, if available?

General SEEMAN. I would suggest, sir, that we let our staff research this and see what the prior authorization language was because I believe this is covered.

Senator STENNIS. Will you do that, please?

General SEEMAN. Yes, sir.

(The information referred to appears on p. 147 and 148.)

Senator STENNIS. There is something in the language or the report about this point.

General SEEMAN. Location 178, as mentioned on page 421 (a), is introduced into our funding plan at this time. It had not previously been included in our funding plan.

In the early stages of development we could not aver that it was ready and in a high state of design and close to capability of being awarded as a construction contract. However, the urgency is so great that with the approval of the Department of Defense and Budget, it has been placed in our funding plan now.

It, too, has all of the elements plus a number of the operational elements of an integrated station. You here see operations building and certain antenna and support.

BUILDING COSTS IN JAPAN

Senator STENNIS. What is the cost of production ratio there in Japan to our own? Does anyone know that?

I notice you have a unit cost of $20 a square foot for a bakery.

Mr. NORWOOD. The construction in Japan is just about the same as it is in the United States.

Senator STENNIS. This doesn't include any machinery or anything like that?

General SEEMAN. The bakery has a unit cost of $20.

Senator STENNIS. That is on page 415. All right; you think that covers location 12, then?

General SEEMAN. Yes, sir.

Senator STENNIS. Here is another one, location 178. That is marked classified here all over the books.

General SEEMAN. Yes, sir. You notice it has part of the elements, the cold-storage warehouse, maintenance compound, a small dispensary and dental clinic.

Senator STENNIS. Gentlemen, we have discovered that each of us have some telephone calls to make before this afternoon is out to administrative agencies and if you don't call them before 5 o'clock I have found out you won't get them.

We may close down here now.

General SEEMAN. At your pleasure, sir.

Senator STENNIS. I have heard something about a special important matter before the Appropriations Subcommittee on the larger appropriation bill, Senator Monroney, for Monday.

Could we just recess subject to call and you gentlemen could be ready Monday?

General SEEMAN. We could be here on half-hour's notice.

Senator STENNIS. Would that inconvenience any of you to leave it so open that way? You are going to be here anyway.

General SEEMAN. Perfectly satisfactory, sir.

Senator STENNIS. Let us do it that way, then.

Suppose we just recess to 10:30 Monday and if anything does happen that we have to cancel we will let you know.

Please be back at 10:30 Monday morning.

Thank you very much, gentlemen.

(Whereupon, at 4:25 p.m., Friday, July 7, 1961, the subcommittee recessed, to reconvene Monday, July 10, 1961.)

MILITARY CONSTRUCTION APPROPRIATIONS FOR 1962

MONDAY, JULY 10, 1961

U.S. SENATE,
SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS,
Washington, D.C.

The subcommittee met, pursuant to recess, at 10:30 a.m., in room 1114, New Senate Office Building, Senator John Stennis (chairman of the subcommittee) presiding.

Present: Senators Stennis and Monroney.

DEPARTMENT OF THE ARMY

STATEMENTS OF MAJ. GEN. L. E. SEEMAN, DIRECTOR OF INSTALLATIONS, DCSLOG; COL. E. C. ADAMS, CHIEF, CONSTRUCTION DIVISION, OFFICE, DIRECTOR OF INSTALLATIONS, ODCSLOG; LT. COL. J. C. COYNE, PUBLIC WORKS PLANNING BRANCH, CONSTRUCTION DIVISION, OFFICE, DIRECTOR OF INSTALLATIONS, ODCSLOG; MAJ. R. MULROY, CHIEF, CONSTRUCTION BRANCH, INSTALLATIONS DIVISION, ARMY SECURITY AGENCY; H. B. NORWOOD, CHIEF, PROGRAM AND PLANNING BRANCH, CONSTRUCTION DIVISION, OFFICE, CHIEF OF ENGINEERS; PAUL E. OCKERMAN, CONSTRUCTION, PROCUREMENT AND RESEARCH BRANCH, ESTIMATES AND FUNDING DIVISION, DIRECTOR OF ARMY BUDGET—Resumed

USE OF FOREIGN CURRENCY

Senator STENNIS. The subcommittee will come to order.

Senator MONRONEY. General, you may proceed. I think we were on page 421A when we adjourned Friday.

General SEEMAN. You raised a question in this area as well as a number of other oversea areas with respect to the use of foreign currency. We went back and got the wording of the previous authorization act. There are also short sections in the appropriations act. I thought if you felt it would be useful to have it in the record we could read it in.

Senator MONRONEY. I think it would be quite helpful. It will make quite a difference in the outflow of dollars and local currencies.

General SEEMAN. The authorization act passed in 1959 for fiscal year 1960 is Public Law 86-149. It has a section 420 which I shall now quote:

In carrying out in a foreign country any project authorized by this act or any other military construction act heretofore or hereafter enacted, currencies

of such country acquired pursuant to the provisions of the Agricultural Trade Development and Assistance Act of 1954, Public Law 480, 83d Congress, shall to the extent available and feasible be used in lieu of dollars. The Department of Defense shall reimburse the Commodity Credit Corporation for any foreign currencies so utilized in carrying out such project.

The Appropriation Act for fiscal year 1961 passed in July of 1960 carried this section, section 112:

None of the funds appropriated by this act may be used to make payments under contracts for any project in a foreign country unless the Secretary of Defense or his designee after consultation with the Secretary of the Treasury or his designee certifies to the Congress that the use by purchase from the Treasury of currencies of such country acquired pursuant to law is not feasible for the purpose stating the reason therefor.

That was, as you correctly surmised, in last year's Appropriation Act. We have lived with it and we would see no difficulty if it were included in the act under consideration.

Senator MONRONEY. Have you had a chance to examine from a factual standpoint whether there is available Japanese funds that can be used?

General SEEMAN. The latest report the Army has, indicates there are none available in Japan as of March 31, 1961.

Senator STENNIS. I know we have had several agricultural deals with them particularly in wheat and it has been very heartening to find with the surplus of wheat that they have made them a bread-eating country and less reliance on rice. I thought there had been a good many deals go through under the 480 law.

Under the Public Law 480 I know it includes and is for the purpose of maintaining our defense installations and military overhead abroad and has been used widely for that purpose. I am rather surprised with all the shipments we have had we do not have some accumulation of it.

General SEEMAN. This information Mr. Ockerman has is as of the close of the third quarter of fiscal year 1961 and the procedure prescribed by Defense is that the contracting officer must have a written certification as to the availability of funds.

Senator STENNIS. Then all of this is dollars that we are talking about if his statement holds. I wish we could have Mr. Rexroad, the committee clerk, check with the Treasury and then make a restudy of it. It might be available to the Treasury and it may be that some prior claimants for projects still in the planning have put in requests for earmarking some of these funds. I have found that in a careful study I made of this in the Banking and Currency Committee some years ago. What we have and what is available are two different things.

General SEEMAN. This is prescribed in a Department of Defense instruction which gives the Secretary of Defense the grounds for reporting to the Congress. Our contracting officer must have a written certification as to the availability of funds.

Senator MONRONEY. We will make a separate check to find out the status.

Army Security Stations

Location 178

OPERATIONAL, SUPPORT, AND LIVING ACCOMMODATIONS

General Seeman. Page 421A is an integrated station with various elements of operational and support and living accommodations at location 178.

Senator Monroney. What are the plans for the agreements with the Japanese for the reversion of these when they are no longer necessary?

General Seeman. To have the record straight, this particular station is not Japan. You are asking a question with regard to the previous one.

Senator Stennis. To the country in which this is located.

Major Mulroy. We would like to take this up when we have the executive session.

Senator Stennis. I am not particularly concerned with the country. I am sure these follow generally a clear pattern. That is why I think we want to lay a predicate for it as we go into a discussion of it. Certainly if these revert to country X when we have no further military needs for it, then they will be having some benefit that would accrue if their local currencies are used. If we intend to offer them to the highest bidder or intend to dispose of them that way it puts a different light perhaps on the use of the currencies.

STATUS-OF-FORCES AGREEMENT

General Seeman. The situation with regard to Japan would be covered in the status-of-forces agreement and we are occupying this station now according to that agreement and just exactly what the terminology is of it with regard to new construction of this nature, I am not sure. As you know, we are turning back previously occupied stations to the Japanese.

Senator Monroney. A great number, while substandard, are usable and will be used by the Japanese.

General Seeman. A number of those after the war were taken from the Japanese economy or they were required to provide them for the occupation forces, so to a certain extent there is no loss to the U.S. taxpayer.

Senator Stennis. I gathered that from the original location a great deal of that was improved because we had a number of forces we had including the great 45th National Guard unit from the great State of Oklahoma there. So, in the exchange both on the existing facilities which we have already built which were substandard the ones we are now building which may eventually revert to Japan, I would like to have a predicate for perhaps further negotiations for use of local currencies beyond that which is perhaps normally committed in the exchange of wheat, the local currencies and its local uses.

CURRENT UNDERSTANDINGS

General SEEMAN. We will provide for the record what the current understandings are.

(The information referred to follows:)

Article IV of the agreement pertaining to facilities and areas entered into under the provisions of article VI of the Treaty of Mutual Cooperation and Security between the United States of America and Japan, signed at Washington on January 19, 1960; provides as follows:

"1. The United States is not obliged, when it returns facilities and areas to Japan on the expiration of this agreement as at any earlier date, to restore the facilities and areas to the condition in which they were at the time they became available to the United States Armed Forces, or to compensate Japan in lieu of such restoration.

"2. Japan is not obliged to make any compensation to the United States for any improvements made in facilities and areas or for the buildings or structures left thereon on the expiration of this agreement or the earlier return of the facilities and areas.

"3. The foregoing provisions shall not apply to any construction which the Government of the United States may undertake under special arrangements with the Government of Japan."

There is currently no status of forces agreement between the United States and the country where station 178 is located.

Arrangements relative to return of real property remain subject to negotiation.

RENEGOTIATION OF JAPANESE DEBT

Senator MONRONEY. I would also like to mention for the record and for the information of the committee, and possibly for the military, that we are compelled to renegotiate the USCINCEUR debt which amounts to some $400 or $500 million, and the Japanese are quite anxious not to have to pay that in dollars. Perhaps another use for debts owed to us could be worked out in these areas.

General SEEMAN. Location 178 completes the Army Security Agency stations, unless you wish further information.

Senator MONRONEY. We will deal with the purposes and the other matters connected with that at the classified session. The whole package comes to $5,179,000.

General SEEMAN. That is correct.

You may recall that the House in its authorization act did not include it, but the Senate did, and in conference it was agreed and passed by the Congress.

PACIFIC AREA

CAMP TOMLINSON

SYNCHRONIZING EQUIPMENT

The next area is the Pacific area, starting on page 422. The first item I believe was covered in our STARCOM repetitive facilities of the first day. It is the provision of synchronizing equipment at a signal station, STARCOM transmitter station at Camp Tomlinson. This is to provide for all of the transmitting and receiving equipment on the line and on line encryption and decryption where continuous power is important. The estimated cost is $50,000.

EIGHTH ARMY IN KOREA

POL FACILITY NEAR TAEGU

The next station is on page 425, it covers the 8th Army in Korea. The items lined out are indicative of those which were not approved in the authorizing act. The net funding request in support of the 8th Army therefore is $10,635,000. The first item will be covered fully in the classified section. It is a POL facility in the vicinity of Taegu as a part of our overall plan for improving the supply and distribution of petrol, oil and lubricants to the 8th Army.

Senator STENNIS. On page 422?

General SEEMAN. I was speaking about 425. 422 just introduces the whole Pacific area—Japan, Korea, Okinawa, and the Pacific scatter system.

Then picking up the first area on page 423, the only item we have in Japan is this signal synchronizing equipment for Camp Tomlinson which is detailed on page 424.

The next segment is a summary of the overall requirement for the 8th Army in Korea which, as I mentioned totaled $10,635,000, of which the first line item indicated on page 427 is a POL facility, which we will discuss in detail in the classified section.

The next item is on page 435.

Senator MONRONEY. The item on page 428 was not authorized?

General SEEMAN. That is right, the POL offloading facility.

Senator STENNIS. 429 was not authorized?

General SEEMAN. That is correct, the STARCOM facilities.

Senator STENNIS. 430 was not authorized?

General SEEMAN. That is correct.

Page 435 is the next one.

You will recall that the authorization act came up while we were before the House on our funding plan and we have had to do some revisions therefore.

FACILITIES FOR SIGNAL BATTALIONS IN KOREA

Page 435 is an item for $1,650,000 to provide facilities for the two combat area signal battalions and a signal supply and maintenance company that are being disposed in the Korean area in the rear of the 8th Army in accordance with a new system for support.

U.S. forces in Korea, in connection with their tactical signal communications. Rather than depending upon a trunkline along one line of communication, they are disposing these battalions and the facilities in a grid so there will be many possible combinations for alternate transmission and receiving routes in case of damage or sabotage.

This is to provide the living accommodations for these signal companies. They are not disposed along the existing lines of communications. This is away from the existing cantonments and this is the basis for this requirement.

On page 436 are indicated the various segments of the type facilities that are required.

USE OF LOCAL CURRENCY

Senator STENNIS. In this area are you able to use local South Korean currency?

Mr. OCKERMAN. None is available in Korea.

Senator MONRONEY. Our Government has a tremendous amount of Korean currency. Whether they will accept it or whether you can get work done with that currency, I do not know, but I am not satisfied at all that you have updated the situation on this. I think it is of considerable importance to us.

General SEEMAN. In general the local currencies are particularly useful in the hire of the local labor where there is a requirement but they have not all the materials there to be used for which there is a permissive for procurement with dollars.

AVAILABILITY OF LOCAL MATERIALS

Senator MONRONEY. If I remember correctly, on the previous page, it shows local materials available.

General SEEMAN. That is correct. The standard approved-type construction is only semipermanent. Actually this item is stated as temporary construction but where possible for economy they go to semipermanent construction, concrete block, which is locally manufactured.

Senator MONRONEY. I wish you would have your Department check further on it.

Colonel COYNE. I worked with the FOA people just at the time FOA changed over into ICA several years ago. For the development of the ICA projects which were being programed, there exists hwan requirements in order to defray the cost of the hard goods brought in under the ICA program.

I do not believe the situation has changed and it was true that there was a shortage of the local currency generated in the local counterpart fund even to meet the requirement to replace the hard goods brought in by ICA.

Thus, whereas there are hwan or local currencies generated under this program, I think they are totally consumed in order to meet the requirements of the ICA projects and thus are not available to meet the defense requirements.

USE OF LOCAL CURRENCY TO PAY KOREAN ARMY

Senator MONRONEY. It might be that some of this local currency is used for the payment of the Korean Army, is that correct?

General SEEMAN. I am unable to answer that.

Senator MONRONEY. Would you make a check on that, please.

(The information requested follows:)

There are six agreements with the Republic of Korea under the provisions of Public Law 480. Local currencies generated under these agreements are used principally by ICA to defray costs of maintaining the Korean Army in accordance with the authority contained in section 104c of Public Law 480. Amounts generated in excess of these requirements are not sufficient to meet all Department of Defense requirements, and are not always available to meet Army construction requirements.

Counterpart currencies generated from the sale on the Korean market of ICA funded "soft goods" technically belong to the Republic of Korea and are required for implementation of projects in accordance with plans developed jointly

by ICA and the Republic of Korea. Such currencies are not available to defray costs of Department of Defense construction requirements in Korea.

Senator MONRONEY. You may go on to the next item.

General SEEMAN. Page 437, tactical troop facilities which will be covered in executive session.

The same applies to page 438, tactical and logistical facilities.

ORDNANCE AND GENERAL SUPPORT FACILITIES

Page 439, logistical facilities, and page 440, signal and ordnance facilities to support surface-to-surface missiles. The aircraft maintenance hangar on page 441 was not approved in the authorization act which brings us to page 442, ordnance general support company facilities. This is part of a new unit which is deployed to give more and better general support in the ordnance category to the divisions in the forward area. This total requirement of $465,000 covers the four items indicated in the center of the page. A general purpose maintenance shop, a technical supply warehouse, a vehicle inspection shop, and the messhall for 350 men which they plan to locate in a compound presently occupied by a direct support company to assure maximum joint utilization of the facility, but the existing compound is insufficient in the items I have mentioned. Approximately 50 percent of the maintenance performed at present is done out of doors.

The next item, ammunition igloos, page 444, was not approved for authorization; likewise warehouses and water supply, pages 445 through 449.

Pages 450 and 451 involve those repetitive items of the Air Defense improvement which we covered the first day and on which we are going into more details in executive session.

Page 452, supplemental missile facilities was not approved for authorization and that completes the 8th Army items in Korea.

FORT BUCKNER IN OKINAWA

IONOSPHERE STATION

The item beginning at Fort Buckner in Okinawa is page 453. There are six line items totaling $6,676,000.

The first one is on page 454, an ionosphere station in Okinawa to replace an inadequate building which is in an unsatisfactory location subject to electric line interference. This is part of a system which gathers information on the ionosphere and forwards it back to the national center at the National Bureau of Standards for use in overall studies of radar, radio, and other electronic services. The Army in this case is furnishing this support.

The next item is the HIPAR improvement kits of the NIKE-HERCULES items which we have covered and we will have further details in executive session.

AMMUNITION IGLOOS

The next items on page 456 are ammunition igloos at Fort Buckner. This is required for necessary storage of ammunition supplies of a specialized character which are now not presently stored in the area. This one increment provides a 45-day level of this special ammu-

nition on Okinawa. The previous increments were in the 1961 program. They provided 15 days as the first increment.

The next item on page 457 is also for a number of igloos for the storage of ammunition, which we will provide in further detail in the executive session.

We covered in the repetitive items the addition to the hospital at Fort Buckner. This is where an additional wing is being requested on the hospital there which provides the hospital service for all three services.

HIGH SCHOOL FOR FORT BUCKNER

The next item is a high school for Fort Buckner. Here again, this is the high school which serves all of the services on the island. At present they are housing this school in diverted permanent barrack buildings, and, with the requirement for some additional deployment, this is becoming critical and this request is submitted in order that the barracks can be made available for the purpose for which they were originally intended.

The number of high school students is increasing in the services just as it is increasing in the country at large. It is the part of the increase in students of school age which is hitting the schools all across the country.

Senator MONRONEY. This supplies services for the Army and what little Navy you have there and U.S. civilians?

General SEEMAN. That is correct. It takes high school dependents of all of the services—Air Force, Navy, Marines——

Senator STENNIS. Not the Marines. I think there is quite a distinction there. They are on the island by themselves. The facilities are somewhat austere, but they have the landing forces available.

Do you have more than one battalion now as fighting men on the installation?

General SEEMAN. There is a battle group deployed on Okinawa whose home unit is the division in Hawaii. At present a division is organized in five battle groups, although there may be a change on reorganization as announced by the President and Secretary of Defense. However, essentially the same relative disposition of strength will be involved.

Senator MONRONEY. As I recall, the number of combat groups on the island with reference to the total personnel for the Army there was very small.

General SEEMAN. This was true when they phased down the Army some time ago.

Senator STENNIS. This was last fall.

General SEEMAN. In addition to the battle group, there is a logistical command, there are certain NIKE and HAWK units, there is an aviation-engineer battalion in addition to the headquarters of the civil affairs and military government and the high commissioner and his staff, and the Air Force has certain units. I do not know those as well as the Army.

Senator STENNIS. What do you show as total personnel?

TOTAL PERSONNEL IN OKINAWA

General SEEMAN. Our total personnel is not broken down for Okinawa.

Senator STENNIS. Would you supply that for the record, please? (The information referred to follows:)

As of May 15, 1961, the reported strength at Fort Buckner is as follows:

Category	Officer	Enlisted	Civilian	Total
Present	725	7,371	10,052	18,148
Long range	1,012	9,872	10,063	20,947

DETERIORATED FACILITIES

Senator STENNIS. Are these in the new barracks that you have there?

General SEEMAN. Yes, sir; it is a diversion of permanent barracks.

Senator STENNIS. So if some of the bookkeeping or housekeeping personnel were reduced you may not then have reason for needing these barracks?

General SEEMAN. The barracks are desired to accommodate units in temporarily deteriorated facilities. You update their conditions and you move them into better buildings. The barracks have been used for school purposes as an expedient since they were available, but with the increase in population both in the military population and in the children of school age this has become critical.

Senator STENNIS. What is your next item?

LAND ACQUISITION ON GUAM

General SEEMAN. The next item is an item of land acquisition on Guam which houses one of our stations in the STARCOM net across the Pacific. They are presently utilizing these 146.9 acres under a lease but the lease has a final expiration date of June 30, 1962, and it has been necessary to file a declaration of taking and go into condemnation to insure the continued use of this land for the equipment and facilities which are located on it. This is approximately 147 acres at a total estimated cost of approximately $80,000.

That completes the Pacific area.

EUROPEAN AREA

FRANCE

The next area is in Europe as indicated in page 462.

We are asking now for only one item in France which was covered in our repetitive presentation of the first day. On pages 466 and 467 there is the discussion of this trainfire range. It is going to be used as a consolidated central facility for all of the troops in the western area of France.

GERMANY

The next item takes up Germany on pages 481 to 483. The item on page 481, "enlisted barracks" was denied authorization by the Congress. Most of these items in Germany we covered in the repetitive items because they are the miniature tank ranges for the firing of subcalibers and the training of gunnery crews on short ranges in the vicinity of their barracks.

MOVING TARGET RANGE

Colonel Coyne corrects me to say that the one exception to this is on page 483 which is not a miniature range but a moving target range. The items mentioned there are earthwork, 1½ miles of trackage, an electric vehicle, a target car, and a vehicle shed totaling an estimated cost of approximately $117,000. This is the training area at Grafenwoehr where the actual field firing is undertaken with full caliber guns.

HEATING PLANT CONVERSION IN SOUTHERN AREA

Following the miniature tank ranges which we discussed, we have an item on page 495–A, the heating plant conversion and connection for the installations in the Southern Area Command.

I might mention that for the purposes of installations support and control to relieve the tactical 7th Army of this function, the U.S. Army, Europe, in Europe and Germany is supported by a Northern and a Southern Area Command. These commands take care of the housekeeping functions and this particular item refers to the Southern Area Command. It is a request to convert 222 small individual unit boilers from a mixture of coke and coal and commercial gas to fuel oil in order that they can save manpower and cost. It is estimated that an annual savings of $775,000 can be realized from this conversion which will amortize this cost in around 2 years. This saving will be split approximately 70 percent to labor and 30 percent to fuel costs.

Senator MONRONEY. Where is this conversion located?

General SEEMAN. It applies throughout the Southern Area Command. The 222 boilers to be converted are in 90 buildings as indicated on page 495–C. The Southern Area Command is the one that is headquartered in the general vicinity of Munich and it will cover various compounds of tactical troops that this area command supports.

Senator MONRONEY. What is your next item?

General SEEMAN. The next item, page 496, is one of the miniature tank ranges that we covered before and that completes those items up to the surface-to-air missile items on page 499. These we have covered somewhat previously in our repetitive item and we will go into further detail in executive session.

ITALY

PARACHUTE SHOP

This brings us to the one request that we have in support of our Southern European Task Force in Italy which is a parachute shop as indicated on page 504 and page 505. This was previously authorized but it has not been funded to date, at an estimated cost of $40,000 to provide better parachute maintenance and packaging service for the cargo parachutes of the command. They have two aviation companies to support this headquarters. They service a total of 447 personnel parachutes, 115 cargo parachutes, and 50 drone parachutes. They are now temporarily housed in a class IV supply warehouse, which is inadequate for the proper care and packing of parachutes.

Senator MONRONEY. Who carries the cargo for airdrop? Is that the Air Force?

General SEEMAN. Yes, the Air Force handles our heavy airdrops. Of course we have helicopter companies which provide additional support right within the battle area.

Senator STENNIS. Those are maintained and operated by the Army?
General SEEMAN. Yes, sir.
Senator STENNIS. Does the Air Force furnish service for the air-cargo drops?
General SEEMAN. Yes, sir. More of a backup nature, there is an area in France which is an Air Force field and unit in proximity to one of our depots where this is jointly managed.
Senator MONRONEY. This is for the Army's own airdrop in isolated spots where they might need to reach troops with ammunition and so on?
General SEEMAN. That is correct.
The next item on page 507 is a number of items of a forward depot all of which are classified and which we will discuss in the executive session.
That takes us to page 517 with the European tropospheric scatter system which we covered in our repetitive item presentation and we are prepared to give further details in executive session.

CARIBBEAN AREA

FORT ALLEN, P.R.

COMMUNICATIONS AND TRANSMITTER BUILDING

That finishes Europe and brings us to the Caribbean area on page 529.
The first item is an item of $381,000 to provide continuous power facilities for the communications and transmitter building at Fort Allen, P.R. This is one of the strategic communication network stations. The station is relatively new. It has been provided its living and operating facilities under previous authorization and appropriation but here again is the supplementary requirement for the continuous power to support their synchronous encoding and decoding equipment. It requires some modification in the electrical work for the transmitter building and the communications building.
Senator MONRONEY. It all has to do with electronics and Signal Corps?
General SEEMAN. That is correct.

FORT CLAYTON

ALTERATION OF BUILDING

The next item in the Caribbean Command is on page 533 which shows two line items. The first on page 534 is the alteration of a building at Fort Clayton to provide facilities for an elementary school. This is where we are going a little bit in reverse of what we mentioned in Okinawa. There we propose to release required but presently diverted barracks by construction of a school building and here we are proposing to convert barracks no longer required to an elementary school. They estimate they can make a saving of $42,300 per year and avoid transportation of the children an extended distance away, across the canal. They are now using a bridge which is going to be displaced and would require a longer route next year and the years after, so it has triggered the economic study which has resulted in this request.

Senator MONRONEY. Is this just for the conversion of the barracks?

General SEEMAN. This is just for the alteration of a barracks to allow it to be used for an elementary school.

Senator STENNIS. Your unit cost is $9.55 a square foot?

General SEEMAN. That is correct.

Senator STENNIS. Even though it is already existing? Are the barracks in good shape? Are they of masonry type and fireproof?

General SEEMAN. Yes, sir; as I recall they are reinforced concrete.

Mr. NORWOOD. This involves some air conditioning of portions of it, and partitioning.

TOTAL CLASSROOMS

Senator MONRONEY. How many classrooms do you get out of this?

General SEEMAN. The estimate is based upon the then load of 478 children. The number of classrooms is not defined here. They do make the statement that they will be able to use the post theater for their auditorium. They will be able to use recreation facilities and the swimming pool which are there.

Senator STENNIS. Do I understand the students will be able to walk to school, eliminating all transportation costs?

General SEEMAN. Yes, sir. They make the point they will be able to improve the timing for noon lunches because many of the children will be able to——

Mr. NORWOOD. There are 21 classrooms involved.

Senator STENNIS. How far is the present school?

General SEEMAN. They do not have the mileage. It requires them to go across the canal to two other locations. We will provide the mileage for the record.

(The information referred to follows:)

Children from the Fort Clayton housing area are transported to schools at Cocoli and Fort Kobbe. The distance from Fort Clayton to Cocoli is 1.7 miles, from Fort Clayton to Fort Kobbe is 6.5 miles.

ELECTRIC SUBSTATION DISTRIBUTION FACILITY

Senator STENNIS. What is the next item?

General SEEMAN. The next item is also associated with Fort Clayton. It is an electric substation distribution facility in order to handle the electrical loads. The present circuits are loaded to capacity and cannot maintain the required voltage in the distribution system for a housing development of 752 families and BOQ units. Presently, these units are using gas for water heating and cooking and they are going to switch to a more economical electrical system.

Senator STENNIS. Do they use bottle gas?

Mr. NORWOOD. I do not know.

General SEEMAN. It is either LP gas or manufactured, artificial gas.

That completes the Caribbean area.

We then come to the Defense Communications Agency and this is the item which Admiral Irvin presented Friday.

GENERAL AUTHORIZATION ITEM

That takes up to the general authorization item. This is where we present a funding request under various categories to support our overall program. They are the advance planning function where we

try to get plans and specifications to the point where we can come to the Appropriations Committee with the firmest possible cost estimates and also be as ready as possible to utilize the funds within the next fiscal year and overcome the time lag for design and contract specifications upon which we can call for the competitive bids.

Senator MONRONEY. Do you have detailed planning on this?

General SEEMAN. No, sir; we will not get normally to the point where we have complete detail plans and specifications. We will normally get to the point of 50 to 60 percent at the time we present the request except at times as we have projects from the previous years. They may be further along.

Mr. NORWOOD. However, these dollars will provide for the final contract drawings before they go out for bids. That is to be provided through these funds.

General SEEMAN. Our construction costs as you see in these books, and I believe Mr. Norwood will check me, but our construction estimate on this is only the construction. The design and preparation of plans are paid for out of this fund and the total cost will have the combination of the two.

Senator MONRONEY. I notice you give on the project sheet the amount of planning completed and the amount of cost charged to this fund for the planning; is that correct?

General SEEMAN. That is correct.

MINOR NEW CONSTRUCTION

The next item is the minor new construction category and this is the item that provides for minor projects such as additions and extensions of buildings over the level of $25,000 per project which must be funded out of the construction authorization and funding authority of the Congress. This minor new construction permits projects of a general nature up to a level of $200,000, of an unforeseen nature, rather than presenting individual detail line items. Up to $50,000 they may be approved by the Secretary of the Army, from $50,000 to $200,000 they must receive the approval of the Secretary of Defense and they must meet the requirements of published criteria.

ACCESS ROADS

The access roads item covers additions that may be necessary to public highways because of a defense establishment in the area. This has been used a great deal in connection with the NIKE sites where there has been an influx of traffic on county roads and it requires some participation by the Federal Government. This work is done through the Bureau of Public Roads and the State and Federal highways procedure.

The last item is for the family quarters support of Capehart housing projects. As you know, the Capehart housing——

BUDGET CHANGE

Senator STENNIS. Before you get into that item, I note the proposed appropriation is listed as $1,930,000 and now it looks like $4,130,000. Is that a budget change?

Colonel ADAMS. Yes, sir. This is a budget change which we were able to make because of certain losses in authorization and the concurrent accrual of a rather pressing requirement for a major road job on the main island of Hawaii where our training forces from Oahu use the road to get from the landing point on the shore up to the training and firing range on the mountains. This has become quite an issue in Hawaii, so we felt it necessary to program the funds here so that we can cope with it this year.

Senator MONRONEY. We will not put it in the record, but would you furnish to the committee the list of items that this amount of money is to be used for broken down by project costs?

General SEEMAN. Yes, sir.

The information was furnished to the committee on July 12, 1961.

FAMILY HOUSING

The last item in this general authorization is the necessary support with appropriated funds, for those family housing projects in the Capehart procedure.

As you know, the authority provided by the Congress is for connections to the utilities of the mortgage area into the post system. This has to be done by appropriated funds, and the authority is not to exceed $1,000 average nor $1,500 for any individual project. We must request appropriated funds in support of the Capehart projects.

That completes our unclassified section, sir.

(Whereupon, the subcommittee went into executive session.)

REPROGRAMING

Senator STENNIS. Let's take the reprograming now and make a brief statement of what you want to do. We always ask that you show us where the money is coming from.

Colonel ADAMS. There are two line items, regular major line items, and a $1.5 million package of reprograming for minor construction. The two line items consist, first, of a telephone exchange building at Fort Lewis, Wash., similar to the repetitive items that we covered earlier in the 1962 program.

At Fort Lewis in the southern portion of the post——

Senator STENNIS. Let's take Fort Hood first.

FORT HOOD, TEXAS

Colonel ADAMS. Fort Hood is a package consisting of three barracks buildings, a mess building to accompany that, and the company administrative buildings that go with it. The total cost of the Fort Hood—there is one other item in the Fort Hood group and that is two battalion headquarters buildings which are at a separate location——

Senator STENNIS. $113,000.

BARRACKS BUILDING

Colonel ADAMS. That is correct. These two battalion headquarters buildings will be located in the area of an existing battalion set of barracks where the battalion headquarters were not built at the time

the barracks were built. They are urgently needed. They were approved for funding in an earlier Military Construction Appropriations Act but they were not sufficiently high priority within our application of those funds to get them built.

Senator MONRONEY. Is your Fort Hood installation your air school?

Colonel ADAMS. No, sir. This is an armored division station with an additional armored combat command, with some armored basic training, as well as a STRAC mission.

Senator STENNIS. What is the place in Texas which you have for the cleaning up of the missiles?

Colonel ADAMS. Fort Bliss, El Paso, Tex.

Senator STENNIS. Do you choose to put it in these barracks?

Colonel ADAMS. Yes, sir. This is considered quite a high priority item at this time, there being a clear deficit in the requirement for adequate barracks, either new or improved.

Senator STENNIS. You are going to take care of 978 men. It costs you $1.9 million, a little over $2,000 apiece.

Colonel ADAMS. The basic cost is within the statutory limits for the number of enlisted men housed.

MESS BUILDING

The next item is the mess building to serve this battalion area provided by the barracks. This is $419,000.

Senator STENNIS. That will serve how many?

Colonel ADAMS. That will serve five companies.

Senator MONRONEY. Is that serving at one sitting?

Colonel ADAMS. No, sir. The mess building is designed for a cafeteria schedule so that there can be a series of sittings.

Senator STENNIS. How do you take care of these men now, the barracks and the feeding of the men?

Colonel ADAMS. The barracks now in use in this particular area are temporary World War II unimproved barracks. They will be torn down.

Senator STENNIS. You have your battalion headquarters, your barracks, your messhall and then a battalion administration building and supply for Fort Hood?

Colonel ADAMS. Yes, sir.

Senator STENNIS. What is the total amount?

Colonel ADAMS. $2,745,000.

Senator STENNIS. Has this program been increased some there, or are the demands on Fort Hood more than they were a few years ago?

General SEEMAN. Yes, sir. Actually, the utilization of barracks there was 21,038 this past year. There are 8,000-odd permanent barracks. There are 8,000 of the World War II semipermanently improved and there are still some completely unimproved, so there is an outstanding deficiency of fully adequate barracks there.

There has been an increase of over 4,000 in the deployment of troops there since 1958.

Senator MONRONEY. These will be permanent type buildings?

General SEEMAN. Yes, sir.

Senator STENNIS. The telephone exchange there is the regular building that you use for a place like that?

Colonel ADAMS. Yes, sir.

Senator STENNIS. What are you using now?

Colonel ADAMS. We have a permanent building in the southern area of Fort Lewis which provides 3,400 lines, which is only part of the requirement. That is augmented by an old temporary building housing a portion of the exchange in the north post, widely separated from this, and some 600 lines provided by portable expedient type facilities.

Senator STENNIS. There are no extras on this. It is just straight austere building utility in type?

Colonel ADAMS. That is correct, and the previous permanent facilities stay in service complementing this partial requirement.

Senator STENNIS. What is your next item? You have minor construction here, $1.5 million.

CANCELLATION OF PROJECTS

Colonel ADAMS. If I may, the funds covering the Fort Hood group of items and the Fort Lewis exchange are provided by cancellation of projects.

Senator STENNIS. What projects?

Colonel ADAMS. The projects canceled were at Glasgow Air Force Base, Mont. This cancellation comes about because of the air defense redispositions made in 1959.

Senator STENNIS. What is your next item?

Colonel ADAMS. We saved $2.9 million.

Senator STENNIS. Tactical facilities?

Colonel ADAMS. Antiaircraft sites.

Senator STENNIS. You are going way back here and getting some money we appropriated for those NIKE installations and putting it over here.

General SEEMAN. It was the fiscal 1960 program.

Senator STENNIS. I remember all that, but I thought the Treasury was going to benefit by those cancellations. I want to go over this with Senator Monroney just a minute.

There was an old NIKE site, one that was planned and money was appropriated for it but then the situation shifted some and it was decided not to put it in, and now they are proposing to take that money and use it at Fort Hood where I am sure it is needed.

I never did like these reprograming actions much unless there was a real emergency, because it really, in part, is sidestepping the budget and the Congress in this way. When this plan was made this year for the present budget, these items did not rate high enough to get in and the bill comes in and then the Congress considers a bill. Under the reprograming the committee is the only one that has to pass on it, just the committees of each House. They are congressional committees but it really does not go back through the appropriation process.

General SEEMAN. May I take a slight exception? This reprogram request was prepared somewhat earlier than our 1962 program but time has slipped away from us. Also we cannot reprogram to an item that has not been authorized by the Congress.

Senator STENNIS. I know that. That is elementary.

SECTION 103

General SEEMAN. In previous years there was permission for overprograming to allow a certain amount of flexibility. During the past few years this has been changed. In addition, we have this section 103 under unforeseen requirements which you appropriately mentioned was tied to breakthroughs in scientific and research and development categories. That is unfunded. So the reprograming function is a practical necessity.

Senator STENNIS. You have a special fund for that.

General SEEMAN. No, sir. Section 103 provides authorization only and when something unforeseen comes up, then we must take the funds from a previously approved item and reprogram them to the new requirement.

Senator STENNIS. I think it should be limited to that, something unforeseen coming up. Otherwise, you do a certain amount of violence to your congressional processes and your budgetary processes. It is not anything wrong, but you sidestep the setting up of the budget and then you fix it where the committees can go and have that money spent and only Congress can set the military construction bill.

I do not mean to be too strict on that, but that is why I discourage it a little. Another reason I do not want to pass on them when you send them over here, it is hard to get a full committee or anything like the full committee to meet and consider them because they have so many other things to do.

We will weigh all of this when we write up the bill.

General SEEMAN. The urgency here was to apply funds to previously authorized projects. The President announced a policy of accelerated work.

Senator STENNIS. With all deference to you, I do not like that either. That is like building a forestry laboratory to give work in a certain county.

Is there anything else on that?

Colonel ADAMS. The next item is $1.5 million request for reprograming funds, from savings from major projects spread over past years, to urgent minor construction projects.

Senator STENNIS. To save $10,000 down at Fort Sill, then they can spend that money some place else.

MINOR CONSTRUCTION

Colonel ADAMS. We had a rather lean program for minor construction last year at about $3.3 million in new appropriations. As you may have noticed, we put in for six for the fiscal year 1962 program.

Senator STENNIS. What do you mean by minor construction?

Colonel ADAMS. These are urgent projects which must not be over $200,000 in amount and must all total within the amount authorized and appropriated within general authorization. If we have such an urgent project, we may then go no higher than the Department of Defense to establish and execute these projects.

Senator STENNIS. We have a general lump sum authorization in the authorization bill for what you call minor construction?

Colonel ADAMS. That is correct, it is covered by 10 U.S.C. 2676.

Senator STENNIS. That is anything that you deem necessary up to $200,000. Is that right?

Colonel ADAMS. That is correct.

Senator STENNIS. It does not have to have a line item for it. They can get the money.

General SEEMAN. We covered this in the fiscal year 1962 program for general authorization items this morning.

Senator STENNIS. One way to get the money is picking it up in savings or in regular construction.

Senator MONRONEY. Sometimes they might accidentally overestimate what the cost would be for earthmoving equipment or something like that.

Senator STENNIS. That is right. They pick up money that way and all they have to do is just justify it before the committee and they do not have to go back to the Congress.

Colonel ADAMS. We approached the third quarter of this year with some $1.8 million of these projects nearing the approval process administratively, over and above the funds we had available. In addition to that we had a backlog of over $1 million which will hit us early in the season in fiscal 1962, we are quite certain. This was the basis upon which we came in for this reprograming.

LIST OF ITEMS INVOLVING SAVINGS

Senator STENNIS. Do you have a list of items there where you save this money?

Colonel ADAMS. Yes, sir.

Senator STENNIS. Would you read those, please? If it is too long to read, you can put them in the record.

(The list referred to follows:)

[In thousands of dollars]

Location, line item No., and Public Law	Description	Program estimate	Current estimate	Savings
Aberdeen Proving Ground, Md.: No. 57, Public Law 85-685.	Heating plant	140	127.0	13.0
Redstone Arsenal, Ala.: No. 175, Public Law 86-149.	Airfield lighting	188	145.0	43.0
White Sands Missile Range, N. Mex.: No. 89, Public Law 86-500.	Electric power for range instrumentation.	960	864.0	96.0
Fort Monmouth, N.J.: No. 58, Public Law 86-500.	Chapel center	721	600.0	121.0
Brooklyn Army Terminal, N.Y.: No. 14, Public Law 86-500.	Replace 2 steam generators	607	396.6	210.4
Fort Eustis, Va.: No. 7, Public Law 85-685.	Training command headquarters building.	711	640.0	71.0
Fort Knox, Ky.: No. 119, Public Law 86-149.	Post office building	421	320.0	101.0
Fort George G. Meade, Md.:				
No. 10, Public Law 84-161	Regimental chapel	293	259.0	34.0
No. 133, Public Law 85-685	Trainfire range	383	359.8	23.2
Fort Benning, Ga.:				
No. 22, Public Law 86-500	2 regimental headquarters buildings.	375	311.0	64.0
No. 31, Public Law 86-500	Regimental gym	365	285.0	80.0
No. 55, Public Law 86-500	Regimental chapel	280	191.0	89.0
Fort Bragg, N.C.:				
No. 186, Public Law 85-685	Trainfire ranges	479	451.0	28.0
No. 213, Public Law 86-500	Regimental chapel	276	238.0	38.0
Fort McClellan, Ala.:				
No. 1, Public Law 86-500	Decontamination equipment building.	121	105.0	16.0
No. 3, Public Law 86-500	Chemical equipment building	117	100.0	17.0

[In thousands of dollars]

Location, line item No., and Public Law	Description	Program estimate	Current estimate	Savings
Fort Rucker, Ala.: No. 21, Public Law 85-685.	Flight simulator building (rotary wing).	195	175.0	20.0
Fort Leonard Wood, Mo.: No. 56, Public Law 86-500.	Improvement to water supply system.	1,134	946.0	188.0
Presidio of San Francisco, Calif.: No. 1, Public Law 86-149.	Sewage treatment plant (Fort Barry).	118	96.0	22.0
Fort McNair, D.C.: No. 15, Public Law 86-500.	Addition to electrical distribution system.	263	237.0	26.0
U.S. Military Academy, N.Y.: No. 51, Public Law 86-500.	Convert electric distribution system.	350	262.1	87.9
Location 23: No. 83, Public Law 86-500.	2 enlisted men's barracks	561	505.0	56.0
STARCom Relay Station, Asmara, Eritrea: No. 69, Public Law 86-149.	Addition to transmitter building, No. 5606.	187	122.0	65.0
Total savings				1,509.5

Army Reserve

STATEMENTS OF MAJ. GEN. L. E. SEEMAN, DIRECTOR OF INSTALLATIONS, OFFICE, DEPUTY CHIEF OF STAFF FOR LOGISTICS; MAJ. GEN. F. W. WARREN, CHIEF, U.S. ARMY RESERVE AND ROTC AFFAIRS; COL. E. C. ADAMS, CHIEF, CONSTRUCTION DIVISION, OFFICE, DIRECTOR OF INSTALLATIONS, ODCSLOG; LT. COL. H. B. THOMPSON, CHIEF, REQUIREMENTS BRANCH, LOGISTICS DIVISION, OCARROTC; MR. W. R. HERRON, PUBLIC WORKS PLANNING BRANCH, CONSTRUCTION DIVISION, OFFICE, DIRECTOR OF INSTALLATIONS, ODCSLOG; AND MR. P. E. OCKERMAN, CONSTRUCTION, PROCUREMENT AND RESEARCH BRANCH, ESTIMATES AND FUNDING DIVISION, OFFICE, DIRECTOR OF ARMY BUDGET, OCA

Total Appropriation Request

General Seeman. Our requested appropriation for the Reserve this year, Mr. Chairman, is $13 million, which would provide 21 new centers, one purchase, eight additions, one rehabilitation, and then a package item for minor additions to present centers. General Warren is here to go into as much detail as you wish.

Senator Stennis. We are glad to have you, General Warren.

General Warren. I have a very short statement I can read or submit for the record, according to the chairman's desires.

Prepared Statement

Senator Stennis. We will take all the time you need but I expect for the record we will really need it so we can check it back later. Put it in the record and then make a summary statement for us.

(The statement referred to follows:)

Statement By Maj. Gen. Frederick M. Warren, Chief, U.S. Army Reserve and ROTC Affairs

Mr. Chairman and members of the committee, I am Maj. Gen. Frederick M. Warren, Chief, U.S. Army Reserve and ROTC Affairs. It is my purpose to report on the Army Reserve construction program under chapter 133, title 10, United States Code.

We are particularly gratified to report on the progress in our efforts to achieve joint construction with other components. Contained in the fiscal year 1962 appropriations request are 21 centers, of which 8 will be joint construction projects with other Reserve components, and provision for future expansion by another component will be made at one other project location. This is the highest proportionate number of joint projects in any one fiscal year program, so far.

The graphic illustration, enclosure No. 1, shows that during the period fiscal years 1950–59, 391 new centers had been started, and that last year, fiscal year 1960, 55 centers were placed under contract. In fiscal year 1961, 47 new center construction starts are planned. This will provide a total of 493 centers constructed or under construction through fiscal year 1961. Additionally, there are 13 centers for which authorization has been made that will be carried forward to fiscal year 1962, and these centers plus the 21 centers for which appropriation is being requested will give us a target of 34 center starts in fiscal year 1962. This would provide a total valid authorization of 527 centers through that fiscal year, all of which would be funded.

The chart at enclosure No. 2 reflects that during the period fiscal years 1950–57, 12 additions to existing buildings were placed under construction; in fiscal years 1958–59 there were 55; in fiscal year 1960 there were 66, and our target for fiscal year 1961 is 29. These projects consist of expansions, assembly halls, and maintenance shops.

Chart No. 3 summarizes the status of Army Reserve construction funds. You may observe that by the end of fiscal year 1960 we had obligated $117.3 million of the $126.5 million available and appropriated up to that time. As of fiscal year 1961, $142.5 million has been appropriated of which it is anticipated that we will have obligated by the end of fiscal year 1961, $136.3 million. This represents a $3 million increase as a result of the revised budget. This will leave a $6.2 million carryover into fiscal year 1962. The construction program for fiscal year 1962 calls for $13 million in new appropriations with a $16 million obligational authority. This will provide a $3.2 million carryover into fiscal year 1963.

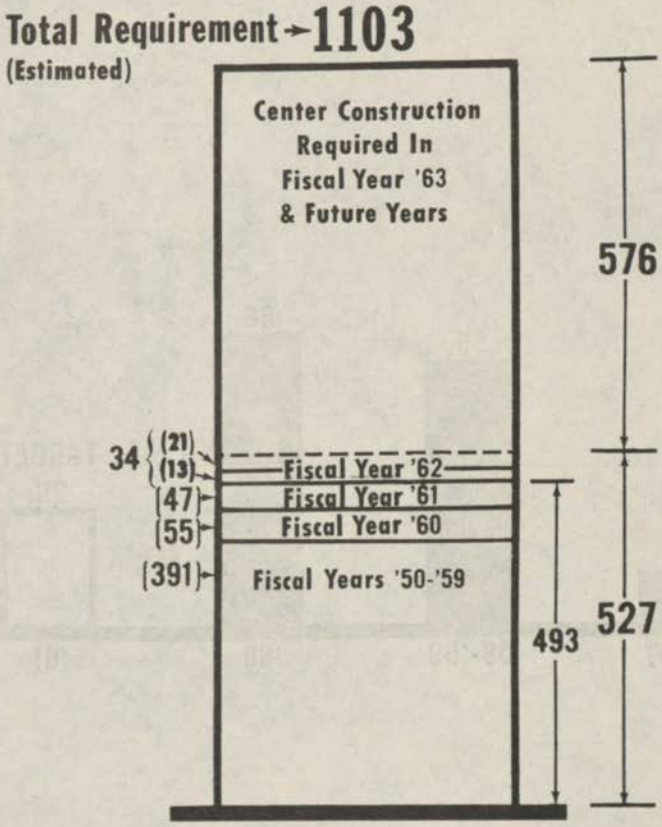
The fiscal year 1962 line-item justification data, copies of which were previously provided the committee, consists of 21 centers, 4 separate maintenance shops, 4 expansions, and 1 purchase in lieu of construction at a total estimated cost of $8.788 million. It also contains a line item for advance planning in the amount of $823,000 and for land acquisition in the amount of $351,000. A single line item for projects in the amount of $3.038 million is also included to provide for ancillary items that were omitted from construction projects in years prior to fiscal year 1960, plus a project for modification and rehabilitation of a Naval Reserve center for joint utilization in lieu of construction. The total appropriations requested are $13 million.

In conclusion, gentlemen, I wish to reiterate that the Army Reserve has achieved its best state of efficiency, mobilization readiness, and prestige in history. We can attribute this achievement in a marked degree to the visible evidenec of Army Reserve centers which you gentlemen of the Congress have made possible. This construction program has played and will continue to play a major role in attaining the readiness which will permit Army Reserve units to meet their mobilization requirements.

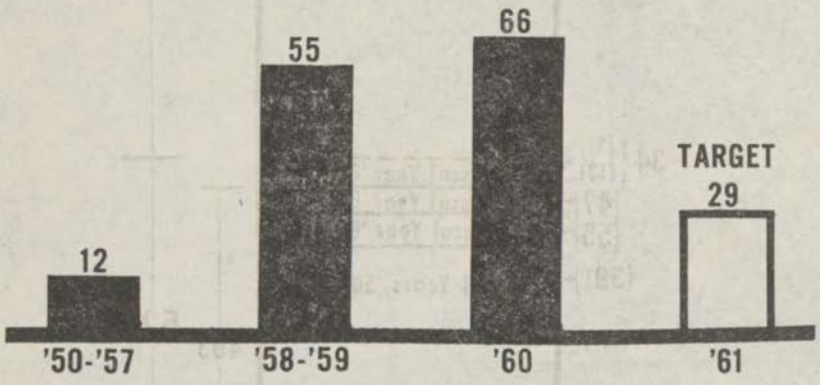
It is recommended that this program be approved.

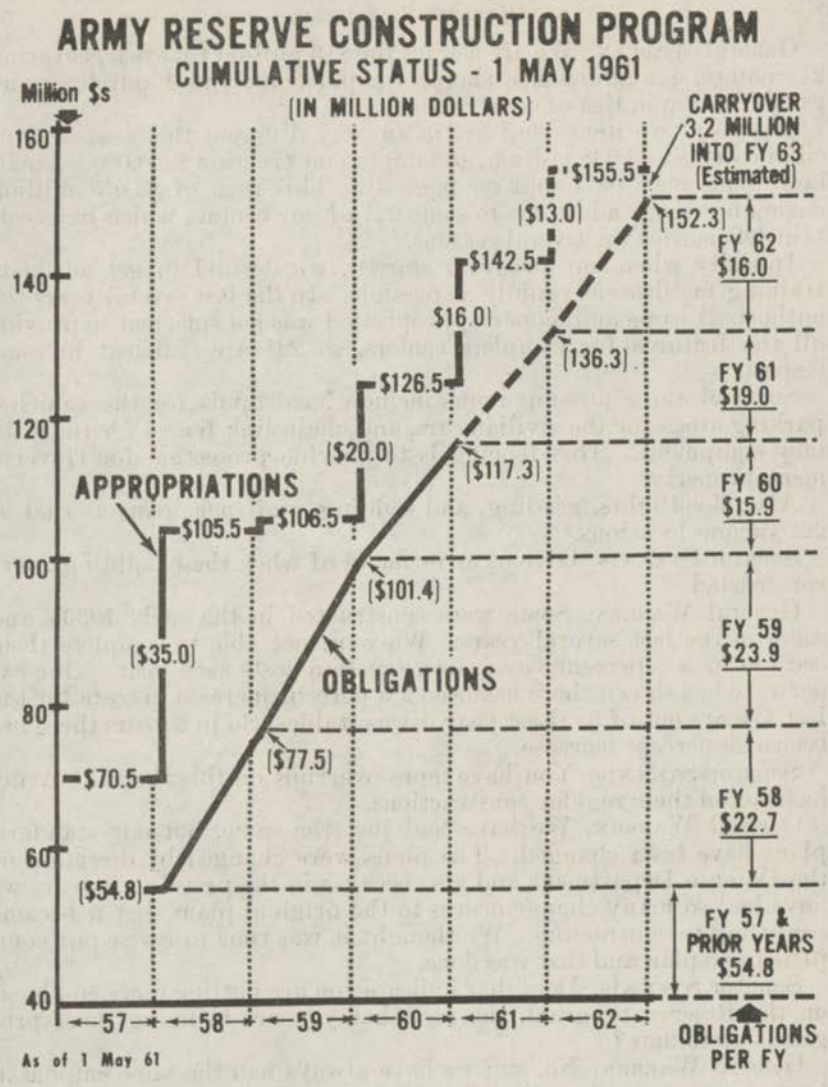
Gentlemen, this concludes my statement on the Army Reserve construction program. If you have any questions I will be pleased to answer them.

US ARMY RESERVE CENTER
Construction Programming Status
1 MAY 1961



UNITED STATES ARMY RESERVE CONSTRUCTION
Starts On Additions To Existing Centers
By Fiscal Year
1 January 1961




ARMY RESERVE CONSTRUCTION PROGRAM
CUMULATIVE STATUS - 1 MAY 1961
(IN MILLION DOLLARS)
Million $s
160
140
120
100
80
60
40
CARRYOVER 3.2 MILLION INTO FY 63 (Estimated)
$155.5
($13.0)
($142.5)
$16.0
$126.5
($20.0)
APPROPRIATIONS
$105.5
$106.5
($35.0)
$70.5
($54.8)
($152.3)
($136.3)
($117.3)
($101.4)
OBLIGATIONS
($77.5)
FY 62 $16.0
FY 61 $19.0
FY 60 $15.9
FY 59 $23.9
FY 58 $22.7
FY 57 & PRIOR YEARS $54.8
57
58
59
60
61
62
OBLIGATIONS PER FY
As of 1 May 61

General Statement

General Warren. We are asking for $13 million this year, covering 21 centers, 4 maintenance shops, 4 expansions, and 1 purchase and rehabilitation in lieu of construction.

The only two items that are in anyway different this year are ancillary items: $3.038 million, and minor construction $200,000. Ancillary items may be found on page 31. This item of $3.038 million covers necessary additions to some 221 of our centers which have certain deficiencies for several reasons.

Initially when our program started, we desired to get adequate training facilities as rapidly as possible. In the last several years the authorized scope and money appropriated was not sufficient to provide all the features for complete centers, so 221 are deficient in some respect.

Some of these missing items include hardstands for the vehicles, parking areas for the civilian cars, and chain link fences for the military equipment. This fencing is to provide protection for Government property.

Also, floodlights, grading, and sodding, and such items as that at 221 various locations.

Senator Stennis. Give us an estimate of when these buildings were constructed.

General Warren. Some were constructed in the early 1950's and some in the last several years. We were not able to complete them because of a 5-percent rise in construction costs each year. Our experience has shown there has been a 5-percent increase in costs for the last 4 years out of 5. Last year it was stable. So in 5 years there has been a 20-percent increase.

Senator Stennis. You have more overruns on this than the Army has had on their regular constructions.

General Warren. We have had just the same, but our standard plans have been changed. The plans were changed by direction of the Defense Department and also because in the past 7 or 8 years we have had so many change orders to the original plans that it became confusing to contractors. We thought it was time to revise our complete basic plan and that was done.

Senator Stennis. Does that indicate you are putting more emphasis on the Reserve program, the fact that you are bringing those programs up to date?

General Warren. No, sir; we have always had the same emphasis. From year to year there have been changes. By experience we learned where there had to be a change to some previous plan. We think we have the plan now standardized and just where we want it.

Senator Stennis. Is there anything further?

Armories at Ardmore and Oklahoma City

Senator Monroney. I note in here two or three armories with which I am familiar, Ardmore, Okla., and Oklahoma City. These are brand new. This means you did not have enough money to properly equip them or do the things necessary to make them useful?

General Warren. That is correct. When we would call for bids, we would call for bids for the complete package. Then if it exceeded the authorization we would have to delete certain items.

Senator MONRONEY. This is to take care of some of the deleted items which are most essential?

General WARREN. That is correct.

General SEEMAN. There was a certain element of this when the Army was being organized into pentomic divisions. Our approach was to obtain a maximum training capability by building the training centers and deferring the parking areas and fences and certain ancillary things that General Warren has indicated.

Senator STENNIS. I think this is a reasonable item here. Costs have been going up and part of the military planning has been changing, the requirements are different. I know in some places they did not have anyplace to put their trucks and machinery. They had to have lights and fences and hardstands and I think this is a modest sum.

MINOR CONSTRUCTION

General WARREN. That will bring us up to date and have our present centers uniform. The only other item peculiar this year is minor construction, $200,000, on page 32. We have been the only agency for many years, I believe, that has not had a minor construction item. We never previously had it, but we feel the need for it now. This will take care of unforeseen contingencies, expenditures of less than $50,000 each. This fund will be centrally administered at the Department of the Army level, and those in the field wishing to take advantage of this must make application to the Department of the Army. Anything over $10,000 will have to be approved by the Defense Department. We are not asking for an additional appropriation. Approval of this item in our funding plan will enable us to accomplish such work with savings from previous years.

Senator STENNIS. You are asking for $200,000 and anything over $10,000 has to have express authorization from the Department of Defense?

General WARREN. That is correct.

Senator STENNIS. Who is going to approve those for $9,000?

General WARREN. The Department of the Army will approve them and no single project can be authorized over $50,000.

Senator STENNIS. The House appropriation bill, the major bill, has a limitation on the maintenance and operations, I believe, and you cannot spend more than $25,000.

General WARREN. This is original construction and is not O. & M. funds or anything like that. We do not, for instance, carry insurance to take care of unforeseen damage to our facilities.

Senator STENNIS. You would try to take care of this out of the $200,000?

BURLINGTON, VT., CENTER

General WARREN. That is right. Fire damage, windstorm, lightning. In addition to that, we have just had an occasion this year to buy from GSA for use as a center, a Burlington, Vt., post office, for a nominal sum, less than $50,000. With a contingency fund we could have purchased it immediately. As we are operating now, this had to become a line item which delayed the use of this building.

That is a rather rare case, but is just one example.

LIMITATION ON MILITARY REPAIRS

Senator STENNIS. Again, $200,000 nationwide is not going to do much anywhere, but I just know that this matter is on the mind of Congress and if the House of Representatives put a $25,000 limitation on all military repairs and everything, I suggested there this morning to Mr. Gilpatric that they try to work out a sliding-scale proposition.

General WARREN. If that limitation were placed upon us it would not burden us too much.

Senator STENNIS. That was for relatively larger items.

General SEEMAN. If that limitation stands in the O. & M. legislation and the definition of repair is not carefully watched, it will require a major increase in the whole area of military construction.

Senator STENNIS. Are there any questions on this?

Senator MONRONEY. No questions.

Senator STENNIS. Your regular Reserve installations are all within the general plans and specifications and types that we have had before?

General WARREN. Yes, sir; all have been recommended by the Army commanders and screened and approved by the Department of Defense.

Senator STENNIS. This is a continuation of your program of building a modest amount of reserve unit buildings each year?

General WARREN. That is correct.

JOINT USE OF BUILDINGS

Senator STENNIS. Some of these are for joint use.

General WARREN. Eight of them. At the present time we have 172 centers both leased and constructed with joint use of other services.

Senator STENNIS. I see you have some air conditioning scattered through here.

General WARREN. Yes, sir, where we think it increases efficiency, and in some areas of the country where it is authorized by Defense criteria we feel it is necessary, at least in the full-time use areas.

Senator STENNIS. A good number of years ago we appropriated a lump sum of money and did not require line items for these Reserve facilities.

General WARREN. That was before fiscal year 1959.

General SEEMAN. The Congress this year in the authorization act has expressed a desire to revert to this.

Senator STENNIS. That is why I bring it up. We got into trouble on that on the National Guard armories more than we did the Reserves, but I know from illustrations when we had the lump-sum appropriation you would get into a lot of pressure and you put all of your money in one, two, or three areas some years ago. When we go back to the other system, I hope you will keep your aim on filling this thing out and filling out the real deficiencies rather than building just one or two big ones at a big city.

General WARREN. We will try to disperse it equitably.

Senator STENNIS. If there is nothing else, we thank you very much for a very fine presentation. It is always nice to have the Army here.

General SEEMAN. We will come in with the Guard construction program at your will.

Senator STENNIS. Thank you for your entire presentation.

FUNDING PLAN

Senator STENNIS. Would you prepare for the record a listing with a tabular analysis comparing the funding plan submitted with the fiscal year 1962 program recently authorized?

(The information referred to follows:)

Army Reserve projects

Location	Type of facility		Cost (thousands)
	Rated capacity	Maintenance shop (bay)	
Arizona: Phoenix	600-man center	3	$572
Arkansas: Little Rock		2	48
California: Ontario-Laverne-Rialto	200-man center	2	372
Florida: Fort Lauderdale	do	2	321
Georgia: Waycross	100-man center	1	163
Illinois:			
Chicago No. 4 (O'Hare)	1,000-man center	5	778
Joliet	200-man center	2	366
Indiana: Terre Haute		3	67
Kansas: Kansas City	600-man center	3	572
Louisiana: Lafayette	100-man expansion	1	202
Massachusetts:			
Fall River	200-man center	2	386
Springfield	200-man expansion		111
Michigan:			
Detroit (No. 1)	600-man center	3	602
Kalamazoo	200-man center	2	389
Mississippi: Gulfport	do	2	321
Montana: Butte	100-man center	1	185
New York: Jamaica, Long Island	400-man expansion		237
North Carolina: Durham		3	58
Ohio: Cincinnati No. 2	600-man center	3	601
Pennsylvania:			
Brownsville	100-man center	1	190
Erie	400-man center	3	323
Tennessee: Johnson City	do	3	465
Texas:			
McAllen	100-man expansion	1	197
Paris	100-man center	1	166
Terminal-Midland-Odessa	200-man center	2	273
Vermont: Burlington	Purchase and rehabilitation.		79
Virginia: Lynchburg	200-man center	2	218
Washington: Yakima	do	2	236
West Virginia: Huntington		3	64
Puerto Rico: Yauco	100-man center	1	226
Subtotal			8,788
Land acquisition			351
Ancillary items			3,038
Minor construction (funded from prior-year savings)			(200)
Advance planning			823
Appropriation requested			13,000
Projects authorized by Public Law 87-57 but not included in funding plan:			
North Dakota: Fargo	200-man center	2	393
Utah: Pleasant Grove	100-man center	1	181
West Virginia:			
Martinsburg	do	1	181
Morgantown	do	1	181
New Martinsville	do	1	181
South Charleston		3	64
Subtotal			1,181
Land acquisition			115
Advance planning			85
Unfunded total			1,381
Grand total			14,381

COMMITTEE RECESS

Senator STENNIS. The committee is recessed until 10:30 tomorrow morning.

(Whereupon, at 5 p.m., Monday, July 10, 1961, the hearing was recessed until 10:30 a.m., Tuesday, July 11, 1961.)

MILITARY CONSTRUCTION APPROPRIATIONS FOR 1962

TUESDAY, JULY 11, 1961

U.S. SENATE,
SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS,
Washington, D.C.

The subcommittee met, pursuant to recess, at 10:30 a.m., in room 1114, New Senate Office Building, Hon. John Stennis (chairman of the subcommittee) presiding.

Present: Senators Stennis and Monroney.

DEPARTMENT OF THE ARMY

ARMY NATIONAL GUARD

STATEMENT OF MAJ. GEN. L. E. SEEMAN, DIRECTOR OF INSTALLATIONS, DCSLOG; ACCOMPANIED BY MAJ. GEN. C. P. KERR, ASSISTANT CHIEF, NATIONAL GUARD BUREAU FOR ARMY; COL. G. A. MEIDLING, CHIEF, ARMY INSTALLATIONS DIVISION, NATIONAL GUARD BUREAU; LT. COL. R. R. BADGER, ARMY INSTALLATIONS DIVISION, NATIONAL GUARD BUREAU; W. R. HERRON, PUBLIC WORKS PLANNING BRANCH, CONSTRUCTION DIVISION, OFFICE, DIRECTOR OF INSTALLATIONS, ODCSLOG

PREPARED STATEMENT

Senator STENNIS. It is always nice to get around to the National Guard. We can get into this as you gentlemen may suggest. We have a general statement, do we not?

General SEEMAN. We have a prepared statement by Maj. Gen. Donald W. McGowan, Chief, National Guard Bureau, who is unable to be here.

Senator STENNIS. The statement may be inserted in the record at this point.

(The statement referred to follows:)

STATEMENT BY MAJ. GEN. DONALD W. MCGOWAN, CHIEF, NATIONAL GUARD BUREAU

Mr. Chairman and members of the committee, I welcome the opportunity to appear before you to present the Army National Guard construction program, the progress to date and current requirements for funds to accomplish the proposed armory and nonarmory projects in the President's budget for fiscal year 1962, and also an estimate of the future appropriations required to complete the armory construction program.

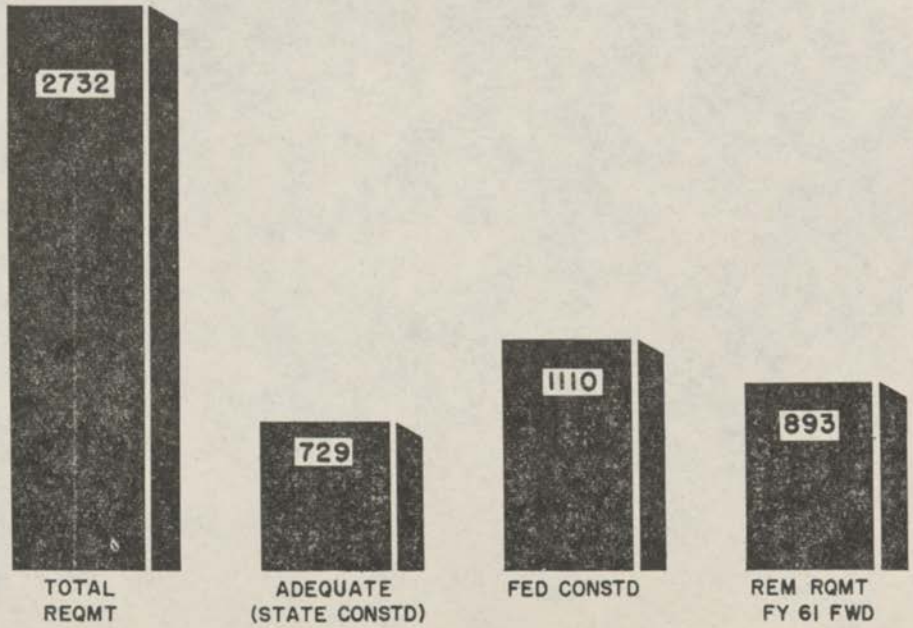
I have four charts which will depict our construction program.

CHART NO. 1

ARMY NATIONAL GUARD

TOTAL ARMORY FACILITIES

30 JUNE 1960



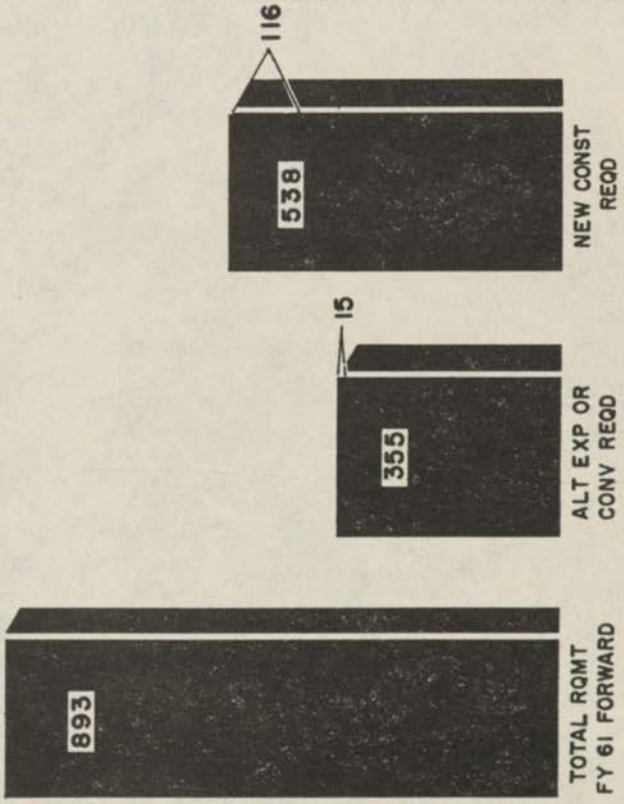
The total armory requirements to house the units of the reorganized Army National Guard is 2,732, as shown by the bar on the left. Of this total, 729 State-constructed armories shown by the second bar are adequate and 1,110 armories as shown by the third bar have been constructed with Federal participation. This leaves a remaining requirement for construction and alterations in fiscal year 1961 and forward of 893, as shown by the last bar on the right.

CHART No. 2

ARMY NATIONAL GUARD

ARMORY PROJECT REQUIREMENTS

FY 1961 FORWARD



The bar on the left of this chart represents these 893 armory projects which, as of July 1, 1960, required construction of some type to adequately house the units of the Army National Guard. The bar in the center represents the 355 existing armories which require alterations, expansion, or conversion. The bar on the right shows the 538 complete new armories required to be built. These armories will replace interim or inadequate older facilities which were constructed or provided by the States with no Federal participation.

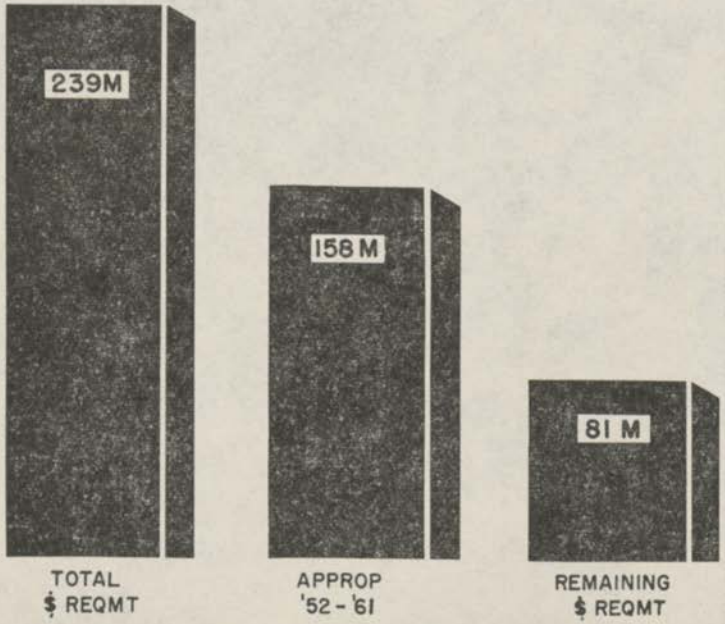
As shown by the tickmarks—of this requirement, the fiscal year 1961 $27 million obligation authority will permit us to alter, expand, or convert 15 State-constructed armories and to build 116 new armories.

CHART NO. 3

ARMY NATIONAL GUARD

ARMORY CONSTRUCTION FUNDS

81 MILLION IS THE REMAINING APPROPRIATION REQUIREMENT



KANSAS STATE UNIVERSITY
MANHATTAN, KANSAS
LIBRARY
REFERENCE
DEPARTMENT

Now I would like to briefly cover the status of armory construction funds.

As shown by the bar on the left, $239 million is the total estimated Federal investment required. Of this, Congress has already appropriated $158 million through fiscal year 1961, leaving the $81 million shown by the bar on the right, as the estimated remaining requirement for fiscal year 1962 and forward.

This chart graphically portrays armory construction progress under the provisions of the National Defense Facilities Act of 1950, as amended, by dollar obligations from fiscal year 1954 through fiscal year 1961.

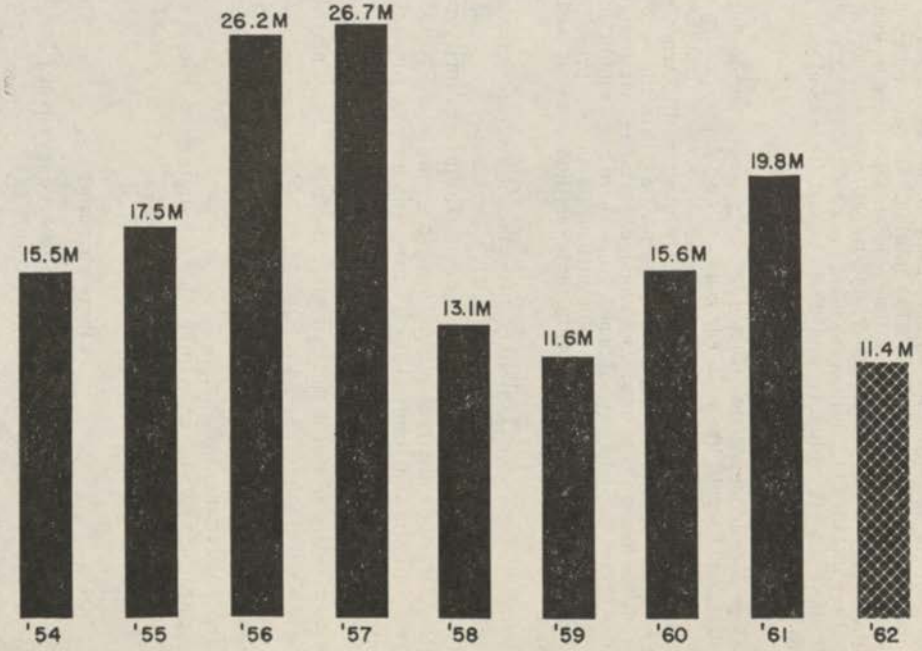
Obligations progressed from $15.5 million in fiscal year 1954 to the high points of $26 million-plus in fiscal year 1956 and again in 1957. Funding restrictions reduced obligations in fiscal year 1958 to $13.1 million. The fiscal year 1959 and 1960 obligations reflect the continued limitation placed on annual obligations.

NAVAL WAR COLLEGE LIBRARY NEWPORT, R.I.

CHART NO. 4

ARMY NATIONAL GUARD

ARMORY CONSTRUCTION OBLIGATIONS



The financial plan for Army National Guard construction in fiscal year 1962 provides for armory projects totaling $11.4 million. The nonarmory portion of $1.9 million supports projects to provide training, maintenance, administrative, and storage facilities. In addition, $300,000 is provided for minor construction and $600,000 for planning.

This $14 million construction program for fiscal year 1962 is made up of $4 million carried over from prior year appropriations, plus the $12 million new appropriation we are requesting this year. This gives a total of $16 million, of which $2 million will be carried forward to fiscal year 1963.

The projects submitted for authorization to the Armed Services Committees of Congress this year amount to $13.3 million. Of the armory and nonarmory projects included in the authorization request, all will be included in our funding program for fiscal year 1962. The justification data books submitted to your committee include $14.3 million for fiscal year 1962. The $2.3 million additional costs above the $12 million requested will be met from fiscal year 1961 carryover funds.

JOINT UTILIZATION

Before completion of this portion of my presentation dealing with armory construction, I would like to briefly comment on joint utilization of armories by other agencies or Reserve components. At the present time there are 55 armories in 23 States at which joint utilization involving the Army National Guard and other Reserve components now obtains, or where the facilities to permit joint utilization are now under construction. We feel that good progress in this field is currently being accomplished, since there are 39 additional locations in 20 States where planning for joint utilization is now proceeding. In total, overall joint utilization exists or planning is underway at 94 locations in 32 States.

Senator STENNIS. You may proceed, General Seeman.

General SEEMAN. Thank you, Mr. Chairman.

This Guard program is a new obligational authority request of $12 million to cover a direct obligation program of $14,291,000. General Kerr from the National Guard Bureau is here to present the detailed program and such questions as the chairman may ask.

Senator STENNIS. I have a few general questions first. The armories require a major part of your money. They are all taken from the authorization bill this year, are they not?

General KERR. Yes, sir.

Senator STENNIS. That is all of the bill that was passed this year?

General KERR. Yes, sir.

Senator STENNIS. I believe the financing of those armories was heretofore financed, were they not, except these this year?

General KERR. Yes, sir.

CARRYOVER FUNDS

Senator STENNIS. So you do not have a carryover?

General KERR. We have a carryover.

Senator STENNIS. How much is that?

General KERR. About $6 million.

Senator STENNIS. A carryover of armories. Are you talking about money now?

General KERR. Yes, sir.

Senator STENNIS. But that money is already allocated to various armories, is it not?

General KERR. Yes, sir.

Senator STENNIS. If that money were spent, you would not only be up to your money but you would be up in your list of armories, would you not?

General KERR. Yes, sir.

Senator STENNIS. Frequently we get requests like that on the floor. I remember some years past we just put in enough extra money that would make you catch up and now you are even.

These which have been authorized this year have been very carefully gone over by the Senate Armed Services Committee and also by the House, and were considered again in conference. Unless there is some desire to testify on every single one of them, I do not think it is necessary at this stage.

TOTAL STRUCTURES INCLUDED IN PROGRAM

General SEEMAN. It might be well to highlight. Our budget request involves 74 new structures and 8 conversions or expansions of existing constructions. Then there are eight nonarmory items, which are training and administration projects.

Senator STENNIS. Before we get to those, General, what I said with reference to the nonrequirement of justifying each individual armory is also subject to this general request that if there is anything special about any armory or any other part of the program, I certainly want that covered, and that would include some or all of your nonarmory projects. If there is any change of plans here with reference to the armory in any State, I think you ought to explain that.

In other words, if you left out one, you should explain it.

ARMORY AT NEWPORT, VT.

General KERR. We have a substitution in Vermont.

General SEEMAN. There were two line items under the general authorization category, one for minor construction where the authority is in section 601 of Public Law 56–865 (sec. 2233a, title 10, U.S.C.). Our total direct obligation program comes up to the $14,291,000. As you know, in the authorization act, there were a number of add-ons. The total value of projects included in the authorization act this year was $22,682,750, but this is not all included in the President's budget.

Senator STENNIS. I want to hear about those when we get through the budget. General Kerr, I believe you had something special about some of them?

General KERR. Yes, sir. At Newport, Vt., we substituted that armory for Montpelier, and at Montgomery, Ala., we increased the expenditure on the nonarmory construction from $235,000 to $582,000, all remaining in the same grant total of the authorization and the budget figure.

Senator STENNIS. Were not those authorized specifically as line items?

General KERR. They were, but they were changed from one State to another and the money balances out exactly the same.

Senator STENNIS. This change you made was in Vermont?

General KERR. Yes, sir.

Senator STENNIS. Has the adjutant there agreed to that?

General KERR. Yes, sir; it was at his request.

Senator STENNIS. We have followed rather rigidly the priority list in the States.

General KERR. This is the priority list in the States.

NONARMORY CONSTRUCTION

Senator STENNIS. On the switch in nonarmory construction, would you go over that again, please?

General KERR. That was increased from $235,000 to $582,000 in order to put in the entire complex at one time. It is combined field maintenance shops, office, and warehouse.

Senator STENNIS. Where is it located?

General KERR. Montgomery, Ala.

General SEEMAN. It is on page 181 in the large book.

Senator STENNIS. Where did you say that money came from? You had to pick that extra money from someplace.

General KERR. This increase in Montgomery, Ala., would be above and beyond the $14,291,000 that was shown in the original plan.

Senator STENNIS. You had your authorization for the full $235,000?

General KERR. It was $582,000.

General SEEMAN. That was over our requested amount and on the basis of doing it as a replacement of existing facilities instead of doing it as a conversion of existing buildings, which was considered infeasible.

Senator STENNIS. What else do you have there that is special?

General KERR. I have nothing else which is special, Mr. Chairman.

Senator STENNIS. You do not handle the Air National Guard? You are only Army National Guard?

General KERR. That is correct.

Senator STENNIS. You have some minor construction. How much is that?

General KERR. $300,000.

Senator STENNIS. Is that a new item with you or do you have it from last year?

General KERR. We had it last year.

General SEEMAN. In Public Law 85–685, section 601 included this authorization for unforeseen minor construction projects with a limitation of $50,000 each. The Department of Defense instructions in implementing this delegated $10,000 authority to the Department of the Army. Anything over $10,000 as an individual project must be approved by the Secretary of Defense.

Senator STENNIS. What is it used for principally?

General KERR. It is used principally to take care of unforeseen calamities that happen to an armory and minor construction that we just do not foresee at this time but, by reason of changes in equipment or size of the equipment and so forth, we have to change the size of doors in armories, strengthen floors, and such items as that.

Senator STENNIS. The unforeseen matters would be such things as windstorms?

General KERR. Yes, sir; and repairing roofs and so on.

Senator STENNIS. Putting partitions at places where they were not originally planned and so forth?

General KERR. Yes, sir.

Senator STENNIS. And you have to have Department of Defense approval for anything over $10,000?

General KERR. Yes, sir.

Senator STENNIS. Did we allow the same amount last year?

General SEEMAN. We will provide the answer for the record.

(The information referred to follows:)

During fiscal year 1961 minor construction funds totaling $517,000 were apportioned to the Department of the Army and made available to the Army National Guard.

ADVANCE PLANNING

Senator STENNIS. You have an item here for advance planning.

General SEEMAN. This is provided for in section 2233(e), title 10, United States Code, and in section 703 of the Authorization Act just passed by the Congress where the Secretary may proceed with surveys, administration, overhead, planning, and supervision incident to construction, and this provides us the funds to proceed with plans in order to come to the Congress with the best possible estimate of the subsequent construction costs.

Senator STENNIS. You have had a fund like this all along?

General SEEMAN. This is general authorization which has been continuing all along.

Senator STENNIS. What about your nonarmory matters? You have them listed at the end here.

General SEEMAN. It starts on page 167.

General KERR. If the chairman please, before we get away from this advance planning, should the committee appropriate the $9,418,750 for the add-ons, we will also need an additional $450,000 for advance planning in A. & E. contracts.

CAMP BLANDING, FLA.

MOTOR VEHICLE STORAGE BUILDING

Senator STENNIS. On page 167 in our book you have this $90,000 for motor vehicle storage building, and an addition to an existing building for use as a supply facility. What kind of supplies is that? I am talking about Camp Blanding, Fla.

General KERR. That is for the State property and fiscal officer at Camp Blanding, Fla.

Senator STENNIS. Is it statewide?

General KERR. Yes, sir. It is the State institute facility for the entire State.

Senator STENNIS. And you are just going to use it as an add-on to a motor vehicle storage building?

General KERR. Yes, sir.

FACILITIES AT GRAYLING, MICH.

Senator STENNIS. The next item is $300,000, Grayling, Mich.

General KERR. That is a summer training camp facility added to what we are taking care of there in the way of necessary facilities—sanitary facilities, messhalls, and such items as that. It is a continuation of the program of improvement started there last year.

Senator STENNIS. I remember you made a survey and you found Camp Grayling, Mich., and Fort Stewart, Ga., and Camp Shelby, Miss., three that were greatly in need of additional elementary facilities for your National Guard summer training. Do you have another one here at Camp Shelby, Miss.?

General KERR. Yes, sir, and Fort William Harrison in Montana is in the same category.

Senator STENNIS. With reference to Grayling, I looked into Camp Grayling and Fort Stewart and Camp Shelby, Miss., and there you have this annual program beginning and extending over a period of about 5 years. Last year we added additional amounts, staying within the program but merely accelerating the time of construction, and this year we did the same thing as to authorization.

General KERR. Yes, sir.

Senator STENNIS. Do you still feel the need for these three facilities?

General KERR. Yes, sir. I have personally seen them myself. We are not "gilding the lily" in any case. These are absolutely necessary.

Senator STENNIS. You can use this additional money that has been authorized within your pattern of construction at these three places?

General KERR. That is correct.

Senator STENNIS. And you will be in a position, if authorized by the executive program, to proceed with the construction during the current fiscal year?

General KERR. Yes, sir. We have the plans already made for that work.

Senator STENNIS. So it is not a matter of getting out of boundaries for your planning. It is just a matter of accelerating the construction date of these latrines and related facilities?

General KERR. That is correct.

AUTHORIZATION FOR ADDITIONAL INSTALLATIONS

Senator STENNIS. Are there any authorizations of this type for additional installations here? Did he authorize beyond the budget any sums in addition to this Camp Grayling and Fort Stewart and Camp Shelby?

General SEEMAN. There were a number of additions. Camp Blanding was increased from $90,000 to $177,000. Camp Grafton, N. Dak., was added at $263,000. Camp Grayling, which you mentioned, was increased from $300,000 to $900,000. Camp Shelby was increased from $300,000 to $800,000. Fort Stewart, Ga., was increased from $300,000 to $800,000. Montgomery, Ala., was increased from $235,000 to $582,000. Point Pleasant was added at a total cost of $340,000. Santa Fe, N. Mex., was added at a total cost of $546,000.

That enumerates the additions included in the authorization act.

SUMMER TRAINING FACILITIES

Senator STENNIS. What are included for your National Guard summer training facilities—Grayling, Stewart, and Shelby. Is there anything else in that pattern?

General KERR. Yes, sir. Camp Grafton and Fort William Harrison.

Senator STENNIS. Camp Grafton?

General KERR. Yes, sir, that is North Dakota; and Ripley, Minn.

Senator STENNIS. How much is additionally authorized for Camp Grafton?

General KERR. $263,000.

Senator STENNIS. And Fort William Harrison?

General KERR. $258,000.

General SEEMAN. That was our original request. There was no authority added for Harrison.

Senator STENNIS. You have already answered specifically for accelerating your building programs at Shelby and Grayling. Does the same apply to Camp Grafton?

General KERR. Yes, sir.

MONTGOMERY, ALA., FACILITIES

Senator STENNIS. Your increase up to $582,000 in Alabama, what is the justification, what is the basis for that increase?

General KERR. They have been using old buildings which are very costly to maintain, and they were not built for the purpose and therefore the efficiency is costly down there. We lose a lot of efficiency and they have the ground and facilities now in which to place these buildings, and over a short period of time they will liquidate themselves by increased efficiency and good work down there at that point.

Senator STENNIS. Is there any other item of nonarmory construction beyond the budget that we have not covered?

General SEEMAN. None, sir.

General KERR. That is all of them.

Senator STENNIS. Take the armory construction that is beyond the budget but within this year's authorization bill. Let me ask a few general questions on that.

All those additions in the authorization bill were on the eligible list from the States where they are found, I am sure?

General KERR. That is correct.

Senator STENNIS. All of them, therefore, represent a part of the National Guard armory building program?

General KERR. Yes, sir. They are all in the regular building program.

Senator STENNIS. So if they are added on now, it is just a matter of stepping up a little faster than the budget approval given you would permit?

General KERR. That is correct.

Senator STENNIS. There is no change in policy or anything like that?

General KERR. That is correct.

Senator STENNIS. And the decision has already been made at the State level and at your level, and with the planning money you could move right on into the final planning?

General KERR. That is correct.

Senator STENNIS. I will ask you now if there are any other pertinent facts about them that you know about in your official capacity to give the benefit of them to the committee to point out anything you or General Seeman will at the request of the committee?

General KERR. I do not have any additional points to make.

ARMORY CONSTRUCTION AUTHORIZATION BEYOND BUDGET

Senator STENNIS. What is the total figure now for armory construction beyond the budget?

General SEEMAN. About $9.3 million. Our request for individual projects was $13,391,000 for a total of 82 armory and 8 nonarmory projects. The total authorization in section 704 of the authorizing act was $22,682,750 for armory and nonarmory projects. This was about 37 additional individual armory projects and the increases in the nonarmory projects that we previously covered.

Senator STENNIS. In each case, General Kerr, as to these armories that are within the budget and those beyond the budget recommendation, the State or local contribution is available and ready; is that correct?

General KERR. Yes, sir.

LOCAL CONTRIBUTION ACCOUNTS

Senator STENNIS. Do you have a list there of the funds that are available in the various States that would reflect just where the local contribution account or fund stands that you could insert in the record?

General KERR. We do not have that with us.

Senator STENNIS. You have it available, do you not?

General KERR. Yes, sir.

Senator STENNIS. Will you put that in the record at this point as part of your testimony?

(The information requested follows:)

State matching funds available as of July 1, 1961

Alabama	$60,000	Nebraska	$439,000
Alaska	(1)	Nevada	87,126
Arizona	(2)	New Hampshire	(2)
Arkansas	(2)	New Jersey	196,000
California	512,000	New Mexico	200,000
Colorado	45,000	New York	535,532
Connecticut	100,000	North Carolina	586,000
Delaware	18,607	North Dakota	(2)
District of Columbia	(1)	Ohio	(2)
Florida	142,280	Oklahoma	(2)
Georgia	210,000	Oregon	45,000
Hawaii	285,000	Pennsylvania	(2)
Idaho	237,000	Puerto Rico	300,000
Illinois	(1)	Rhode Island	(2)
Indiana	413,500	South Carolina	(2)
Iowa	104,750	South Dakota	346,700
Kansas	[3] 500,000	Tennessee	(2)
Kentucky	215,500	Texas	[3] 227,000
Louisiana	325,000	Utah	112,000
Maine	300,000	Vermont	(2)
Maryland	200,000	Virginia	(2)
Massachusetts	1,083,520	Washington	100,000
Michigan	168,000	West Virginia	(3)
Minnesota	2,407,500	Wisconsin	330,000
Mississippi	[4] 105,000	Wyoming	282,000
Missouri	[2] 70,000		
Montana	(2)	Total	11,289,015

[1] No requirement.
[2] Not reported. State presumably awaiting legislative action.
[3] Bonds issued by State, no limitation.
[4] Balance awaiting legislative action.

DETAILED LIST BY STATES

Senator STENNIS. Does that cover the subject matter?

General SEEMAN. Yes, sir. And we will provide the detailed list by States so the names will be in the record both of the President's budget funding plan and the authorization act.

Senator STENNIS. Then also show the additional funds that are available. I was very much impressed last year with what the States or local units did in this respect and I look upon an armory as also a community facility.

General KERR. We do that, too.

(The information referred to follows:)

DEPARTMENT OF THE ARMY—MILITARY CONSTRUCTION

Army National Guard—Fiscal year 1962 funding plan

Armory: 83 line items	$11,319,000
Nonarmory: 9 line items	1,945,000
Minor construction: 1 item	364,000
Advance planning: 1 item	600,000
Deficiency appropriation: 3 items	63,000
Total	14,291,000

ARMORY

[In thousands]

Location	Type	Estimated Federal cost
Alabama:		
Brantley	1 unit (type B)	$72
Bridgeport	1 unit (type C)	72
Arizona: Nogales	1-U-MVS (type C)	83
Arkansas:		
Lincoln	1 unit (type B)	45
Lake Village	1 unit (type C)	54
Dermott	1 unit (type B)	45
California:		
Turlock	1 unit (type B)	115
Van Nuys	3-U-P	202
Stockton	4-U-P	254
Colorado: Pueblo	2-U-P	135
Connecticut: Enfield-Thompsonville	1 unit (type D)	169
Florida: Palmetto	1-U-MVS (type D)	120
Georgia:		
Sparta	1 unit (type C)	90
Baxley	1 unit (type C)	90
Hawaii: Honolulu	3-U-P	282
Idaho:		
Caldwell	2-U-P	125
Rupert	1-U-MVS (type D)	75
Indiana:		
Bedford	Conversion	52
Monticello	1 unit (type B)	152
North Vernon	1 unit (type B)	152
Iowa: Boone	3-U-P	225
Kansas:		
Great Bend	1-U-MVS (type C)	93
Atchison	1-U-MVS (type D)	93
Kentucky: Glasgow	1 unit (type C)	136
Louisiana: Monroe	2-U-P	191
Massachusetts:		
Worcester	3-U-P	328
Boston (West Roxbury)	2 unit	249
Minnesota: Austin	1-U-MVS (type D)	210
Mississippi:		
Newton	1-U-P (type C)	81
Bay Springs	1 unit (type C)	72
Holly Springs	1 unit (type D)	81
Philadelphia	1-U-P (type D)	81
Starkville	2-U-P	120
Port Gibson	1 unit (type D)	81
Decatur	1 unit (type B)	72

Army National Guard—Fiscal year 1962 funding plan—Continued

ARMORY

[In thousands]

Location	Type	Estimated Federal cost
Missouri:		
St. Louis	1 unit (type B)	$122
Warrenton	1 unit (type D)	150
Montana:		
Glasgow	1 unit (type D)	69
Deer Lodge	1 unit (type C)	69
Nebraska: Wayne	1-U-MVS (type B)	116
Nevada: Fallon	1 unit (type B)	101
New Jersey:		
Newark	Rehabilitation	234
Mount Holly	1 unit (type D)	169
West Orange (Cavalry)	Rehabilitation	243
New Mexico: Truth or Consequences	1 unit (Type C)	67
New York:		
Brooklyn (Bedford Ave.)	Conversion	50
Geneseo	1 unit (type D)	233
Batavia	1 unit (type D)	234
North Carolina:		
Elizabethtown	1 unit (type C)	105
Hamlet	1 unit (type B)	99
Raleigh-Durham (airport)	1-U-P (type D)	158
Spindale-Forest City	1 unit (type D)	113
North Dakota:		
Edgeley	1-U-MVS (type D)	150
Devils Lake	1-U-MVS (type C)	135
Ohio: Columbus	5-U-P	540
Oklahoma: Altus	1 unit (type D)	152
Oregon: Clackamas	Expansion	150
Pennsylvania:		
Phoenixville	Expansion and rehabilitation	125
Tamaqua	2-U-P	210
Lock Haven	Expansion and rehabilitation	156
Punxsutawney	Expansion and rehabilitation	102
Rhode Island: East Providence	2-U-P	266
South Carolina:		
Charleston	1-U-P (type D)	128
Myrtle Beach	1 unit (type B)	87
Beaufort	1 unit (type D)	96
Charleston	1 unit (type D)	96
South Dakota: Wagner	1-U-P (type D)	165
Tennessee:		
Parsons	1 unit (type A)	102
Oak Ridge	1 unit (type B)	117
Texas:		
Bonham	1 unit (type B)	87
Seguin	1 unit (type B)	74
Dallas No. 2	1 unit (type B)	74
Mexia	1 unit (type B)	74
Kerens	1 unit (type B)	74
Utah: Beaver	1 unit (type B)	111
Vermont: Newport	1 unit (type D)	136
Virginia: Altavista	1 unit (type C)	134
Washington: Anacortes	1-U-MVS (type D)	150
West Virginia: Morgantown	1-U-MVS (type D)	198
Wisconsin:		
Fort Atkinson	1-U-MVS (type D)	171
Baraboo	1-U-MVS (type D)	171
Wyoming: Wheatland	1 unit (type B)	109
Various locations	Expansion and conversion	150
Total (83 line items: 82 specific projects plus various locations)		11,319

NONARMORY

Alabama: Montgomery	CFMS-USPFO office and warehouse	$235
California: Camp Roberts	FTECS shop	52
Florida: Camp Blanding	Warehouse, conversion	90
Georgia: Fort Stewart	Training facility	300
Michigan: Camp Grayling	do	300
Minnesota: Camp Ripley	do	300
Mississippi: Camp Shelby	do	300
Montana: Fort William H. Harrison	do	258
Various locations	MVSS & OMS	110
Total (9 line items: 8 specific projects plus various locations)		1,945

Army National Guard—Fiscal year 1962 funding plan—Continued

MINOR CONSTRUCTION

1 item	$364,000

ADVANCE PLANNING

1 item	$600,000

DEFICIENCY APPROPRIATION

[In thousands]

Location	Type	Estimated Federal cost
California: Roseville (Additional $115,000 from deletion of project at Carmichael, Calif., will be utilized for total of $150,000 required.)	1-U-P (type D)	$35
New Jersey: Riverdale	1 unit	19
South Dakota: Clear Lake	1 unit, expansion	9
Total		63

ARMY NATIONAL GUARD, FISCAL YEAR 1962

Additional projects authorized by Public Law 87–57 (not included in funding plan)

Armory: 36 armory projects	$6,235,750
Nonarmory: 8 nonarmory projects	3,183,000
Advance planning: 1 item	450,000
Grand total	9,868,750

List of added projects

ARMORY

Location	Type	Estimated Federal cost
California: Roseville	1-U-P (type D)	$150,000
Florida: Panama City	1-U-P (type D)	120,000
Georgia:		
Glennville	1-U-P (type C)	90,000
Hinesville	1-U-P (type D)	90,000
Jesup	1-U-P (type C)	90,000
Moultrie	1-U-P (type B)	90,000
Tifton	1-U-P (type D)	90,000
Kansas: Phillipsburg	1-U-P-MVS (type A)	92,000
Kentucky:		
Campbellsville	1-U-P (type C)	124,000
Hopkinsville	1-U-P (type B)	134,000
Marion	1-U-P (type B)	124,000
Monticello	1-U-P (type C)	124,000
Maine: Waterville	1-U-P (type D)	257,000
Maryland: Baltimore	4-U-P-MVS	300,000
Nebraska:		
Chadron	1-U-MVS (type A)	43,250
O'Neill	1-U-MVS (type A)	43,250
North Carolina:		
Morehead City	1 unit (type B)	101,250
Raleigh	3-U-P	431,000
Winston-Salem	1-U-P (type C)	135,000
South Carolina:		
Columbia	5-U-P	400,000
St. George	1-U-P (type A)	99,000
Spartanburg	3-U-P	186,000
South Dakota:		
Aberdeen	1 unit (type C)	158,000
Woonsocket	1 unit (type C)	128,000
Texas:		
Harlingen	1-U-P (type D)	118,000
Mercedes	1 unit (type D)	104,000
Mission	1 unit (type B)	74,000

List of added projects—Continued

ARMORY

Location	Type	Estimated Federal cost
Virginia: Richmond	8-U-P	$700,000
West Virginia:		
Bluefield	1-U-P (type D)	225,000
Fairmont	1-U-P (type C)	210,000
Huntington	2-U-P	250,000
Kingwood	1 unit (type B)	170,000
St. Albans	1-U-P-MVS (type C)	190,000
Wisconsin:		
Eau Claire	2-U-P-MVS	240,000
Green Bay	2-U-MVS	205,000
Portage	1-U-MVS (type B)	150,000

NONARMORY

Alabama: Montgomery	CFMS USPFO office and warehouse	$347,000
Florida: Camp Blanding	WH—Addition	87,000
Georgia: Fort Stewart	Training	500,000
Michigan: Camp Grayling	do	600,000
Mississippi: Camp Shelby	do	500,000
New Mexico: Santa Fe	CFMS USPFO office and warehouse	546,000
North Dakota: Camp Grafton	Training	263,000
West Virginia: Point Pleasant	CFMS	340,000

ADVANCE PLANNING

1 item	$450,000

VALUE OF ARMORIES TO COMMUNITIES

Senator STENNIS. It brings a lot of spirit into a community and I think it is the best possible generator of support for our entire military program to have these units in the various communities that make the people conscious that they are taking part in the program.

Thank you very much, gentlemen, and I thank the Army again for its fine showing here.

DEPARTMENT OF THE NAVY

STATEMENTS OF VICE ADM. JOHN SYLVESTER, USN, DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS); REAR ADM. FRANK L. JOHNSON, USN, DIRECTOR, SHORE ACTIVITIES DEVELOPMENT AND CONTROL DIVISION, OFFICE OF THE CHIEF OF NAVAL OPERATIONS; REAR ADM. P. CORRADI, CEC, USN, DEPUTY CHIEF, BUREAU OF YARDS AND DOCKS; CAPT. H. C. BRIDGERS, USN, HEAD, AVIATION BASE REQUIREMENTS BRANCH, OFFICE OF THE CHIEF OF NAVAL OPERATIONS; M. R. HANABURY, DIRECTOR, MILITARY CONSTRUCTION DIVISION, BUREAU OF NAVAL WEAPONS; MAJ. GEN. C. R. ALLEN, USMC, QUARTERMASTER GENERAL, HEADQUARTERS, MARINE CORPS; AND REAR ADM. M. A. HIRSCH, USN, ASSISTANT COMPTROLLER, DIRECTOR OF BUDGET AND REPORTS

GENERAL STATEMENT

Senator STENNIS. Gentlemen, I hope you and the members of the civilian branch of the Navy understood my letter which requested

that we go right into the line items and we come back then, if necessary, to any points that you may want to make at the end. That will enable us to get down to business more quickly.

Admiral SYLVESTER. Mr. Chairman and members of the committee, I am Vice Adm. John Sylvester, U.S. Navy, Deputy Chief of Naval Operations for Logistics.

It is a privilege to appear before this committee to present briefly the basis of the requirements for the Navy's military construction program for the fiscal year 1962.

This program is an essential phase in the Navy's continuing efforts to modernize and to improve the overall effectiveness of the operating forces. Although the Navy's natural habitat is the sea—on it, in it, and over it—we have a continuing requirement for shore support within the United States and, to a limited extent, overseas.

This support, logistic in character, is required by our operating forces to provide them with backup facilities and supplies for their peacetime missions and, should the situation arise, for their wartime operations. It is required for basic and advanced education and training of our officers and enlisted men and to insure the material and operational readiness of our forces so that they can be instantly responsive to any situation.

Only the Naval Shore Establishment can provide this essential backup for our mobile, combat-ready operating forces. In order to keep abreast of the technological advances being built into our ships and weapons, we must similarly modernize our shore facilities to make them capable of rendering adequate support.

This then is the primary purpose of the annual military construction program—to insure that the Shore Establishment is maintained in the best possible posture to fulfill its sole mission—that of providing essential support to the operating forces of the fleet.

In general, there are two factors which generate the need for new shore facilities. First, new weapons systems and new operational concepts quite logically beget requirements for new types of facilities. These facilities may supplement existing installations, or may be of an entirely new character. They may be sited at an existing location or, in the exceptional case, may require establishing a new activity. Where new facilities or activities are constructed, the outmoded facilities and activities are disposed of.

Secondly, our existing facilities, largely of World War II or earlier vintage, must be systematically modernized or replaced not only to offset deterioration and dilapidation, but also to keep pace with the increase in the technical complexity of our ships, aircraft, and weapons.

This year's military construction program is a relatively small part of the overall Navy budget. However, it will provide that minimum level of support required by the major programs of the Navy delineated by the other appropriation requests in the budget. Every line item in this program has been repeatedly tested for need and urgency. Each item has withstood a series of searching reviews by the Navy itself, by the Department of Defense, and by the Bureau of the Budget.

The end product of this careful planning was thoroughly reviewed by the congressional Armed Services Committees. The line items common to the authorized program and the funding program now under your consideration, are included in the fiscal year 1962 authorization bill.

All individual projects included in this presentation have been checked against current Department of Defense task force studies on long-range Shore Establishment plans and all of these projects are at naval establishments for which there is a long-range requirement.

Although the individual projects will be presented, as in previous years, in groups by classes, I want to emphasize that this program is not a piecemeal collection of various individual bureau programs but, is rather, an integrated overall Navy program. Each individual line item was included only after it was conclusively demonstrated that its construction would increase the combat effectiveness of the Navy and its ability to meet operational commitments.

In conclusion, Mr. Chairman, I would like to emphasize that this program is a balanced minimum which has been subjected to a most thorough, searching, and critical review. Every line item is needed to fulfill an urgent requirement.

Rear Admiral Johnson is with me to present the details of the program. I am prepared to furnish you additional information if you so desire, or to answer your questions.

Senator STENNIS. The Navy always knows its lesson well and has strong justifications for its requests. I am looking forward to hearing from you. We have the Marine Corps ably represented, too, as usual, and we look forward to hearing of your cause.

You may proceed, Admiral, with your line items.

Admiral JOHNSON. May I suggest to you that Rear Adm. M. A. Hirsch either present his statement for the record or read it.

PREPARED STATEMENT

Senator STENNIS. You can put your statement in the record, and if you wish to summarize it you may do so.

Admiral HIRSCH. I will be happy to put the statement in the record and forgo the summary unless you would like to have it.

(The statement referred to follows:)

STATEMENT BY THE ASSISTANT COMPTROLLER, DIRECTOR OF BUDGET AND REPORTS, REAR ADM. M. A. HIRSCH

Mr. Chairman and members of the committee, it is a privilege to present for your consideration the Department of the Navy's estimates for its fiscal year 1962 military construction programs. These programs are supported by two appropriations, "Military construction, Navy" and "Military construction, Naval Reserve," for which we are requesting new obligational authority of $223.3 million and $7 million, respectively.

The NOA request of $223.3 million is $17.3 million more than the $206 million NOA request submitted to the Military Construction Subcommittee of the Committee on Appropriations, House of Representatives. The $17.3 million represents the additional funds required to construct the 1,000 units of family housing authorized for several naval installations in the Military Construction Act of 1962, Public Law 87-57. It is understood that this amount, the $17.3 million, is included in an amendment to the President's budget for fiscal year 1962 which is expected to be signed by the President and transmitted to the Congress momentarily. Information has been received informally this morning from the Department of Defense that a downward change in the NOA of $223.3 million may be

required. If this occurs, adjustments in the program content will also be required.

These funds contained in the Navy's request are required to construct and improve facilities urgently needed for the support of the Shore Establishment, the sole purpose of which is to support and serve the operating forces of the Navy and to provide adequate training facilities for our Reserve Forces. The dollar total of our request has been carefully estimated and balanced out against the requirement for military personnel, operation and maintenance, procurement, and research, development, test, and evaluation which comprise the total Navy program for fiscal year 1962. The program we are submitting will require the complete utilization of the funds we are requesting.

MILITARY CONSTRUCTION, NAVY

For the "Military construction, Navy" appropriation for fiscal year 1962, we propose a total availability of funds of $309.3 million. This is to be made up of the $223.3 million new obligational authority request, $71 million brought forward from fiscal year 1961 in an unobligated but fully apportioned status and $15 million in reimbursements. Our $223.3 million NOA request compares with the Navy's budget request of $190 million in fiscal year 1961 and the $162,519,000 which was subsequently appropriated by the Congress; $12 million of the $33.3 million requested increase in NOA for this year represents urgently required classified communications and POLARIS projects added to this appropriation by the President on March 28, 1961; $17.3 million of the increase, as previously mentioned, represents the funds required to construct the 1,000 units of family housing authorized in the Military Construction Act of 1962 for several naval installations in lieu of Capehart housing.

The planned carryover balance of $71 million for fiscal year 1962 compares with $88.5 million which was carried forward into the current fiscal year on July 1, 1960. This unobligated balance ($71 million) is required in its entirety to fully finance authorized projects. There are no unprogramed amounts. Comparable unobligated balances carried forward in recent years are fiscal year 1958, $178 million; fiscal year 1959, $139 million, and for fiscal year 1960, $110.

The reimbursable obligations figure of $15 million represents an estimate of the work to be performed by the Bureau of Yards and Docks as construction agent for others such as the Army, Coast Guard, NATO, and SEATO.

The Navy's fiscal year 1962 financial plan for this appropriation includes $216 million for direct obligations and $190 million for expenditures. The comparable fiscal year 1961 figures are $180 million and $244 million for obligations and expenditures, respectively.

MILITARY CONSTRUCTION, NAVAL RESERVE

For the "Military construction, Naval Reserve" appropriation for fiscal year 1962, we propose a total availability of $10.5 million, made up of the $7 million request for new obligational authority and $3.5 million brought forward unobligated from fiscal year 1961. Of this latter amount, we expect to end fiscal year 1961 with $1.1 million in unprogramed funds which have developed due to deferral of several projects funded in prior years. This amount, when combined with the $7 million NOA, will provide us with the $8,061,000 necessary to support our fiscal year 1962 funding program.

GENERAL STATEMENT

Senator STENNIS. We will come to the summaries as we go along.

All of you know Senator Monroney of Oklahoma. I want to say a special word to welcome him to our subcommittee. I know he is going to be a very valuable member. He has a very fine interest in many things and a splendid knowledge of the Government as a whole, and whenever he takes an interest in a problem, something happens.

We are glad to have Admiral Corradi with us, too, representing the fine Bureau of Yards and Docks, and we will be hearing from you, Admiral, as we go along.

I want to be excused right now for Friday. I am going down to Meridian for the commissioning of the new Naval Auxiliary Air Station. It is finished now and it is going to be in operation. Admiral Corradi helped guide it through a lot of its problems in the beginning. I hope you can go down, Admiral Corradi.

Admiral CORRADI. I hope to be with you.

Senator STENNIS. We will proceed with your line activities now.

PREPARED STATEMENT

Admiral JOHNSON. I have a statement I can submit for the record or read, as you desire.

Senator STENNIS. Put it in the record and if you want to emphasize any of it now or later, you can do so.

(The statement referred to follows:)

STATEMENT OF THE DIRECTOR, SHORE ACTIVITIES DEVELOPMENT AND CONTROL DIVISION IN THE OFFICE OF CHIEF OF NAVAL OPERATIONS, REAR ADM. FRANK L. JOHNSON, U.S. NAVY

Mr. Chairman and members of the committee, I appreciate the privilege of appearing before this committee to testify on the Navy's requirements for military construction for the fiscal year 1962.

We are recommending funding approval for line items in the program in the amount of $224,007,000. This program is composed of the following parts:

New authorization	$126,387,000
Amendments to prior authorizations	39,700,000
Authorized in prior years	28,794,000
Funding continuing authorizations	22,700,000
Emergency authorization (sec. 203)	6,426,000

The various line items in the program being considered by the committee support one or more of the following major objectives:

1. Fleet striking force	$53,888,000
(a) Fleet operations	26,968,000
(b) Missiles	7,138,000
(c) Training	19,782,000

This $53.9 million is for line items urgently required to support operations of the active fleet in projecting its fighting strength to control the sea.

2. Submarine warfare	$38,192,000
(a) FBM (POLARIS)	22,775,000
(b) Submarine operations	14,159,000
(c) Training	1,258,000

This $38.2 million is to increase the capability of the Navy's submarine forces, including POLARIS, to train for and wage undersea warfare in ocean areas generally far removed from our shorelines.

3. Antisubmarine warfare	$23,607,000
(a) Fleet operations	22,739,000
(b) Training	868,000

This category provides support to the Navy's air, surface and subsurface antisubmarine warfare forces which are now confronted with the largest submarine force ever assembled by a potential enemy. This, together with the need to protect our cities from undersea missile attack, requires shore facilities in the amount indicated above.

4. Marine Corps combat force	$23,046,000
(a) Combat ground forces	12,057,000
(b) Combat air support	10,989,000

This contains those projects required for the training and effective utilization of the Marine Corps in support of national objectives, including instant readiness for deployment to oversea areas.

5. Command support	$3,560,000

This category encompasses the repair, expansion, or replacement of those facilities which provide general command and logistic support to the operating forces.

6. Research, development, test, and evaluation	$55,554,000

This will provide for those new or expanded facilities required to implement our technological progress.

7. Navy-wide engineering services	$26,160,000
Funding program total	224,007,000
New obligational authority requested	223,300,000

Details of each line item are contained in the program books provided members of the committee. The line items are grouped in nine facilities classes, each of which is sponsored by a separate Bureau or Office of the Navy, including the Office of the Chief of Naval Operations and the Marine Corps. The following is a summary of the amounts in the program under each of these classes:

1. Shipyard facilities	[1] $31,909,000
2. Fleet base facilities	13,798,000
3. Naval weapons facilities	55,672,000
4. Supply facilities	325,000
5. Marine Corps facilities	12,057,000
6. Service school facilities	21,173,000
7. Medical facilities	60,000
8. Communications facilities	[2] 60,353,000
9. Yards and docks facilities	[3] 28,160,000
Total	224,007,000

[1] Includes $3,100,000 amendment to prior authorization.
[2] Includes $36,600,000 amendment to prior authorization.
[3] Includes $22,700,000 continuing authorization.

Mr. Chairman, this concludes my statement on the Navy's military construction funding program for fiscal year 1962. Rear Adm. Corradi, Deputy Chief, Bureau of Yards and Docks, is here and is prepared to report on the status of previously approved programs.

PROGRAM ADJUSTMENTS

Admiral JOHNSON. There is one item which is not a normal part of the record which I would like to mention, Mr. Chairman. The Defense Department this morning advised us informally that the administration may not go along with the addition of the substitute line items in place of those denied authorization in this year's program. The total amount for the substitute line items is $18,089,000. If these line items are not approved for inclusion, adjustments will have to be made in the program.

Senator STENNIS. I feel inclined to ask you to make your showing of proof on it as we go along without any commitment or indication that they will be included because that is an overall question for the committee to decide but, should we include it, I want to have the benefit of your presentation.

Are you prepared to make your repetitive item showing now?

Admiral JOHNSON. I am so prepared, Mr. Chairman.

Senator STENNIS. You can proceed then in your own fashion.

Repetitive Line Items

Admiral Johnson. Mr. Chairman, in compliance with your wishes, we are prepared to discuss the repetitive line items in the Navy's fiscal year 1962 military construction funding program. There are 13 groups of such line items in the program, each of which includes two or more similar items.

In our presentation, we propose to identify each group, the location and amount for each item in a group, and to outline sufficient details to describe the proposed facility and to assure the committee of its need. Then, when we present the nonrepetitive items, we propose to insert in the record a fully substantiating statement for each repetitive line item in the sequence in which it appears in the program books. If this arrangement is satisfactory to the chairman, we shall proceed along these lines.

Senator Stennis. Let me make clear to you that our consideration on this basis is not to minimize any item. It is merely machinery to help us understand our overall problems and then to save time. We can ask questions at any time, but you may proceed.

Aircraft Parking Aprons

Admiral Johnson. The first group consists of two line items for aircraft parking aprons for the Marine Corps air facility at Futema, Okinawa, in the amount of $1,079,000 and Iwakuni, Japan, in the amount of $1,375,000. The proposed aprons will replace the old, existing pavements which were built for parking and taxiing the lighter, propellor-driven aircraft of World War II. Over the intervening years, and under the weight of the heavy, modern aircraft, the thin pavements have broken up and become nearly unusuable. At Futema, the new pavement will include not only replacement of the old parking pads, but also access taxiways to four aircraft hangars now under construction.

Senator Stennis. Do you have a division of Marines there?

General Allen. There is a division of Marines minus a regimental combat team. That is the air power for that division.

Senator Stennis. You still have Marine airpower in Okinawa?

General Allen. That is correct.

Senator Monroney. On what part of the island is that located?

General Allen. In a north-south direction it is just about one third of the way from the southern end, but in the center of the island on Okinawa.

Senator Stennis. Is there anything special you want to add, Admiral?

Admiral Johnson. Not at this time, sir.

Full Pressure Suit Facilities

The next group consists of four repetitive line items to provide full pressure suit facilities at aviation installations. The use of a full pressure suit by a pilot enables him to operate, without physiological harm, high performance aircraft above altitudes of 50,000 feet, heights at which the maximum combat effectiveness designed in the planes, can be attained. The proposed line items will provide specially designed facilities in existing structures or new buildings con-

structed for this purpose, to support the personnel who will be flying the aircraft which utilize full pressure suits. Because of their highly specialized nature, these suits require careful handling, storage, cleaning, and cooling. The special facilities will allow pilots and aircrewmen, wearing full pressure suits, to be briefed or on alert in a controlled environment which will insure that the physical condition of the personnel is not impaired for effective use of the modern aircraft.

Senator STENNIS. Do you give instructions with the suits on?

Admiral JOHNSON. Yes, sir; they are briefed just prior to manning the planes and taking off.

The scope and estimated cost of each of these line items varies according to the number of squadrons to be supported and whether new or altered facilities are used. The line items are: Naval Air Station, Cecil Field, Fla., two squadrons, one new building, $68,000; Naval Air Station, Miramar, Calif., four squadrons, one new building, $139,000; Marine Corps Air Station, Beaufort, S.C., three squadrons, three new buildings, $190,000; Marine Corps Air Station, El Toro, Calif., three squadrons, modify building, $128,000.

Senator MONRONEY. These serve as a readyroom as well as a facility for maintenance and storage?

Admiral JOHNSON. That is correct.

Senator STENNIS. Is there anything further?

Admiral JOHNSON. Not on that item.

AIRCRAFT MAINTENANCE HANGARS

The next group is for construction of aircraft maintenance hangars at the following three aviation installations: Marine Corps Air Station, Cherry Point, N.C., two hangars (including a full pressure suit facility in one hangar), $2,354,000; Marine Corps Air Facility, New River, N.C., four hangars, $1,828,000; Naval Air Facility, Naha, Okinawa, one hangar, $1,791,000.

These hangars will provide required functional spaces for necessary maintenance of expensive, modern aircraft. At Cherry Point, the hangars are needed by the Marine Air Group and Marine Reconnaissance Squadron recently transferred to this station upon the disestablishment of the Marine Corps Auxiliary Air Station, Edenton, N.C. Maintenance work is now being done in the open and in several makeshift shacks and quonset huts. At New River the requirements for hangars has been generated by the recent large increase in the numbers and size of the assigned helicopters. These aircraft are used in training exercises with Fleet Marine Force units from Camp Lejeune which impose unusually heavy flight and maintenance demands on the station. The situation at Naha is similar to that at Cherry Point in that a great part of the maintenance work must be performed in the open, exposed to the elements. Also, the Navy has two nose hangars and a number of butler and quonset huts which are used to maintain the patrol, carrier and transport aircraft operating from this installation. The nose hangars cannot accommodate the larger new aircraft now in use at this activity.

MARINE CORPS AT FUTEMA, OKINAWA

Senator MONRONEY. Is the Marine Corps Base at Futema, Okinawa, near the Naha Navy Field or a part of it?

Admiral SYLVESTER. No, sir; it is not a part of it.

General ALLEN. Futema is probably 6 miles north of Naha.

Admiral SYLVESTER. The air facility at Naha is a combined facility in which the Navy and the Air Force both use the same field.

Senator STENNIS. What about the hangar?

Senator MONRONEY. I thought the Navy had a separate field at Naha and the Air Force field is beyond.

Admiral SYLVESTER. Kadena is their major field and then Naha, which is south of the city of Naha, is used by both the Navy and the Air Force.

Senator STENNIS. What about maintenance hangars at Okinawa? Do you use the same as the Marine Corps?

Admiral JOHNSON. No, sir. We have checked with the Air Force and they have stated in writing that they are unable to provide any assistance to the Navy in their hangar maintenance space.

Senator STENNIS. What about the Navy and the Marine Corps? Do they have separate hangars?

Admiral JOHNSON. There are no Marine Corps planes at Naha. They are at a separate field.

Senator MONRONEY. Naha is more of a transient type of transport plane facility and your Marine Corps installation is a fighter's?

Admiral SYLVESTER. It is primarily for helicopters for the 3d Marine Division. The fixed wing aircraft for the 3d Marine Division are stationed at Iwakuni in Japan, which was mentioned in previous discussions as requiring new aircraft parking aprons.

MARINE CORPS REPAIR WORK ON OKINAWA

Senator STENNIS. Where is the Marine repair work done on Okinawa?

Admiral JOHNSON. At Futema for the helicopters.

Senator STENNIS. You do not have to have a maintenance hangar at Futema.

Admiral JOHNSON. We already have. We do not need more.

Senator STENNIS. You say you repair them out in the open now. What kind of repairs could you do out in the open? Are you talking about working on engines or the fuselage or what?

Admiral SYLVESTER. Yes, sir; any type of repair work which the local personnel and facilities will permit, but doing it in the open, of course, means that such repair work must be stopped whenever the weather is bad.

Senator STENNIS. I would not think you could do major repair work outside even in good weather. You don't take down one of those engines and spread it out in the open, do you?

Mr. HANABURY. At Naha we have just two nose hangars, each of which will take one large P–2–V type of aircraft. You cannot get the entire frame into it. Most of the other maintenance is done out on the parking apron and the level of maintenance we do there is called class C maintenance. We work on components, engines, and things like that, but we cannot overhaul the airframe or the engine. That is done back in the States.

Senator MONRONEY. You have radar surveillance aircraft of big size?

Mr. HANABURY. Yes, sir; airborne early warning. They are not permanently based there but they transport through there. It is primarily patrol and reconnaissance type operation.

ELECTRICAL IMPROVEMENTS TO MAINTENANCE FACILITIES

Senator STENNIS. If there is nothing further, proceed to electrical improvements to maintenance facilities.

Admiral JOHNSON. Two line items are included in the Navy program for electrical improvements to maintenance facilities. These are at: Naval Air Station, Norfolk, Va., $435,000; Naval Air Station, Oceana, Va., $161,000. The Norfolk maintenance shops building still has its 30-year-old original installation of electrical panels, switchgear, and wiring. The Oceana maintenance hangar, built during World War II, also has its original electrical installation. In both structures considerable aircraft maintenance work is accomplished under the severe handicap of obsolete electrical systems. Present electrical power demand exceeds the supply, resulting in overloaded circuits, increased fire hazards, and reduction in usage of modern equipment and facilities. The proposed electrical improvements are essential to provide adequate lighting and to permit safe use of specialized automatic tools and test equipment.

DISPENSARY AND DENTAL CLINICS

The next group of repetitive line items consists of the following dispensaries, including dental clinics for three of the five line items in this group; Naval Station, Charleston, S.C., dispensary and dental clinic, $608,000; Naval Station, Mayport, Fla., dispensary and dental clinic, $570,000; Pacific Missile Range, Point Arguello, Calif., industrial dispensary, $67,000; Marine Corps Base, Camp Butler, Okinawa, dispensary, $141,000; Naval Training Center, Great Lakes, Ill., recruit dispensary and dental clinic, $2,263,000.

The medical facilities requirements at Charleston and Mayport stem from the recent large increases in the number of personnel assigned and supported by these stations. Larger numbers of destroyers and submarines, including POLARIS submarines, are or will be homeported at Charleston, requiring increases in shore support facilities. Mayport is now the homeport of three modern aircraft carriers and their escorting destroyers, two squadrons. At both locations the existing dispensaries are inadequate in size and structural condition and will be replaced by the proposed facilities. The Point Arguello industrial dispensary will be a new facility made necessary by the expansion of the specialized research, development, and training performed at the Pacific Missile Range. At Camp Butler and Great Lakes the proposed facilities will replace the existing structures which will be demolished as health and safety hazards.

GREAT LAKES SITUATION

Senator STENNIS. That has been a bad situation at Great Lakes. I don't know how you handled so many men with such inadequate equipment. You have finally gotten new barracks buildings, have you not?

Admiral JOHNSON. We have completed one camp and we have about four barracks to complete the other camp, the second camp. We have already built, I believe, three barracks. This dispensary, as you may remember, is going to replace three old dispensaries which were closed in the three old camps.

Senator STENNIS. I am generally familiar with your problems at the Great Lakes. What is next?

ADMINISTRATIVE FACILITIES

Admiral JOHNSON. The next group consists of seven repetitive line items for administrative facilities at the following four locations: Marine Corps Air Station, Cherry Point, N.C., $189,000; Marine Corp Air Facility, Futema, Okinawa, $286,000; Marine Corp Base, Camp Pendleton, Calif., $262,000; Marine Corp Base, Camp Butler, Okinawa, for division headquarters, $330,000; battalion headquarters, $68,000; division annex, $27,000; company administration, storage and recreation, $124,000.

Each of the proposed line items is for replacement of existing, deteriorated, and, in some cases, even primitive, administration facilities. The Marine Aircraft Group, recently transferred to Cherry Point from the disestablished aviation installation at Edenton, N.C., has been utilizing makeshift shacks and quonset huts which are to be demolished. The barracks at Futema, now used as an administration building, is required for its original purpose and new administration facilities must be provided for this essential function. The Camp Pendleton facility will replace a similar facility now at Camp Matthews, San Diego, which must be relocated because of community encroachment and to make way for a new State highway. The various levels of administration of troops at Camp Butler are carried on under severe handicaps in scattered structures built and needed for other purposes. The efficient and economical management of these combat-ready troops calls for provision of the requested new administration facilities.

COMMAND SUPPORT BUILDING

Senator STENNIS. What is a command support building?

Admiral JOHNSON. That is to house a headquarters group. In this case, as I recall it is an air group.

General ALLEN. This is your squadron and field operation support facility.

Mr. HANABURY. This is for the air group headquarters.

RELATIVE COST RATIO IN OKINAWA, JAPAN, AND UNITED STATES

Senator STENNIS. Let's get something about the relative cost ratio in Okinawa and in the United States and in Japan and the United States. How do they compare?

Admiral CORRADI. Mr. Chairman, we have priced out all of these facilities that Admiral Johnson is referring to as administrative facilities on a square-foot basis and adjusted them to the labor and material cost situation at the particular place and they compare rather closely except for those on Okinawa, which are much less. As an indication, at Cherry Point, and Pendleton, the average cost per square foot ranges from $17.33 to $18.98. At Okinawa, the same prices referred to here average around $11.70 a square foot. Roughly speaking, the cost factor at Okinawa, we have learned from previous construction experience there, is about 0.7 compared to the 1 at Philadelphia.

Senator STENNIS. What about Japan?

Admiral CORRADI. It is approximately the same as in the United States, about 1. We do not have any administrative spaces listed here for Japan.

Senator STENNIS. I know you don't, but I want to get the relative cost.

Admiral CORRADI. It is about 1 to 1.

Senator STENNIS. Why is the cost more in Japan than in Okinawa?

Admiral CORRADI. At Okinawa there are two reasons. One is that we have adopted the practice in recent years of utilizing the services of local Okinawan contractors who do a very acceptable job on such things as concrete and masonry work and we take competitive bids. This has driven the cost down.

The second reason is that we do some work on Okinawa with our Seabees and this element of competition also has a rather healthy effect on prices.

COMPETITIVE BIDS

Senator STENNIS. In Japan do you use their local contractors?

Admiral CORRADI. Yes, sir. We use local contractors. We take competitive bids in Japan and award to the lowest conforming bidder. The result of our recent experience, I would say in the last 2 or 3 years, has been that the construction costs in Japan run a little higher than they do in Okinawa.

Senator MONRONEY. Your labor cost in Okinawa is much lower than in Japan; is it not?

Admiral CORRADI. That is correct, and in Okinawa we have adopted a type of construction that uses local materials. We use reinforced concrete, tilt-up slab, which uses local aggregates and we import only the cement.

Senator STENNIS. You have to take your materials into Japan?

Admiral CORRADI. To a great degree we do. It is a question of the economic market. It is one of those things that is difficult to pinpoint a single reason for.

Senator STENNIS. Questions like these give you a perspective on world affairs frequently much better than news items or inspired articles.

Admiral CORRADI. With your permission I would like to correct a statement which I made which may have implied that we import all of our materials into Japan. This is not true. We utilize as much of the Japanese materials as we can.

Senator STENNIS. I surmise there is a scarcity of supplies of certain kinds there?

Admiral CORRADI. Yes, sir; there is.

Senator MONRONEY. There is a great disparity in the facilities of the Marine Corps on the island as compared with the Army and the Air Force. You are still using a great many quonset huts and such things that have been scrounged and put together for many essential functions of the Marine Corps, yet we find very fancy construction for the Army and Air Force there.

General ALLEN. Our construction program there has corrected the great portion of the poor facilities that we have spent years on and

this program that is in this 1962 budget is correcting the last segment of it. There will be still some to do but not very much, and this is reducing those old quonset huts to permanent type and typhoon-proof buildings.

Senator STENNIS. Your last item is company administration, storage and recreation building, $124,000. You are not going to get much more recreation, storage and company administration out of $124,000. What about that, General? Why is it such a low price?

General ALLEN. This is for a relatively small unit at the headquarters, Mr. Chairman, and this will provide just an exercise room for volley ball or ping pong or some of those small exercises that can be conducted inside, versus basketball and that type of exercise. The unit is small and you do not need a tremendously large recreation building.

Senator STENNIS What is your next item?

FAMILY HOUSING (OVERSEAS)

Admiral JOHNSON. There are three line items for family housing (overseas) included in the program. These items, authorized last year, are: Joint U.S. military mission, Golcuk, Turkey, 27 units, $675,000; Naval Air Facility, Naha, Okinawa, 200 units, $4,358,000; Naval Station, Rota, Spain, 100 units, $2,325,000.

At Golcuk and Okinawa adequate private rental family housing is practically nonexistent. At Rota, a few adequate rental units are available, but certainly not enough to meet the need. At each of these locations, private rental units generally are far below U.S. standards as to size and living accommodations; are scarce; and should be left on the market for use by the local nationals to obviate strained relations with the U.S. Navy personnel. Provisions of these family units will be advantageous in several ways. It will improve morale. The tour of duty of married personnel accompanied by their families at these foreign installations will be many months longer. This will enable these officers and enlisted men to become more proficient in their duties and, consequently to perform their duties more efficiently and economically for the extended periods.

Senator STENNIS. How many units are at Naha?

Admiral JOHNSON. 200 units for $4,358,000.

Senator MONRONEY. Would this require any more land?

Admiral CORRADI. I do not believe so.

Admiral JOHNSON. No additional land is required, sir.

Senator MONRONEY. I understand the major complaint on the island is that the military is continually biting off the best parts of the very limited arable sections.

Admiral CORRADI. A part of these are replacements for some very substandard quonset type quarters there now.

Senator MONRONEY. The Marine Corps does not permit dependents to go with them and the Navy does, is that correct?

Admiral SYLVESTER. The Marine Corps has a short tour of duty of 13 months.

General ALLEN. We do have two or three assignments out there that are considered more desirable on a continuing basis to the Navy and they do have their families there, but as the combat forces, no.

Admiral JOHNSON. Of course, the Marines are available and ready to deploy from these island bases whereas the Navy personnel are more or less there in support.

Admiral CORRADI. Not all of the Navy have families living with them. The Seabees do not have their dependents with them.

Senator STENNIS. I am sorry, I did not have more time on Okinawa. It would take a week to see the whole picture.

All of this housing that you referred to overseas is not in the family housing for which we appropriated funds, this is outside?

Admiral JOHNSON. Yes, sir. My next grouping is family housing inside the United States.

Senator STENNIS. How many are you getting at Rota, Spain?

Admiral JOHNSON. One hundred units, sir.

FAMILY HOUSING (INSIDE THE UNITED STATES)

There are 7 line items for 1,000 units of family housing inside the United States which were authorized this year for $17,300,000. These are at the following locations: Naval Facilities, Ft. Miles, Lewes, Del., 30 units, $519,000; Naval Submarine Base, New London, Conn., 200 units, $3,460,000; Naval Base, Charleston, S.C., 200 units, $3,460,000; Naval Station, Mayport, Fla., 140 units, $2,422,000; Naval Air Station, Lemoore, Calif., 200 units, $3,460,000; Naval Security Group Activity, Winter Harbor, Maine, 30 units, $519,000; Naval Construction Battalion Center, Port Hueneme, Calif., 200 units, $3,460,000.

All of these units are urgently required to meet military housing needs over and above those which are being met by private housing in the local civilian communities. The specified units are required because: (*a*) the installation is new, such as those at Lewes, and Lemoore; (*b*) the base loading has recently been considerably increased, such as at New London, Charleston, and Mayport; or (*c*) housing assets are critically insufficient, as at Winter Harbor and Port Hueneme.

POSSIBLE CHANGE IN HOUSING PROGRAM

Senator STENNIS. This is what finally emerged as a priority list within the Navy for 1,000 units?

Admiral JOHNSON. Yes, sir.

Mr. Chairman, the Navy may after further reconsideration try to provide housing at some other location in replacement of one of these or by reduction of units at some of these locations.

Senator STENNIS. How would you handle that?

Admiral JOHNSON. Probably by Capehart rather than through appropriated fund housing. I just wanted to alert the committee of the possibility that the Navy may attempt that.

HOUSING COST IN MAINE AND DELAWARE

Senator STENNIS. I see you have exactly the same figure here for Winter Harbor, Maine, that you have for Fort Miles, Del., 30 houses, $519,000. What do you have to say about that?

Admiral CORRADI. The number of units?

Senator STENNIS. Yes. It comes to exactly the same figure, $519,000.

Admiral CORRADI. The amounts were established by the Congress. We have had considerable trouble in providing adequate quarters in the areas where the climates are so severe. In Winter Harbor we propose to keep within the limit, the price which has been established, by making compromises in the amenities and the livability of the quarters. Although they are priced out exactly the same, I can assure you that the Winter Harbor quarters will not be the same size and have the same amenities.

Senator STENNIS. I would think it would cost more to build in Maine than in Delaware or Mayport, Fla.

Admiral CORRADI. It should cost more but we are right up against the maximum allowed so we will make the cut in the amenities and the size of the building.

Senator STENNIS. You may proceed.

TROOP HOUSING

Admiral JOHNSON. The next category is troop housing and includes one line item for a bachelor officer's quarters and six line items for barracks. These items are: Naval Station, Charleston, S.C., barracks, $1,972,000, BOQ and mess, $1,046,000.

Senator STENNIS. How many men are taken care of at this barracks?

Admiral JOHNSON. Four 252-man barracks, 1,008 spaces.

Senator STENNIS. About $1,900 a man?

How many are taken care of at the BOQ?

Admiral JOHNSON. As I recall, 100, Mr. Chairman.

UNIT COSTS

Admiral CORRADI. I have the unit costs priced out. Facilities for 100 officers, the unit cost is $9,322 per officer including mess facilities. This is based on a cost factor of 1. When we tried to compare these costs we convert them all to unit cost factor of 1.

Senator STENNIS. What do you mean by one, one for United States of America?

Admiral CORRADI. We take one for a location in the United States of America, such as Philadelphia. Charleston costs are a little lower than Philadelphia, so the budget would be $8,390 per man.

Senator STENNIS. That is a good deal more than I thought you let them run for a building to take care of 100 men.

Admiral CORRADI. The average is about $8,000 per man.

MARINE BARRACKS

Admiral JOHNSON. Marine Corps Base, Camp Pendleton, Calif., barracks, $888,000; Marine Corps Base, Camp Butler, Okinawa, barracks, $1,029,000.

General ALLEN. That is for the moving the rifle range from San Diego to Camp Pendleton. It will house 430 men.

CAMP BUTLER

REBUILDING OF HEADQUARTERS AREA

The next item is Camp Butler, $1,029,000, and that is part of the rebuilding of the headquarters area and it includes 12 barracks and will house 1,200 men.

Senator STENNIS. You have taken care of 1,200 men here in Okinawa for $1,029,000, and you are taking care of 1,000 men in Charleston for $1,072,000. You partly explained that a while ago in your point costs, but this must be a much more austere barracks building in Okinawa.

Admiral CORRADI. Yes, sir; it is. It is a precast kind of concrete construction and a lower unit cost factor applies at Okinawa.

NAVAL ACADEMY

REHABILITATION OF BANCROFT HALL

Admiral JOHNSON. Naval Academy, Annapolis, Md., rehabilitation of Bancroft Hall, $7,730,000.

Senator STENNIS. How many men will you take care of there?

Admiral JOHNSON. About 500 midshipmen.

Senator STENNIS. You are crowded up there for space. I don't see how you can take care of the five there.

Mr. Rexford said this is a part of your $19 million rehabilitation and reworking of your building.

Admiral JOHNSON. This is the second increment.

Senator STENNIS. How much more will you require?

Admiral JOHNSON. A third and possibly a fourth increment, and at the present time, we expect to come in with approximately $11 million next year.

Admiral CORRADI. I want to comment on that.

My comment is to the effect that this particular project is being very carefully engineered on the site and it is really not comparable to anything else that is in this bill, and the price will come out to whatever we find is absolutely necessary to be done on the building. We do not have a final figure yet on the third and fourth increments.

Senator STENNIS. You do not have a final figure yet?

Admiral CORRADI. That is correct.

Senator STENNIS. Your planning is not complete?

Admiral CORRADI. Our planning is not complete so that we could price it out completely for the entire project.

Admiral JOHNSON. And the last repetitive barracks item is Naval Radio Station, Dixon, Calif., barracks with mess, $165,000.

To recap briefly, the proposed barracks at Charleston are required for housing the additional enlisted men: (*a*) attached to the increased numbers of destroyers and submarines recently assigned to this home port; (*b*) to be attached to the planned increased numbers of POLARIS submarines; and (*c*) required to provide the attendant increased shore support. The BOQ and mess at Charleston are needed, in part, for the same reasons. The new BOQ space is also needed as replacement of an existing BOQ which is deteriorated beyond economical rehabilitation.

The other line items will replace existing facilities. The Camp Pendleton barracks are for the permanent personnel assigned as in-

structors and caretakers to the new recruit weapons training facility which is to be relocated from Camp Matthews. The Annapolis line item is the second increment for rehabilitation of Bancroft Hall, the midshipmen's dormitory. The Dixon barracks will provide berthing and messing facilities for enlisted personnel who will be transferred from Mare Island to Dixon as a result of the relocation of fleet broadcast facilities from the former location to the latter.

MESSHALLS

The next group of repetitive items is messhalls. There are four such items in the program. They are: Naval Station, Charleston, S.C., $625,000; Marine Corps Base, Camp Pendleton, Calif., $575,000; Marine Corps Base, Camp Butler, Okinawa, $274,000; Naval Training Center, Great Lakes, Ill., $2,684,000.

The proposed messhalls at Charleston, Camp Pendleton, and Camp Butler are required for the same reasons as the proposed barracks are needed at these locations. At Charleston, the requirements is based on a large increase in the base loading; at Camp Pendleton, personnel and training functions will be relocated from the present Camp Matthews site at San Diego; and at Camp Butler, existing deteriorated and unsanitary quonset huts used for this purpose will be replaced with a new facility. At Great Lakes the proposed messhall will replace a deteriorated facility which is also a health and fire hazard. This is a continuation of a program for replacement of temporary barracks, messhalls, and training facilities which has been underway for several years. The proposed structure will provide feeding facilities for the second 5,040 recruit camp plus the 252 staff personnel.

Senator STENNIS. The building at the Great Lakes is for part of the buildup program there?

Admiral JOHNSON. Yes, sir. This will be the second of the two messhalls required to replace three old structures.

Senator STENNIS. If there are no other questions, we will pass on.

STAFF NCO MESS (OPEN)

Admiral JOHNSON. The next group consists of two line items to provide a staff NCO mess (open) at each of two Marine Corps Bases: Marine Corps Base, Camp Pendleton, Calif., $145,000; Marine Corps Base, Camp Butler, Okinawa, $100,000.

The proposed Camp Pendleton facility is required for billeting and messing of the noncommissioned officers permanently assigned to the recruit weapons training activity to be located in the remote Stuart Mesa area of this Marine Corps Base. Because of their duties these personnel must be billeted in close proximity to the recruit personnel and the firing ranges. At Camp Butler, the proposed open mess will provide a necessary and vital onpost recreational facility for the staff noncommissioned officers assigned to the division headquarters at this West Pacific base.

General ALLEN. At Camp Pendleton there are 100 NCO capacity there.

Senator STENNIS. How many men are you going to take care of at Okinawa?

General ALLEN. Those are the division headquarters personnel and I think that it runs about 300.

RECREATIONAL FACILITIES

Senator STENNIS. I notice you don't have anything except a little fragment for recreational purposes. Does this mean that they are adequate?

Admiral SYLVESTER. We felt we had so many other items of higher priority we were unable to put in any strictly recreational facilities or community facilities this year. It is not that we don't have a need for them, but we could not do them at this particular time.

Senator MONRONEY. It would seem to me that if the various military services which use Okinawa would enlist the help of some of our own international hotel organizations to establish a hotel on Okinawa, and get it on the regular airline tourist circle, it would furnish a social center that would be desirable for our men stationed there as well as the transients. I have never understood why we never have been able to enlist the help of any of our worldwide hotel operators in considering Okinawa as a site. Do you know of any steps that have been taken?

Admiral SYLVESTER. They may feel there is not enough steady patronage.

Senator MONRONEY. Unless you go to Okinawa on an inspection, it is quite hard to be taken care of there.

Senator STENNIS. Our committee pushed your recreation facilities 2 or 3 years ago and I notice the dearth of them at this time. I thought perhaps you might be catching up.

What impressed me, I went up to Alaska and on a Sunday afternoon I was on a naval installation, quite small, Kodiak Island, and I saw your lack of facilities there. You did not have any recreational facilities. The young boys off duty were walking up and down and there was no place for them to go except old beer joints. It opened my eyes to an additional need for wholesome recreational facilities and I followed it with considerable interest for several years.

What is the next group?

PIER UTILITIES

Admiral JOHNSON. The next group is pier utilities. It consists of the following three line items: Naval Shipyard, Norfolk, Va., utilities, $2,790,000; Naval Shipyard, Portsmouth, N.H., electric power for drydock No. 2, $170,000; Naval Station, Long Beach, Calif., pier utilities, $720,000.

The line item for Norfolk was authorized last year, whereas the other two items were authorized this year. The Norfolk item will provide for modernization of the waterfront utilities installed in the period between the two World Wars. Not only are the existing utilities obsolescent, but they are also inadequate in scope to provide proper and timely service to ships of the modern Navy. The proposed utilities include electrical substations, electrical, steam and water distribution lines, water pumping stations, and compressed air plant and piping.

At Portsmouth, drydock No. 2 will be used for the overhaul of POLARIS submarines. When the ship is in dock, its own reactor and power are inoperative, making it necessary to have shore power available. At Long Beach, two existing piers, now being vacated by the reserve fleet, are being made available for mooring ships of the

active fleet, mainly destroyers and destroyer tenders. While these ships are alongside the piers their engineering plants are shut down so that maintenance work may be performed on them. For this purpose, adequate steam and electricity will be provided on the piers by means of the proposed line item.

Senator STENNIS. You gentlemen certainly have tremendous investments at these naval yards. I visited Portsmouth, N.H., and Boston, Mass., last year. It certainly was a revelation to me. I did not know you had anything like that. You have a tremendous capacity there.

Admiral SYLVESTER. We have some very large industrial installations.

Senator STENNIS. You have a great backlog of skilled labor there, too.

What is this called at Norfolk?

Admiral JOHNSON. That is a naval shipyard.

Senator STENNIS. Is there anything further on that? If not, proceed to your next item.

UTILITIES

Admiral JOHNSON. The next group consists of nine line items for utilities: These are: Naval Shipyard, Portsmouth, N.H., additions to utilities systems, $55,000; Naval Station, Charleston, S.C., utilities, $1,700,000; Navy Air Station, Miramar, Calif., extension of electrical distribution system, $1,145,000; Marine Corps Air Station, Cherry Point, N.C., utilities, $579,000; Marine Corps Air Facility, New River, N.C., expansion of utilities, $641,000; Pacific Missile Range, Point Arguello, Calif., utilities, $732,000; Pacific Missile Range, Point Mugu, Calif., utilities, $1,117,000; Marine Corps Base, Camp Pendleton, Calif., utilities, $2,449,000; Marine Corps Base, Camp Butler, Okinawa, utilities, $906,000.

Various utilities are needed at these nine locations to increase their capacities, or areas to be serviced, or to add new utilities to meet greater demands as a result of: (1) expanded workload; (2) additional facilities constructed in recent years and in this program; or (3) new construction in undeveloped areas.

In the first category are: Portsmouth, where steam and pure water lines will be provided at two berths for overhaul and fitting out of POLARIS submarines; Charleston, where the increase in personnel and ships, with the attendant additional facilities, require expansion of utilities, including water storage and distribution lines, electrical distribution lines, sewerage, fire alarm, roads, and street lighting; and at Point Arguello and Point Mugu, where the growing missile development program make it necessary to provide new or expanded utilities, such as communication lines, electrical substations and distribution lines, roads, and at Point Arguello, sanitary sewer system.

Senator STENNIS. This is just for your expanded facility?

Admiral JOHNSON. Primarily for an increase in demand and in some cases a replacement.

In the second category are the three air activities at Miramar, Cherry Point, and New River, and the Marine Corps base, Camp Butler. At Miramar, the electrical power system will be expanded and a fire alarm system and street lighting will be added to correct present deficiencies.

Senator STENNIS. This is an extension of the electrical system that you put in during World War II?

Admiral JOHNSON. It was put in during World War II. Miramar has been built up. It is a master jet station now. It has been expanded and this is an expansion and modernization of the electrical equipment.

At Cherry Point extended utilities will include telephone lines, electrical substations, electrical, water and steam distribution lines, sewerage, fire alarm system, and railroad tracks. At New River a new boiler and fuel tank will be provided and a sewage treatment plant, water supply and distribution lines and drainage canal will be built. Overseas, at Camp Butler, where wornout temporary buildings are to be replaced by new structures, utilities include electrical substations and distribution lines, fuel oil storage and piping, sewerage, water storage and distribution lines, roads, and street lighting.

The third category includes Camp Pendleton where the recruit weapons training facility is to be built in the Stuart Mesa area. Fuel oil storage and line will be provided and electrical substations and distribution lines, sewerage, water storage and distribution lines, roads, and street lighting will be built.

Senator STENNIS. You share space with NASA at Point Arguello, do you not?

Admiral JOHNSON. We provide all the services for NASA.

Senator STENNIS. Do they pay you for it?

Admiral JOHNSON. No, sir. I may be wrong on that. As far as I know, this is not reimbursable.

Admiral HIRSCH. We provide the normal services. Anything special they pay for, but most of the normal cost of the operation of the facility we pay for.

Senator STENNIS. They just ride free on the Navy?

Admiral HIRSCH. It is a national range just like the Air Force has in Florida.

Senator STENNIS. That brings you down to the water supply.

WATER SUPPLY

Admiral JOHNSON. The final group of repetitive lines items is water supply, which includes the following three items: NAAS, Fallon, Nev., $370,000; NOTS, China Lake, Calif., $1,086,000; PMR, Point Mugu, San Nicolas Island, Calif., $252,000. Because of a long drought in the area, the present source of water at Fallon is drying up. In addition, the deteriorated distribution facilities are past economical rehabilitation. New wells, pumping stations, and transmission lines will be provided. The water system at China Lake will be expanded to meet the increased load which has developed over the past several years. A storage tank, and supply and distribution lines will be installed. At San Nicolas Island the present water supply is failing and water requirements, imposed by the expanding guided missile program, are increasing. To obtain an adequate supply for domestic consumption and fire protection, additional wells will be dug and a storage tank and distribution lines will be built.

Senator MONRONEY. What is the situation at Fallon?

Admiral JOHNSON. It is an operational training facility for our carrier based air groups primarily. They go out and fire live ammuition.

Senator MONRONEY. Would it be tactical support aircraft?

Admiral JOHNSON. That is correct.

Senator STENNIS. We had a difficult time selecting that base some years ago but it has worked out fairly well.

What is the mission of China Lake?

Admiral SYLVESTER. It is one of the major research and development test stations for the Bureau of Weapons. It is the place where the SIDEWINDER missile was developed and they have a very fine group of scientists and supporting personnel there.

Admiral JOHNSON. The POLARIS submarine "pop-up" facilities for the POLARIS missile were all developed by NOTS.

Senator STENNIS. General Allen, you have a lot of things in here for the Marine Corps. These are the bare essentials?

General ALLEN. These are not soft projects; they are for bare essentials.

AUTHORIZED STRENGTH OF MARINE CORPS

Senator MONRONEY. What is the authorized strength of the Marine Corps?

General ALLEN. At the present position it is 190,000. That was the result of the latest legislation asked for by President Kennedy.

Senator MONRONEY. That gives you three full divisions?

General ALLEN. Yes, sir.

Senator MONRONEY. What is the strength of a division?

General ALLEN. The strength of a division without added troop forces, troop elements, that may be assigned, is around 18,000.

Senator MONRONEY. The others are engaged in training and base operations?

General ALLEN. When HAWK missile battalions or antiaircraft missile battalions may be assigned, depending on the particular mission, the battalion is assigned as a whole. They are called force troops and may be assigned depending upon the mission.

Senator STENNIS. Is Captain Bridgers here?

Admiral JOHNSON. He is not here. We plan to have him in later.

Senator STENNIS. He carries a big bag around and he can really pull things out of it. I have seen him under pressure and he never fails to come through.

I think your presentation here of these repetitive items has been very good and it seems to me like they are all rather bedrock and essential and I do not believe we will have to discuss them very much in the future.

The committee will take a recess until 2:30.

Thank you very much.

(Whereupon, at 12:45 p.m. the hearing recessed, to reconvene at 2:30 p.m. the same day.)

AFTERNOON SESSION—TUESDAY, JULY 11, 1961

(The committee reconvened at 2:30 p.m., pursuant to the recess.)

DEPARTMENT OF THE NAVY

STATEMENTS OF VICE ADM. JOHN SYLVESTER, USN, DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS); REAR ADM. FRANK L. JOHNSON, USN, DIRECTOR, SHORE ACTIVITIES DEVELOPMENT AND CONTROL DIVISION, OFFICE OF THE CHIEF OF NAVAL OPERATIONS; REAR ADM. P. CORRADI, CEC, USN, DEPUTY CHIEF, BUREAU OF YARDS AND DOCKS; CAPT. H. C. BRIDGERS, USN, HEAD, AVIATION BASE REQUIREMENTS BRANCH, OFFICE OF THE CHIEF OF NAVAL OPERATIONS; M. R. HANABURY, DIRECTOR, MILITARY CONSTRUCTION DIVISION, BUREAU OF NAVAL WEAPONS; AND LT. COLONEL RUTLEDGE, MARINE CORPS—Resumed

Shipyard Facilities

Senator Stennis. I think we got off to a good start this morning. We are looking forward to getting into some of these other items.

Do you propose now to take up your regular books?

Admiral Johnson. That is correct.

Senator Stennis. I think we can follow the general practice since we discussed these items this morning rather fully, unless you are interrupted or stopped in some way, you can point out that it has already been covered.

You may proceed, Admiral.

Admiral Johnson. The first line item is under "Shipyard facilities."

Mr. Chairman and members of the committee, the first of the nine facilities classes in the Navy's fiscal year 1962 funding program is "Shipyard facilities." It includes 17 line items at 7 stations for a total of $31,909,000. Two of the items were authorized last year for $15,290,000; the balance are in this year's authorization program. There are 13 unclassified line items at 6 stations inside the United States, totaling $25,471,000. The remaining four line items are at a classified overseas location for a total of $6,438,000. The general requirements for these facilities are for overhaul and repair of our modern ships, primarily our nuclear-powered submarines; modernization of oceanographical research; test and evaluation of specialized equipment; and personnel support.

Naval Shipyard, Charleston, S.C.

The first project is outlined on page 1 of book I. It is at the Naval Shipyard, Charleston, S.C., and consists of three line items for $16,300,000. This yard provides logistic support for assigned conventional and nuclear powered ships of the fleet and service craft, including mine warfare types, destroyers and submarines and their tenders, with particular emphasis on the POLARIS submarines.

Replacement of Pier Fender System

The first line item is for the replacement of pier fender system at the estimated cost of $33,000. In carrying out its overhaul tasks, the yard will be required to use pier 317–D for berthing POLARIS submarines. This pier was designed for berthing conventional Navy

ships. When such a ship is forced against the pier by wind or current, it exerts forces against the fender system centered near the waterline. Under similar circumstances, a POLARIS submarine, because of its deep draft and special hull configuration, will exert forces centered about 11 feet below the waterline. Consequently, to accommodate the POLARIS submarines, this line item is needed to modify the present fender system by removing timber piles from two sections of the pier, where specially designed deep-draft camels will bear, and replacing them with structural steel piling.

GRAVING DRYDOCK

The second line item is for construction of a new graving dock in the amount of $15,600,000. The major portion of this item was authorized by the Congress last year for $12,500,000. As a result of a recent engineering study, the cost is now estimated to be $15,600,000. An amendment to increase the authorized amount by $3,100,000 is included in this year's authorization act. At the present time, there is only one drydock at Charleston capable of handling fleet destroyers and conventional submarines as well as the deep draft POLARIS submarines which are scheduled to be overhauled at this shipyard beginning in January 1963. The projected overhaul and repair workload of POLARIS submarines at Charleston (including possible emergency docking requirements) shows that by January 1965 docking facilities will be needed to accommodate as many as two to three POLARIS submarines at one time. The proposed new facility will have the capacity to handle simultaneously two POLARIS submarines or three fleet destroyers or two guided missile destroyers.

Senator STENNIS. What does the word "graving" mean?

Admiral SYLVESTER. There are two types of drydocks, one of which is floating and the other is the graving dock which is dug out of the earth.

Admiral JOHNSON. This was authorized last year for $12,500,000 and a more refined engineering study indicated the cost would be $15,600,000.

Senator STENNIS. Will that put the drydock into condition where it can be used?

Admiral JOHNSON. That is the total cost.

COLD STORAGE WAREHOUSE

The third line item is for a cold storage warehouse at the estimated cost of $667,000. It is needed to replace the existing facility which will be demolished. The present cold storage warehouse was built in 1942. The wood structure is so seriously damaged by termites, and rot of the framing due to excessive condensation, that structural failures can be expected at any time. The load on this facility was increased in 1959 to include support of active fleet units assigned to the naval station. It is being further increased to support POLARIS submarines which will undergo overhaul at this shipyard. If this proposed facility is not provided it will be necessary in the near future for the Charleston-based ships to proceed to the base at Norfolk to obtain refrigerated food, or use costly trucking.

Senator STENNIS. How did it come about that a project was figured at $12,500,000 and then you had to increase it approximately 25 percent?

Admiral JOHNSON. This was a line item which was authorized and introduced by Congress itself last year and there was no time, really, to prepare adequate engineering estimates.

However, the Navy did actually estimate $15 million for this particular initial estimate, which was very close to what it proved out to be.

Admiral Corradi can expand on that.

Admiral CORRADI. That is correct.

Senator STENNIS. That is reassuring. I did not want to think that the official estimates were that far off.

Admiral CORRADI. At the time the Navy submitted a $15 million figure last year, we had only general planning criteria. Since then, however, we have embarked on detailed plans and specifications, and this is a refined engineering estimate.

Senator STENNIS. Will this put you in business now, and virtually complete your installation as to POLARIS at Charleston, with the items in this bill in addition to this?

Admiral JOHNSON. We will have some future authorization required for Charleston.

Senator STENNIS. How much will that be?

Admiral JOHNSON. The present planning is for approximately $9 million, but this is not solely for POLARIS. This will be the entire future authorization spread over a period of several years.

Senator STENNIS. Is there anything else? If not, go on to your next item.

APPROPRIATED FUND HOUSING

Admiral JOHNSON. The fiscal year 1962 Military Construction Authorization Act authorizes the Navy to construct 1,000 units of family housing with appropriated funds at seven specified naval installations. The seven projects require funding in the total amount of $17,300,000.

Housing facilities for these installations are urgently required in support of fleet operations and operational training of naval personnel who are actively engaged in maintaining important elements of our defense structure. Government-owned land is available for construction of both appropriated fund and Capehart housing projects except at three locations. It will be necessary to acquire land for this purpose as follows:

	Acres
Winter Harbor, Maine	10
New London, Conn	60
Mayport, Fla	50

At one or two of the other locations, for example, Charleston, S.C., available land is tight, and additional land may be needed. The final determination cannot be made until completion of the engineering studies.

The first project is—

NAVAL FACILITY, FORT MILES, LEWES, DEL.

FAMILY HOUSING

This naval facility is being built to replace the existing activity at Cape May, N.J., and is scheduled for official establishment on December 1, 1961. Because of its important mission, the conduct of oceanographic research, the military personnel assigned will be required to reside onstation. The family housing requirement is 49 units. There are no military units available. Completion of the proposed 30 units at $519,000 will provide 61 percent of the requirement. A survey of housing conditions in the area indicates that any private community housing which may be available is of the summer resort type, high in rental costs, and inadequate for year-round living.

NAVAL SUBMARINE BASE, NEW LONDON, CONN.

FAMILY HOUSING

The next project is at the Naval Submarine Base, New London, Conn., for $3,460,000. The current housing requirements for eligible military personnel at this location is 4,750 units. There are now 486 adequate units available and 1,000 units of Capehart housing are now under construction. When they are completed there will be 1,486 adequate units available, or 31 percent of the total requirement. The accelerated POLARIS program will further increase the need for housing in the New London area. With the addition of the proposed 200 units, only 35.4 percent of the requirement will be filled.

There is a lack of adequate private rental housing in the New London community to support the military requirement. Failure to provide adequate family housing for POLARIS submarine crew members has already had an adverse effect on recruiting qualified personnel in the area for the FBM program. A sample survey recently conducted indicates that the lack of family housing influenced 30 percent of the married personnel to refrain from applying for the program. Therefore, adequate housing is urgently required in this area to maintain and efficiently operate this vital portion of the U.S. Defense capability.

NAVAL SHIPYARD, NORFOLK, VA.

The next project, on page 5 of book I, is at the Naval Shipyard, Norfolk, Va. It consists of two line items for $3,001,000. The mission of the shipyard is to provide logistic support for ships of the Reserve and Active Fleet, including nuclear-powered surface ships and submarines, involving construction, conversion, overhaul, alteration, repair, drydocking, and outfitting of ships as assigned.

NUCLEAR SHIP OVERHAUL FACILITY

The first line item is for a nuclear ship overhaul facility, at the estimated cost of $211,000.

Overhaul of nuclear-powered surface ships and submarines, a recently assigned responsibility, is scheduled to start at this yard in October 1963. Existing structures do not have this capability. They must be supplemented by means of the proposed project to provide the specialized facilities required.

Senator STENNIS. I believe the Navy is doing a fine job on its housing. Our committee held hearings on the old Capehart bill and we had about $55 million contract value in that hearing. It showed up the looseness of the method in the system that was used. I did not marvel at how bad that one was as much as I did marvel at why all of them were not worse than they were. It was such a loose law with divided responsibility. I am speaking with all deference to any individual who might have been in the administration of it.

I just do not think that law permitted the tight handling of anything.

We want to try this contract system now and it will be under the direct responsibility of the Bureau of Yards and Docks; is that correct?

Admiral CORRADI. Yes, sir, and we welcome the opportunity.

Senator STENNIS. I think you will do a fine job on it and I would just like to have a report to the Preparedness Committee. I do not mean a long official document. Let some of the boys go down and look at it as it goes along. I believe in the Navy having the responsibility and also the opportunity to do the work.

Is there anything else on that? If not, go to the next item.

The Bureau of Yards and Docks will submit a report of each contract award for appropriated fund housing in this program to the Preparedness Committee reporting the essential facts in each case.

UTILITIES

Admiral JOHNSON. The second line item is for the first increment of utilities improvements to the ship berthing facilities area. The estimated cost is $2,790,000. This item will provide urgently needed electrical, fresh water, salt water, steam, and compressed air utilities at pier 6 and drydocks 2 and 3 for services required in the overhaul and repair of conventional and nuclear-powered submarines as well as large combatant surface ships, such as the Navy's attack aircraft carriers of the *Forrestal* class. The Naval Shipyard, Norfolk, is to have the capability for the overhaul of conventional submarines in July 1962 and nuclear-powered submarines by October 1963. This item was authorized last year.

Senator STENNIS. What is this?

Admiral JOHNSON. This will provide three additional capabilities at the shipyard in order to permit the shipyard to overhaul any nuclear type of submarine.

They will be able to overhaul not only submarines but also nuclear surface ships. There are three aspects of this.

The first is a facility to permit radiographic pictures to be taken to check the various instruments, various pieces of equipment in the nuclear plant or associated with the plant. It will also provide for submarine overhauls, particularly a periscope tower where they can overhaul, check out, and test periscopes. It will additionally provide a pure water facility for any nuclear-powered ship overhaul.

NAVAL SHIPYARD, PORTSMOUTH, N.H.

The next project, Mr. Chairman, is shown on page 8 of the program book. It is at the Naval Shipyard, Portsmouth, N.H., for

$1,774,000, and includes five line items. The mission of this shipyard is similar in many ways to other naval shipyards, except that it emphasizes the design, construction, and servicing of nuclear-powered submarines. Certain facilities to to provide this capability were authorized over the past several years. The additional facilities we are now proposing are to be built in phase with the scheduled workload.

ADDITION FOR POLARIS LAUNCH SYSTEM OVERHAUL

The first line item is for construction of a wing on the east end of the field and machine shops building as an addition for POLARIS launch system overhaul at the estimated cost of $414,000. This is needed for the overhaul and repair of POLARIS submarine missile launching tubes, air systems, launch valves, and other large launching hardware items. There are no facilities at the yard which can be converted to this purpose.

ADDITION FOR POLARIS NAVIGATION AND FIRE CONTROL SYSTEM OVERHAUL

The second line item is for extending the electric lab and electric-electronic shops building by an addition for POLARIS navigation and fire control system overhaul at the estimated cost of $1,009,000. The first overhaul of a POLARIS submarine at this yard is scheduled for approximately October 1962. A prinicipal function during this overhaul will be to repair, test, and check out various components of the ship's fire control and navigation subsystems. Special equipment, housed in controlled atmospheric environment, is required for this purpose. For efficiency and economy, the line item to meet this need will be an addition to the electric lab and electric-electronic shops building in which allied electronic shop operations are conducted.

ADDITION FOR TECHNICAL PERSONNEL

The next line item is for construction of a wing at the west end of the field and machine shops building. This is an addition for technical personnel at the cost of $126,000. The advent of the POLARIS submarine and the assignment to this yard of construction and overhaul responsibilities, have generated a requirement for working space for approximately 150 permanently assigned engineering and technical specialists and for crews of the ships in port for overhaul. No existing facilities are available to satisfy this need. The plan to build a wing for this purpose on an existing building will result in economies in construction of the structure and the utilities, without sacrificing usability of the present facilities.

ELECTRIC POWER FOR DRYDOCK

The fourth line item in this project is electric power for drydock No. 2 at the estimated cost of $170,000. In the early fall of 1962 when the full schedule of overhauling POLARIS submarines is to start, drydock No. 2 will be used for the purpose. When a ship is in drydock its own reactor and power will be inoperative, thus making it necessary to have shore power available. Only a nominal amount

of alternating current electrical power is now available, whereas approximately 3,750 additional kilowatts are required. The shortage of a.c. power at the drydock will be met by accomplishing this line item through construction of a substation and the necessary electrical distribution lines.

ADDITIONS TO UTILITIES SYSTEMS

The final line item is for additions to the utilities systems at the estimated cost of $55,000. In order that the yard may carry out its mission with regard to POLARIS submarines, it will be necessary to use berths 13B and 13C in overhauling such ships and in performing tests of systems on new construction when completed. As the ship's engineering plant will be shut down during the work, various utilities must be available at the berths. Among the utilities which will be needed for test and supply purposes, but which are not available, are high pressure steam and condensate lines and a pure water distribution line. These two utilities will be furnished by this proposed line item.

Senator STENNIS. The largest item is for POLARIS navigation and fire control system overhaul. Does that mean to bring in the submarines for overhaul as to these particular items?

Admiral JOHNSON. The submarine will be overhauled in the yard. As you know, Mr. Chairman, the navigation and fire control system of the POLARIS submarine is very complex and it must be very carefully overhauled and thoroughly checked out. It must be done in an environmental condition, in other words, air conditioning. This requires a large facility with much sensitive and expensive test equipment. This is the real key to the success, really, of the POLARIS system.

Senator STENNIS. You build submarines from the ground up here; do you not?

Admiral JOHNSON. There are four submarines now being constructed there now. These are nuclear submarines, but not the POLARIS.

Senator STENNIS. I saw the laying of the keel of a submarine at Portsmouth. I saw one there last August. I think you have covered that very well.

NAVAL SHIPYARD, MARE ISLAND, VALLEJO, CALIF.

DREDGING MARE ISLAND STRAIT

Admiral JOHNSON. The final unclassified project in this class, on page 14 of the program book, is at the Naval Shipyard, Mare Island, Vallejo, Calif., for dredging Mare Island Strait at the estimated cost of $417,000. The mission of the yard is comparable in many respects to the yard at Portsmouth, N.H. It now has capabilities for construction and overhaul of nuclear-powered submarines and is the principal shipyard on the west coast for overhaul of such ships. The current depth of the channel and turning basin is 30 feet below mean lower low water. Average tides are 5 feet. The minimum depth required for operating the nuclear-powered submarines now under construction at the shipyard is 32 feet. Consequently, we propose by means of this project, to dredge the 30-foot-deep channel to 32 feet depth, 400

feet wide, a distance of 7,800 feet; and to dredge the 600-foot-wide turning basin also to 32 feet depth, for a distance of 7,500 feet. This increased depth will reduce possibilities of grounding while these submarines are underway. The Army is scheduled to do this dredging starting in late September.

Fleet Base Facilities

Mr. Chairman, the next facilities class starting on page 15A of program book I, is fleet base facilities. In this group are nine unclassified line items at four stations, all inside the United States, for $13,123,000 and one line item at an oversea location for $675,000. All of these items are included in this year's authorization act except one which was authorized last year. These stations provide general logistics support to the active fleet.

Naval Base, Charleston, S.C.

FAMILY HOUSING

The housing requirement for eligible military personnel at this location is 4,893 units. These are now 97 adequate units available, and 500 Capehart units will be under construction by August 1961. The proposed 200 units at a cost of $3,460,000 will increase the available assets to 797 units, or only 16.2 percent of the requirement. There is a critical housing shortage in the Charleston area due to recent home-porting of additional destroyers and submarines at this location. In the near future, the accelerated POLARIS program will further increase the housing requirement at Charleston. A survey conducted in December 1960 by a group composed of representatives of the Department of Defense, Federal Housing Administration, Navy, Air Force, and local real estate developers, revealed a serious shortage of adequate private rental housing units for military personnel in the Charleston area at that time. The survey also revealed that there was no significant number of private rental units under construction or planned for future development.

Naval Station, Charleston, S.C.

The next project is at the Naval Station, Charleston, S.C. It consists of five line items for a total of $5,951,000. The mission of this station is to provide logistic support to the operating forces and other local commands of the Navy.

The recent assignment of Charleston as the home port for two destroyer squadrons and the future assignment for POLARIS submarines are increasing considerably the number of people the station must support. By the time the facilities proposed in this program can be built, 862 officers and enlisted men are scheduled to be assigned to the station and over 19,000 fleet personnel will be requiring services. This is an increase of 80 percent over the present number supported.

DISPENSARY AND DENTAL CLINIC

The first line item is for construction of a dispensary and dental clinic at the estimated cost of $608,000. It will have 10 holding beds and 14 dental operating rooms. Medical services are now provided

by several facilities in the area. The naval hospital, 2 to 3 miles from the fleet support area, performs normal medical functions for military personnel of all services in the area, and also serves their dependents. It is fully utilized now. The shipyard dispensary, 1 to 2 miles from the fleet area, is also being fully utilized to support military personnel and civilian employees in the yard. Other facilities consist of a small station dispensary temporarily located in an adminstration building, and a dental clinic housed in a deteriorated temporary building located in the former receiving station area. Although these separately located activities have been furnishing a degree of medical support to fleet and station personnel, they will be unable to cope with the increased numbers of military personnel who will arrive in Charleston as a result of the POLARIS and other augmented fleet programs.

BARRACKS

The second line item is for construction of 4 barracks buildings at the estimated cost of $1,972,000. The influx of enlisted men to be stationed at Charleston for the fleet ballistic missile training facility; the alternate crews of nuclear-powered submarines to be home-ported here; and the additional personnel to accommodate the increased support to be provided by the naval station, have already generated increased requirements for berthing space. At, the start of this year, the station had a requirement to house 2,471 enlisted men but had only 2,016 existing standard barracks spaces. Two years hence, we estimate we shall need approximately 1,000 additional spaces. Construction of this item, four 252-man standard barracks, will provide 1,008 spaces to meet the deficiency.

MESSHALL

The third line item is for construction of a standard messhall at the estimated cost of $625,000. The background information and basis of the requirement for this facility are similar to those I have just discussed for the barracks. To take care of the planned personnel base-loading, construction of the proposed messhall is essential. It will provide for a 1,000-man messhall to augment the existing 1,400-man messhall.

BACHELOR OFFICERS' QUARTERS WITH MESS

The fourth line item is for construction of a bachelor officers' quarters with mess at the estimated cost of $1,046,000. The need for this facility has the same basis as the requirement for the additional barracks and messhall I have just discussed. There is a requirement for quarters for 228 officers. The station now provides bachelor quarters space for 177 officers in two widely separated buildings. One BOQ is modern and accommodates 112 officers. The second BOQ accommodates 65 officers. This second BOQ is over 2 miles from the mess and its associated BOQ, is in poor structural condition, and a fire hazard, and will be razed as soon as a replacement can be built. The proposed BOQ will accommodate 100 officers. The mess will be built as an ad-

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dition to the existing mess facility; and both will be located adjacent to the presently adequate 112-man BOQ near the fleet support area of the station.

UTILITIES

The last of the five line items proposed for this station is utilities at the estimated cost of $1,700,000. The construction of the four facilities I discussed moments ago, and certain other facilities which will be needed later to meet the baseloading, will require considerable utilities support. Existing utilities are inadequate by far to satisfy the increased load. The utilities proposed by this line item will be built to accommodate the loads imposed by operation of the facilities to be built under this program. In addition, they will be sized to permit economic expansion to take planned future loads. This line item will provide for electrical distribution lines; storm and sanitary sewerage; water storage tank and distribution lines; and necessary paving.

NAVAL STATION, LONG BEACH, CALIF.

PIER UTILITIES

The next project, Mr. Chairman, is outlined on page 22 of the program book. It is for a single line item, "Pier utilities," at the cost of $720,000 at the Naval Station, Long Beach, Calif. Reserve Fleet ships, which have been mothballed alongside piers C and D at this station, have been disposed of or consolidated with reserve ships at other locations. This leaves these two piers available for berthing active fleet destroyers and destroyer tenders which, of necessity, had previously been anchored in the bay. Berthed at the piers, the ships' engineering plants may be shut down and any necessary maintenance may be done on the ships in an efficient and economical fashion. However, having been used solely for inactive ships, available utilities are wholly inadequate for this new requirement. The deficiencies will be overcome through means of this line item. It will provide for rehabilitation of fender piles, and construction of electrical substation transformers, electrical distribution lines and outlets, steam lines, telephone lines and a parking area on the mole.

Senator STENNIS. You have some trouble there about the cave-in and excavating. Has all of that been taken care of?

Admiral JOHNSON. As far as the Navy is concerned, we believe there has been effective arresting of the subsidence, and the Secretary of the Navy has so stated to Congress.

Senator STENNIS. You are vacating some piers and what do you want to do with them now?

Admiral JOHNSON. Some of these were reserve piers and they had no normal service facilities required for active fleet ships. We need to provide these additional facilities so we can use these two piers for the many fleet ships, specifically four destroyer squadrons which are home-ported at Long Beach.

This will provide us with electrical substation transformers to increase the electrical load due to our more modern ships and the fact that they are active ships will provide steam lines, telephone lines and a parking area on the mole for the ship personnel.

Senator STENNIS. Next item.

NAVAL STATION, MAYPORT, FLA.

DISPENSARY AND DENTAL CLINIC

Admiral JOHNSON. Mr. Chairman, the next project in this group is for two line items for $2,992,000. It is detailed on page 24 of the book.

The first line item is for construction of a dispensary and dental clinic for $570,000, at the Naval Station, Mayport, Fla., with 10 holding beds and 6 dental operating rooms. Like the station at Charleston, the base loading of this station has increased appreciably in recent years. Its functions have also increased. From the small auxiliary air station that it was a few years ago, it has become in addition, the home port of 3 modern aircraft carriers and their 16 destroyer escorts and destroyer tender. This has resulted in a correspondingly large increase in support requirements.

A dispensary is available at the station. It was built in 1943 to provide interim medical service for the few personnel at the small auxiliary air station. It is located adjacent to the runway and is less than half the size now required.

The proposed replacement will be located within the main personnel support areas, where it will serve more efficiently the greatest number of people and be distant from jet aircraft noise.

FAMILY HOUSING

The second line item will provide 140 units of family housing for $2,422,000.

The housing requirement for eligible miiltary personnel at this station is 4,900 units. There is only one adequate housing unit available. Forty Capehart units were authorized in the fiscal year 1960 program and 500 units were approved in last year's program. These 540 units will be constructed as a single project, with construction to start in August of 1961. Completion of these 540 units will fill only 11 percent of the requirement. The proposed 140 units will increase the available assets to 681 units, or 13.8 percent of requirements.

Mayport is located in the Jacksonville Beach resort area. The available private rentals in this area are small and inadequate for year-round living, especially for families with children. Most of the private rentals are subject to very high seasonal rental rates.

JOINT U.S. MILITARY MISSION, GOLCUK, TURKEY

FAMILY HOUSING

This project, on page 26B of book I, is for construction of 27 family housing units at an estimated cost of $675,000. It was authorized last year. These units are for 7 officers and 20 enlisted men and their families assigned to the Joint U.S. Military Mission, Golcuk, Turkey.

The mission of this U.S. Navy group is to provide advice and assistance to the Turkish Government in matters pertaining to naval operations, training, and maintenance for Turkish naval personnel related to ships, equipment, and ammunition.

Current Navy assets at this location consist of only four sets of inadequate quarters in quonset huts. Community housing in Golcuk

is scarce and substandard. There are no adequate private rental units in the area. In addition, American military personnel who are living in the few inadequate private rentals are in competition with Turkish naval personnel. This is causing resentment.

The tour of duty at this location for personnel unaccompanied by dependents is 18 months. The tour is extended to 24 months when personnel are accompanied by dependents.

LOCATION OF GOLCUK

Senator STENNIS. Where exactly is Golcuk located?

Admiral SYLVESTER. I would say that Golcuk is about 50 miles from Istanbul on the opposite side of the Sea of Marmara.

I am not actually sure within 20 percent of the distance but it is within reasonable proximity to the Istanbul part of Turkey.

Senator STENNIS. You are operating some of your programs there jointly, as I understand. This is for limited personnel.

Admiral SYLVESTER. Yes, sir. This is for personnel engaged in the training of the Turkish Navy.

Senator STENNIS. Do you have any trouble at this base?

Admiral SYLVESTER. I have never heard of any trouble occurring in that area. I must admit that the services have had some trouble in Izmir which is quite a distance away from this part of Turkey, but I do not believe that the relatively small number of people there have ever had any trouble, and, to the best of my knowledge, our relationships with the Turkish Navy have been excellent. We have a very high respect for them as fighting people and as good allies.

TURKISH NAVY

Senator STENNIS. Do they have a sizable navy? Do they have an appreciable strength?

Admiral SYLVESTER. Yes, sir, they do have a navy of some strength. They have destroyers and submarines.

As I recall, they have no large ships any more. They had some fairly large ships during the First World War and I think they held them on until approximately 3 or 4 years ago. As I recall, they had an old German cruiser which was the pride of their fleet for a great many years. But their fleet now is composed primarily of destroyers, patrol ships, and submarines.

Senator STENNIS. You may proceed.

NAVAL WEAPONS FACILITIES

Admiral JOHNSON. The third facilities class in our program, Mr. Chairman, is naval weapons facilities, which combine the former aviation facilities and ordnance facilities. It is composed of five groups of activities inside the United States, naval air training stations, field support stations, Marine Corps air stations, fleet readiness stations, and research, development, test and evaluation stations.

These five groups include 42 unclassified line items at 20 separate locations for $28,575,000, and 9 classified line items at 6 locations for $15,383,000. This class also includes an oversea group of 7 stations with 10 unclassified line items for $11,714,000. The grand total for

this class is $55,672,000. Four line items in this class were authorized in previous years. All others are in this year's authorization program.

The proposed projects provide for urgently required training of personnel; for improving the naval and Marine Corps air striking power of our operating forces; for improving fleet readiness in the field of naval ordnance; and for continuing progress in urgent aeronautical and ordnance research, development, test and evaluation programs.

Training Stations

The first group of stations in this facilities class, starting on page 27 of the program book, is naval air training stations. It includes two line items at two locations for a total of $733,000.

Naval Air Station, Glynco, Ga.

Addition to combat information center school

The first project is for construction of an addition to the Combat Information Center (CIC) School for $639,000 at the Naval Air Station, Glynco, Ga. It is required for training personnel in all aspects of surface and airborne CIC. New concepts and doctrines are being introduced into the fleet as a result of the development of the naval tactical data system (NTDS) and the air tactical data system (ATDS).

These systems provide a greatly increased capability for simultaneous tracking of multiple targets, with the related problems of intercept, air traffic control, threat evaluation, and weapon assignment on a programed computer basis. They provide a complete data display to command areas.

The project will provide additional training space to accomodate these new systems. It will also increase areas in the school for modernization of existing equipment which will introduce into the training program relative motion and high speed tracking simulation. These facilities are required now in order that training of personnel may keep abreast of the installation and use of the tactical data systems in fleet surface and air units.

Senator Stennis. What kind of training is this? You said combat information center.

Admiral Johnson. This is the space aboard a combat ship, Mr. Chairman, into which is fed all types of information on the position of enemy and friendly aircraft, enemy and friendly surface ships, submarines, navigational data, and almost everything that has to do with shipboard operation.

All of the radar information is fed into here, for instance, as is communications. This is a sort of nerve center or intelligence center from which you can evaluate this miscellaneous flow of information, assess it, and provide specific information to weapon control, to ship control, and to command.

As you know, it is a very complex system with many pieces of equipment. Much of it is automatic and much of it has to be manned manually.

Senator STENNIS. I know the men you are training here are not raw recruits but on the whole are they men who are just beginning to serve in the Navy?

Admiral JOHNSON. Some are first-enlistment people, Mr. Chairman, and others are older men who are sent back for this specialized and specific training.

They come from the ships and are sent there to get these many weeks of specialized training and go back to the ships and fit into the team or to the air squadrons, particularly the carrier-based and the patrol squadrons.

Senator STENNIS. This training has to go on all the time, does it not?

Admiral JOHNSON. Yes, sir, it is a continual effort.

Senator STENNIS. What is your next item?

NAVAL AIR STATION, MEMPHIS, TENN.

ALTERATION FOR BRIG

Admiral JOHNSON. The second project is outlined on page 30 of the program book. It is at the Naval Air Station, Memphis, Tenn., for alteration of the brig at the estimated cost of $94,000. This project will raise the capacity of the existing brig at Memphis from a maximum of 24 to 40 prisoners. The new corrections program is directed at the prevention of prisoner mistreatment, reduction of prisoner population, reduction of the number of repeated offenders and improvement of brig management. This project will provide adequate space for confinement, work, study, evaluation, and counseling of prisoners.

Senator STENNIS. Why did you abandon the old plan?

Admiral JOHNSON. It was impersonal. There was a long delay before they could commence training. It has been borne out that if you take them from the same locality in which they have been serving and in reduced numbers, the effectiveness of the retraining is much superior.

Senator STENNIS. What is your next item?

FIELD SUPPORT STATIONS

NAVAL AIR STATION, ALAMEDA, CALIF.

ORDNANCE MAGAZINE

Admiral JOHNSON. This project is for an ordnance magazine at the estimated cost of $309,000. It is outlined on page 31A of book I. Alameda is an air and surface transshipment point for special weapons. These weapons arrive at Alameda by cargo aircraft for ultimate loading aboard aircraft carriers or for further shipment to other points on the west coast, Hawaii, or Alaska. Aircraft carriers returning from development also offload their special weapons here before entering a shipyard for repairs. For safety reasons, the weapons must be stored in a specially designed magazine pending further shipment or loading aboard ship.

There are now two magazines aboard the station which are suitable for special weapons storage. These magazines are being used by operational patrol squadrons, and transshipment storage must be on a

space-available basis. If space is not available when the special weapons arrive at the station, they are transported by truck to the Naval Ammunition Depot, Concord, Calif. This entails a 26-mile trip through densely populated areas over a heavily traveled, and frequently, fog-bound highway. In order to avoid this hazard, construction of a multicubicle magazine onboard the station is proposed. This new magazine will consolidate the patrol squadron special weapons and allow use of the other two magazines for transshipment storage.

Senator STENNIS. Is that complete cost?

Admiral JOHNSON. Yes, sir, that is complete cost, Mr. Chairman.

NAVAL AIR STATION, BRUNSWICK, MAINE

SURVIVAL, ESCAPE, AND EVASION TRAINING FACILITY

The next project is outlined on page 32 of the program book. It is at the Naval Air Station, Brunswick, Maine, for construction of a survival, escape, and evasion facility at the estimated cost of $211,000.

This facility is required for the practical training of personnel to survive in unfriendly or unknown country, and to live off the land.

For greatest effectiveness the area should be large, isolated, and in rugged terrain. The Korean conflict pointed up the disastrous consequences suffered by Allied prisoners of war, due, in large part, to the lack of training in these arts.

Under this project, the necessary land area and minimal facilities will be provided. The course is intended to give the trainees the necessary knowledge and confidence they need to survive under extreme conditions, and a realistic experience of what they may encounter in a POW compound.

The facility will be in operation the year round, but the course itself will be of 1 week's duration. It will be used to train all aircrews of the Atlantic Fleet prior to their oversea deployment.

Senator STENNIS. Will that amount of $211,000 take care of you?

Admiral JOHNSON. Yes, sir.

NAVAL AIR STATION, CECIL FIELD, FLORIDA

FULL PRESSURE SUIT FACILITY

The next project is detailed on page 34 of the book. It is at the Naval Air Station, Cecil Field, Florida, and consists of a line item for $68,000 for a full pressure suit facility.

This is the first of four similar facilities proposed in this program. This item will provide a building specially designed to support two squadrons flying aircraft which utilize full pressure suits. The use of a full pressure suit by a pilot allows him to operate, without physiological damage, high performance aircraft above altitudes of 50,000 feet, heights at which the maximum combat effectiveness designed in the planes, can be attained.

Because of their highly specialized nature, these suits require careful handling, storage, cleaning, and cooling. It is necessary to provide in the proposed building, controlled temperature of 75–80° F., and relative humidity in the 45–55 percent range. This will allow

pilots and aircrewmen, wearing full pressure suits, to be briefed and on alert in a controlled environment which will insure that the physical condition of the personnel is not impaired for effective use of the modern aircraft.

NAVAL AUXILIARY AIR STATION, FALLON, NEV.

Page 36 of the program book shows details of the next project in this group. This is at the Naval Auxiliary Air Station, Fallon, Nev., and consists of two line items for $772,000. In providing field support to the fleet, this air station is used primarily for refresher training of naval aviators in field carrier landing practice, and in the modern techniques and operations of fleet aircraft in rocketry, gunnery, and bombing.

SEWAGE TREATMENT PLANT

The first line item is for construction of a sewage treatment plant at the estimated cost of $402,000. This item will provide sewage treatment facilities which will satisfactorily treat station sewage at the least initial and annual cost. It will utilize those portions of the existing system which can be economically used.

The existing sewage treatment plant was built in 1943, designed for an expected useful life of 5 to 10 years.

At the present time, the natural deterioration and obsolescence of the structures and equipment result in incomplete biological process of the raw sewage. The effluent is obnoxious to the senses and hazardous to health. If this item is not provided, the unsanitary conditions evident at this time will continue to worsen and the health of persons aboard and off station will be endangered.

WATER SUPPLY SYSTEM

The second line item is for a water supply system at the estimated cost of $370,000. The existing water treatment plant is of World War II vintage, designed to last for the duration of the war. The water source for the air station consists of a ditch carrying water from Lahontan Lake, approximately 23 miles away. The quality and quantity of water received depends upon the rainfalld, at times nonexistent for months. The district public works officer has estimated that the expected water supply from Lahontan Lake this fall will be about 50 percent of normal. If the current dry period continues through another year, the station will be unable to obtain any water from the Lahontan Lake Reservoir. A new water source is urgently needed at the station to insure a dependable supply, and to reduce the operating and maintenance costs of production of potable water.

This item consists of wells, pumping stations, and a transmission main which will supply the required 2 million gallons of water per day to the station.

NAVAL AIR STATION, JACKSONVILLE, FLA.

BOMBING TARGETS

A project of six line items was authorized by Public Law 161, 84th Congress, for the Naval Air Station, Jacksonville, Fla., in the amount of $2,224,000. To date, five of these six line items have been completed at the revised cost of $1,799,000, as compared to the original

estimate of $1,302,000. This left only $422,000 available for the remaining line item, 2 bombing targets, including acquisition of land, originally estimated to cost $922,000. To meet this deficit, amending authorization was granted by the Congress last year to increase the amount for the project by $500,000.

In the meantime, these remaining funds, $422,000, were used to purchase the land for one target.

During the past year, the requirement for the second target has been met by the transfer to the Navy by the Air Force of a target in Townsend County, Ga. This resulted in a saving of nearly $400,000.

Consequently, of the $500,000 amended authority granted last year, a sum of only $100,000 is required to complete the first target by construction of the associated range facilities, including target markers, control buildings and towers, roads, fencing, and communication land lines.

Senator STENNIS. What does the star mean? It says "work uncompleted to date."

Admiral JOHNSON. That is to complete the sixth line item. Five have already been completed and this will permit us to complete the sixth one.

Senator STENNIS. You may proceed, Admiral Johnson.

NAVAL AIR STATION, LEMOORE, CALIF.

Admiral JOHNSON. The next project, Mr. Chairman, outlined on page 39 of the program book, is at the Naval Air Station, Lemoore, Calif. It consists of a classified line item for $646,000, to be taken up later in the executive session of the hearing; and three unclassified items for $3,739,000. This new master jet station is scheduled to become operational this fall.

OPEN STORAGE AREA

The first line item is for construction of an open storage area at the estimated cost of $48,000. This will provide a fenced, paved area for storage of items relatively unaffected by the elements and items of exceptional dimensions which cannot efficiently be stored in a warehouse. Paving of the area is required to carry the weight of handling vehicles and to provide a stable platform capable of withstanding the effects of inclement weather.

Senator STENNIS. Is this to buy land?

Admiral JOHNSON. This is for paving and for fencing.

SITE IMPROVEMENT, INCLUDING EROSION CONTROL

The second item is for site improvement, including erosion control for $231,000. The hot, dry summers prevalent in the San Joaquin Valley indicate the need for protective seeding and planting for erosion control. This is done to prevent dust, weeds, fire, and health hazards. Windborne dust carries fungus spores which, when inhaled by human beings, may cause the valley fever, coccidioidomycosis, a sometimes fatal disease. Trees, shrubs, ground vines, and various types of grass will be planted in the building areas, and a native grass will be planted in the runway end zones and other remote parts of the station to halt erosion.

Senator STENNIS. It seems to me you are spending almost a quarter of a million dollars on an item like this.

Admiral JOHNSON. It is for end zones and it will provide the necessary funds for planting shrubs, ground vines, and various types of grass around the building. It is all in one package.

Admiral CORRADI. The project is necessary for erosion control aside from correcting the health hazard that would result from the dust blowing about.

Senator STENNIS. If there is a health hazard there and some dust, it would seem to me you just located the facility in the wrong place. You will have that in many places.

Captain BRIDGERS. I just got back from out there and it is pretty dusty. The original site that we picked up was not too poor land but in order to keep good land in cultivation we moved over some and the land on which that field is built is very arid and very dusty and the dust problem is a serious one and it has a threefold effect, the health, the damage to equipment, and the plain erosion. This is not a frill. It is a genuine requirement.

Senator STENNIS. What is your next item?

FAMILY HOUSING

Admiral JOHNSON. The third item is for 200 units of family housing for $3,460,000.

The housing requirement for eligible military personnel at this location is 2,374 units. As this is a new station under construction, no Government-owned housing is available, other than the 1,300 units of Capehart housing under construction. When completed they will provide 55 percent of the total requirement. Lemoore is a relatively isolated station with very little private community support housing available or in future prospect. This addition of 200 units will increase the assets to 1,500 units and provide 63.2 percent of the total housing requirement. Insufficient support facilities will delay movement into the area of the tactical aircraft squadrons and various functions for which this multi-million-dollar establishment was approved. Therefore, fuel utilization and realization of the value of this operational facility depends greatly on the provision of adequate family housing.

NAVAL AIR STATION, MIRAMAR, CALIF.

The next project in this group is covered on page 42 of the program book. It is at the Naval Air Station, Miramar, Calif., and consists of four line items for $3,254,000. This is the second of our two west coast master jet stations.

FULL PRESSURE SUIT FACILITY

The first line item is for a full pressure suit facility at the estimated cost of $139,000. This is the second of this type of facility in the program. Whereas the first one we discussed at Cecil Field is for support of two squadrons, this facility is to support four squadrons, with a correspondingly higher cost. The requirement is the same—to enable pilots and air crewmen to wear the suits without physiological harm, when they are being briefed or on alert preparatory to operation of high performance aircraft above 50,000 feet altitude.

JET ENGINE MAINTENANCE SHOPS

The next line item is for construction of jet engine maintenance shops at the estimated cost of $1,307,000. Modern high-thrust jet engines must be given periodic maintenance and rework checks. This involves a complete check of the engine, including the electrical system, and requires a production-line technique to meet the workload. Availability of onstation jet engine maintenance shops will reduce the number of engines in major overhaul and repair, engines in the pipeline, engine storage and preservation, and shipping costs. Concomitantly, the shop will result in greater engine availability with ready-for-issue engines to the operating forces. The workload consists of engine buildups, hot- and cold-section repairs and inspection, and internal combustion section repairs. A jet engine maintenance shop has been authorized by the Congress in prior years and constructed at each of the other three Navy master jet stations at Lemoore, Oceana, and Cecil Field.

EXTENSION OF ELECTRICAL DISTRIBUTION SYSTEM

The third line item for Miramar, Mr. Chairman, is for extension of the electrical distribution system, at the estimated cost of $1,145,000. Since Miramar's designation in 1951 as a master jet station, a number of new structures have been authorized to improve the station's capability to accomplish its mission. The electrical requirements of the additional structures, coupled with increased demands generated by the assigned modern aircraft, have surpassed the capacity of the utility system to supply the needed power. This condition has reached the point where the overloaded system presents an ever-present danger of fire or breakdown of the electrical distribution system itself. This item will correct the deficiencies in the distribution system by necessary extensions and increase of the distribution capacity.

ENGINE TESTING FACILITY

Senator STENNIS. When you say "engine testing facility," what is the difference between that and a maintenance shop?

Admiral JOHNSON. After the engines, of course, Mr. Chairman, are broken down, overhauled, and reassembled, they must be tested in these closed-in, noise-proof engine cells.

Senator STENNIS. It is where they run them all night?

Admiral JOHNSON. Yes, sir, where they can run them all night at full thrust in the necessary controlled enclosure.

Senator STENNIS. This seems to be an added item on this page here.

Admiral JOHNSON. That is one of the substitute items which I mentioned previously, Mr. Chairman, and there may be some question by the administration as to its funding.

This was actually authorized last year.

Senator STENNIS. How do you gentlemen bring them over here if they have not been approved?

Admiral JOHNSON. We have been led to believe that these would be approved.

There is a question now as to whether the Bureau of the Budget or the administration——

Senator STENNIS. I heard this morning that the administration had asked that the Department of Defense bill be held up and they were sending over additional requests for approximately $1½ billion. They were asking that the large military bill be held up.

Admiral JOHNSON. I was not aware of this.

Senator STENNIS. Senator Robertson is holding those hearings and he told me that and asked that the hearings be suspended.

You had better look over your plans tonight to see that the Navy is included.

There is a new program of some kind coming from the Department of Defense.

What is your next item?

TURBOJET ENGINE TEST FACILITY

Admiral JOHNSON. This line item authorized last year is for construction of a turbojet engine test facility at an estimated cost of $663,000. Experience has indicated the need for one complete test cell with control room for each 100 jet aircraft assigned to a station. The station now has only one such adequate test cell.

This line item will provide the additional two test cells required for the aircraft base loading. Jet engines which have undergone maintenance and repair rework require checking and testing prior to installation in the airframe. These tests will be conducted in the proposed test cells. They include leak checks, normal and emergency starts, r.p.m. calibration, acceleration characteristics, thrust vibration and all the other tests necessary to assure that the engine is in proper working order.

NAVAL AIR STATION, NORFOLK, VA.

IMPROVEMENTS (ELECTRICAL) TO MAINTENANCE SHOPS

The details of the next project in this group are outlined on page 46 of the program book. This is at the Naval Air Station, Norfolk, Va., for improvements to the electrical service in the maintenance shops, at the estimated cost of $435,000. This is the industrial-seaport station of the Oceana master jet complex. This air station is responsible for providing replacement parts, overhauling, and interim rework of a number of high performance, modern aircraft and their engines. The maintenance shops, where such work is done, has the 30-year-old original installations of electrical panels, switchgear, and wiring. These are outmoded, unreliable, and hazardous to personnel and property. The proposed project will provide for modernization of the shops' electrical power system, give adequate lighting and permit safe use of specialized automatic tools and test equipment.

NAVAL AIR STATION, NORTH ISLAND, SAN DIEGO, CALIF.

OFFSHORE TACTICAL CONTROL FACILITY

The next project, Mr. Chairman, is shown on page 48 of the program book. It is at the Naval Air Station, North Island, San Diego, Calif., for an offshore tactical control facility, at the estimated cost of $1,480,000, This project will provide for positive, radar surveillance and control of fleet air units operating in the San Diego off-

shore are. Pilots of high performance jet aircraft conduct constant training under simulated combat conditions in order to maintain a high degree of operational readiness. Such training includes target runs with air-to-air missiles and air intercept exercises. The techniques of air-to-air gunnery and air intercepts require almost constant instrument flying. During the period the pilot is conducting his approach and firing run he is unable to maintain an adequate watch for other aircraft or to observe vessels operating on the sea below. Increasingly heavy, uncontrolled, high speed air traffic traversing or utilizing the area, has created an unsafe operating condition.

This project will permit us to maintain safety of flight and safety of surface vessels in this area. The Federal Aviation Agency agrees with the Navy that it is urgently needed.

OFFSHORE FACILITY

Senator STENNIS. What is an offshore facility, here?

Admiral JOHNSON. This will provide the Navy with positive control of naval aircraft in the highly congested area of San Diego. With the advent of high speed aircraft in the target zones that we use in the seaward area, we consider that positive control at all times is a must. This is also connected with commercial flying in the area and this will provide a tie-in, communicationwise, with the FAA in the San Diego area in order to provide cross-information on the relative location of military and commercial aircraft.

This will give us a capability of monitoring our aircraft 200 miles to sea. It will enable us to expeditiously vector aircraft out to rescue missions if this may be necessary and it also gives a capability of vectoring and controlling our antisubmarine warfare patrol planes to unidentified contacts.

It actually consists of a radar setup on San Clemente Island, it consists of a microwave relay station at Point Loma. It also provides for the alteration of control center at North Island itself.

Senator STENNIS. As I understand it, you have just so much traffic in the air and in the sea, too, you have to set up a facility there to keep up with it?

Admiral JOHNSON. That is correct, sir; we must have it.

TRAINING AREA FOR AIRCRAFT

This is a training area for many of our aircraft and they engage in quite a bit of gunnery-type training in which the pilot's attention is riveted on the target, and this enables the shore-based people to alert him and keep him out of danger in case he is too engrossed in his training mission.

It is all part and parcel of this whole heavily used area.

Senator STENNIS. Will this put you in business?

Admiral JOHNSON. Yes, sir.

NAVAL AIR STATION, OCEANA, VA.

IMPROVEMENTS (ELECTRICAL) TO MAINTENANCE HANGAR

The final project for the field support stations is detailed on page 51 of the program book. It is at the Naval Air Station, Oceana, Va., for electrical improvements to the maintenance hangar, at the esti-

mated cost of $161,000. The requirement for the Oceana maintenance hangar is similar in most respects to that which I discussed previously for the Norfolk maintenance shops. The growth of power demand for maintaining progressively more advanced and complex aircraft has made it necessary to increase the available power services to related repair, test, and inspection shops. Present demand exceeds the supply, resulting in overloaded circuits, increased fire hazards, and reduction in usage of equipment and facilities.

The proposed project will provide substation distribution lines and power outlets needed to meet the additional power requirements in the overhaul and repair department of the station.

MARINE CORPS AIR STATION, BEAUFORT, S.C.

The third group of naval weapons facilities projects is Marine Corps air stations. They include 11 line items at four locations for a total amount of $8,087,000. These stations are required for operational training of Marine Corps aviation personnel in various combat functions, including close air support of Marine ground forces, and augmentation of the Navy's fleet operations.

MARINE CORPS AIR STATION, S.C.

FULL PRESSURE SUIT FACILITY

The first project, with the details shown on page 53 of the program book, is at the Marine Corps Air Station, Beaufort, S.C., for a full pressure suit facility, at the estimated cost of $190,000.

As indicated previously, this facility serves to save the pilots and air crewmen from physiological harm while they wear the suits during briefing sessions or on alert, preparatory to their taking off in high performance aircraft for high altitude flights over 50,000 feet. This project will provide three identical buildings located at three separate points within the station in order to support three separate squadrons.

MARINE CORPS AIR STATION, CHERRY POINT, N.C.

The second project, outlined on page 55 of the program book, is at the Marine Corps Air Station, Cherry Point, N.C. It consists of five line items for $4,703,000.

RUNWAY END ZONES AND CRASH STRIPS

The first line item is for runway end zones and crash strips, at the estimated cost of $981,000. The existing runway end zones fail to meet current criteria and are a hazard to the operation of the assigned modern aircraft. The overrun areas and end zones must be cleared of all obstructions, graded, drained and stabilized in order to provide additional safety in landings and takeoffs.

This first line item is for general station use. The remaining five line items will meet requirements of a Marine air group which was relocated from the air station at Edenton, N.C. Since the Marines must be ready for deployment on very short notice, they retain the group identity in which they deploy throughout their stateside operational training. This same Marine air group has had to use temporary, small, wood buildings and quonset huts, scattered around the station.

Senator STENNIS. What is the unit cost of those runway end zones?

Admiral CORRADI. We have estimated $1.70 a square yard for providing the stabilization. We treat the existing subbase with either cement or asphalt to stabilize it to keep it from eroding and to keep it from being blown by the jet blast.

Senator STENNIS. It would not come to $981,000, would it?

Admiral CORRADI. No, sir, there are other features included. There is a certain amount of clearing of trees and underbrush, drainage structures to be constructed, a box culvert to be provided, and relocation of certain utilities in the area.

Senator STENNIS. Next is your maintenance hangars.

AIRCRAFT MAINTENANCE HANGARS

Admiral JOHNSON. That is for two aircraft maintenance hangars, $2,354,000. Cherry Point maintains all of the Marine aircraft on the east coast. I think this would explain why this is a large project. They will include a full pressure suit facility in this and an electrical shop is included.

Senator STENNIS. I do not know how you are getting along without the hangars. Is this the one where you said you were working in the rain?

Admiral JOHNSON. No, this is the one, Mr. Chairman, in which the move was made from Edenton, N.C., 2 years ago or last year, and in the meantime they are just getting along with makeshift facilities.

GENERAL WAREHOUSE

The second line item is for a general warehouse at the estimated cost of $600,000. It will provide storage space for the field supplies of Marine Air Group 14. Each air group is required to maintain, completely boxed and crated, a 30-day supply of aviation materials, rations, and other specialized supplies required to support the group upon deployment. Training missions of a Marine air group require that supplies and equipment be moved to the field periodically, which involves unpacking and repacking. Half of the group's field supplies are now stored in the open, resulting in a high rate of deterioration. This condition requires periodic replacement of various items and seriously detracts from the group's combat-ready status.

Senator STENNIS. What kind of supplies are you referring to here?

Admiral JOHNSON. This air group provides complete support for a deployed air group consisting of three tactical squadrons and one utility squadron and a headquarters maintenance squadron and they provide the maintenance requirements.

Colonel Rutledge can give a little more detail on that.

Colonel RUTLEDGE. The material that the admiral is referring to is the expeditionary equipment we have to have packed up for 30-day mount-out supplies. That includes many items, such as a tactical airfield fuel dispenser system that we have, all of the rations, anything that we need to get along with in the field to operate just as we are operating on the station.

Senator STENNIS. You do not store this food out in the open, do you?

Colonel RUTLEDGE. The camp rations are crated and may very well be.

Senator STENNIS. I cannot conceive of you storing very much of this out in the open when you have some facilities at some of your installations not too far away for keeping them.

What is your next item?

GROUP ADMINISTRATION BUILDING

Admiral JOHNSON. The third item is for a group administration building at the estimated cost of $189,000. This item will provide office accommodations for the group commander, his staff and other operational and administrative activities that are an integral part of the group function as a deployable entity.

UTILITIES

The final item is for utilities at the estimated cost of $579,000. This will provide for all utilities necessary for operation of the proposed structures in this program, including electrical, steam, and water distribution lines, sanitary and storm sewers, telephone and fire alarm systems, and a railroad spur line. The existing main lines will be extended into this new area and expanded to meet the increased load.

MARINE CORPS AIR STATION, EL TORO, CALIF.

The third project in this group is outlined on page 64 of the program book. It is at the Marine Corps Air Station, El Toro, Calif., and consists of two line items for $463,000.

TAXIWAY

The first line item is for construction of a taxiway at the estimated cost of $335,000. At present, there is no taxiway to provide access to and from the air group and transport areas on the southern side of the field. Aircraft landing on the east end of the east-west runway and rolling out to the west end, must return 1,400 feet to a taxiway which will permit them to proceed to the southern side of the station. This is a dangerous practice as other aircraft cannot land safely while another is clearing the runway.

To cite an example, during recent night operations two Marine pilots were killed and two F–8U aircraft were demolished when one of the aircraft was landed and crashed into the other before it had cleared the runway.

Senator STENNIS. They were taxiing back up?

Admiral JOHNSON. Yes, sir, one had landed and was taxiing back up when it was struck by a plane which had just landed.

FULL PRESSURE SUIT FACILITY

The next line item is for a full pressure suit facility at the estimated cost of $128,000. This is required in support of three fighter squadrons. It is the fourth such facility included in the program and is identical in use to the three previously discussed, for our stations at Cecil Field, Miramar, and Beaufort.

MARINE CORPS AIR FACILITY, NEW RIVER, N.C.

The fourth project, detailed in the program book on page 67, is at the Marine Corps air facility, New River, N.C. It consists of three line items for $2,731,000. This facility is the Marine assault helicopter support base on the east coast, providing direct support of Fleet Marine Force units stationed at the Marine Corps Base, Camp Lejeune, N.C.

TRAINING BUILDING

The first line item is for construction of a training building at the estimated cost of $262,000. Progressive training of pilots and enlisted maintenance personnel is required in order to keep pace with advancements in aircraft design, technology, and operational concepts. To accomplish effective training, a new building is necessary in order to house flight simulators, mockups of aircraft systems, and electronic and communication training aids. Substandard wooden structures now used are inadequate in space and structural condition.

Senator STENNIS. Do you have your mechanics who maintain these planes and your crews go wherever the group goes; is that right?

Admiral JOHNSON. That is correct. The Navy maintains its own equipment, aircraft, and so forth with naval personnel and the same is true with the Marine Corps.

Senator STENNIS. What is your next item?

AIRCRAFT MAINTENANCE HANGARS

Admiral JOHNSON. The second line item is for construction of four aircraft maintenance hangars at the estimated cost of $1,828,000. The critical shortage of aircraft maintenance facilities, worsened by the large increase in numbers and size of assigned helicopters, has created a serious maintenance support problem. This problem is accentuated by the continuous training exercises with Fleet Marine Force units from Camp Lejeune which impose unusually heavy flight and maintenance demands in order to maintain a high degree of combat readiness and the vertical amphibious assault capability.

Senator STENNIS. What exactly is this?

Admiral JOHNSON. This is for helicopters.

Captain BRIDGERS. This is for the designation of a lesser installation. For instance, the Marine Corps air station at Cherry Point is a big outfit and the Marine Corps auxiliary station as it formerly was at Beaufort is slightly smaller. A facility has two qualifications, a lesser scope and performs one specific function, and in this case it is for Marine Corps helicopters.

UTILITIES

Admiral JOHNSON. The final item is for utilities at the estimated cost of $641,000. Improvements in helicopters and modernized concepts for their use have made it necessary to build additional structures to support these advancements. However, the development of the basic utilities has not kept pace with the added loads. Increased demands are currently overtaxing the various utilities beyond their designed capacity. We propose, through this line item, to extend the heating, water, storm and sanitary sewerage systems, to meet the utilities requirements.

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Fleet Readiness Stations

The next group of projects, Mr. Chairman, is for fleet readiness stations, starting on page 71 of the program book. There are two unclassified line items at 2 activities for a total amount of $805,000; and five line items at 2 classified locations for $10,037,000. These stations support fleet readiness of the operating forces in the field of naval ordnance.

Naval Ammunition Depot, Concord, Calif.

extension to qualify evaluation laboratory

The first project is at the Naval Ammunition Depot, Concord, Calif., for extension to the quality evaluation laboratory, at the estimated cost of $345,000. It provides for construction of a two-story L-shaped extension to the existing quality evaluation laboratory.

This facility was originally established to conduct tests on conventional ordnance. Recently it has been assigned added tasks which include: coordination responsibility for all surveillance work in air-launched guided missile guidance and control sections; application of nondestructive test techniques to all naval weapons including POLARIS; designing test procedures and test equipment for nuclear weapons components; and development of universal automatic test equipment for use in all Navy quality evaluation laboratories. The present laboratory space is limited and is not adequate to accommodate the foregoing new functions and test equipment. No other service facilities in the Concord area are available which can accommodate this work. While the work performed by the laboratory is primarily concerned with weapons and systems peculiar to the naval service, work is also performed for the Departments of the Army, Air Force, NASA, and Office of Civil and Defense Mobilization.

Naval Propellent Plant, Indian Head, Md.

high explosive shipping and weighing station

The second project, on page 74, is for construction of a high explosive shipping and weighing station costing $460,000 at the naval propellent plant, Indian Head, Md. Currently, there is no isolated location on the station which is also properly barricaded and provided with lightning and fire protection where railroad cars and trucks can be loaded, unloaded, weighed, and inspected. The present weighing and inspection area is located 330 feet from enlisted men's barracks and within 700 feet of other occupied buildings. This distance tolerance was acceptable when shipments were essentially fire hazardous in nature. However, the transition in recent years to shipments primarily of mass detonating agents, requiring 1,900 feet minimum safety distance, makes this item of utmost urgency.

We propose to construct a centrally located, but isolated, shipping, receiving, and weighing station consisting of an earth and supporting utilities. Here the transfer, inspection, and temporary mobile storage of various high explosives may be effected with a minimum of handling, thus reducing explosive hazards and providing maximum safety to life and property.

Research, Development, Test, and Evaluation Stations

The final group of projects for naval weapons facilities within the United States, is for research, development, test, and evaluation stations, starting on page 76 of the program book. This group includes 11 unclassified line items at 4 locations for $8,421,000; and 3 line items at 3 classified locations, for $4,700,000.

Naval Ordnance Test Station, China Lake, Calif.

EXPANSION OF WATER SYSTEM

The first project will provide for expansion of the water system at the estimated cost of $1,086,000, at the Naval Ordnance Test Station, China Lake, Calif. The basic mission of the naval ordnance test station is to conduct research, design, development, test, and technical evaluation of ordnance materials including components and systems, principally in the fields of rockets, guided missiles, aircraft fire control, and underwater ordnance. The underwater ordnance work is conducted at the Pasadena annex on the coast, utilizing San Clemente Island and Morris Dam facilities.

The naval ordnance test station, having a large facilities plant and supporting a population of 12,500 people, including dependents, relies entirely upon its own system of water supply. The capacity of the present system, however, is not sufficient to meet existing requirements.

During the past three summer seasons, water consumption on numerous occasions exceeded production capabilities. The fire protection reserve was reduced and water restrictions imposed.

We propose in this item to expand the existing water supply system by construction of three new wells and a 2-million-gallon reservoir. The item also provides for improvement of distribution system by installation of additional high capacity pumps and water pipelines.

Naval Air Station, Lakehurst, N.J.

EXTENSION OF RUNWAY

The second project, shown on page 79 of the program book, is at the Naval Air Station, Lakehurst, N.J. It will provide for extension of runway at the naval air test facility, ship installation, at the estimated cost of $1,628,000. The air station consists of two airfields, one for normal air operations and the other, the naval air test facility, for research and development of various aircraft carrier launching and recovery systems and their related equipment. The test facility consists of one 8,000-foot-long-runway upon which shipboard-type arresting gear is installed for purposes of test and evaluation. This gear is installed at the midpoint of the runway in order to allow aircraft to taxi into it at high speeds, and to make arrested landings at normal, and higher than normal, landing speeds. This leaves an inadequate length of runway for the aircraft to complete a safe rollout after an unsuccessful arrestment. The 4,000-foot extension proposed in this line item will provide an adequate margin of safety for the aircraft.

Senator Stennis. Do you run a lot of your important test facilities there? Are you trying them out?

TESTING OF AIRCRAFT CARRIER ARRESTING GEAR

Admiral JOHNSON. All of the aircraft carriers arresting gear are tested out at this station.

Senator STENNIS. You certainly need the most modern equipment, I would think. Do you think you just need longer runways here?

Admiral JOHNSON. Yes, sir.

Senator STENNIS. How have you been getting along without it?

Admiral JOHNSON. I will call on Mr. Hanabury to answer that.

Mr. HANABURY. It is a calculated risk. When an aircraft attempts to make an offcenter arrestment into this gear and misses, we have actually a couple of accidents where he has not been able to right himself and get back on the pavement because of insufficient distance. He only has the 4,000 feet, so it is a calculated risk basis.

Senator STENNIS. Will this be all that you will need and then you will not have any more risk of that character?

Mr. HANABURY. That is correct.

PACIFIC MISSILE RANGE, POINT MUGU, CALIF.

Admiral JOHNSON. Page 82 of the program book outlines details of the next project, estimated at $9,217,000. It is for the Pacific Missile Range, with headquarters at Point Mugu, Calif., and consists of eight unclassified line items totaling $5,467,000, at three separate areas of the range, and one classified line item for $3,750,000 in another area of the range.

TRACKING SATELLITE AND SPACE VEHICLES

This activity was established in 1957 under management control of the Navy. It provides range support to the Department of Defense and other designated Government agencies for the launching, tracking, and the collecting of data in guided missile, satellite and space vehicle research, development and evaluation, their training programs and actual operations.

Senator STENNIS. Just for that one installation?

Admiral JOHNSON. Yes, sir. This is one of the three national ranges.

AUTHORIZATION NOT YET IN INVENTORY

Senator STENNIS. I notice on your first page you have authorization not yet in inventory, $67-million-plus. That is an unusually high authorization.

Admiral JOHNSON. Admiral Corradi?

Admiral CORRADI. There has been a large buildup of this station in the last few years starting about with fiscal 1957, and many of these facilities have been placed under contract.

A good many of them have been completed but they have not been taken up formally in what we call the plant inventory of the station.

This is the record of all of the buildings and utilities that exist on the station. Consequently, this figure is a relatively artificial one. It is subject to almost continual change as the buildings are completed, turned over to the station and put on its books.

Senator STENNIS. This air training station we are talking about this morning down near Meridian is almost complete, but would all or

most of that show up as not yet in inventory because it had not been commissioned?

Admiral SYLVESTER. That is correct.

Admiral CORRADI. It takes about a year to complete the formal takeup in inventory of these facilities, Mr. Chairman, and, with respect to Meridian, about this time next year there would be a lot of the items that still remain to be taken up.

EAGLE MISSILE PROJECT

Senator STENNIS. On this Pacific Missile Range, was that where we had a lot of construction with reference to the EAGLE missile?

Admiral JOHNSON. Mr. Hanabury can speak to that.

Mr. HANABURY. We only had one small building at Point Mugu for the EAGLE missile project specifically.

Senator STENNIS. You have had some program there, have you not, where you had a lot of buildings and you are not going on with the program?

Mr. HANABURY. The two programs, I think, are the CORVUS and the EAGLE, but the type of buildings we are constructing for those programs are very flexible. They are modular-type buildings and they can be used for any program.

Senator STENNIS. This is considerably new construction there.

Mr. HANABURY. Most of it is up at Point Arguello, which is 70 or 80 miles north of this.

The EAGLE and CORVUS facilities are down at Point Mugu itself.

Senator STENNIS. Can any of this be transferred down there?

Mr. HANABURY. I would say not because the items we are discussing here, like the technical program warehouse, for instance, is a line item that we need at Arguello actually at the site where we will launch the missile or where the using agency will launch the missile.

NAVAL MISSILE FACILITY, POINT ARGUELLO, CALIF.

RANGE SAFETY TEST COMMUNICATIONS CABLE PLANT

Admiral JOHNSON. This line item is for the construction of a range safety test communications cable plant at an estimated cost of $2,676,000. The facilities in this item will be built at the Naval Missile Facility, Point Arguello, and also at Vandenberg Air Force Base, and consist of test communication cable, cable terminating facilities and access roads to the skyscreen instrumentation sites. These facilities are required to provide missile flight safety in support of new firm programs; namely, MINUTEMEN, ATLAS, TITAN, SAMOS-MIDAS, and space probes.

TECHNICAL PROGRAM WAREHOUSE

The first line item is for construction of a technical program warehouse, at the estimated cost of $154,000. This and the two following line items are to be built at the Naval Missile Facility, Point Arguello, where most of the launchings are conducted. The current launch schedule of the Advanced Research Projects Agency includes 7 space vehicle launchings at Point Arguello during 1962. There are also over 60 space probe and sounding rocket launchings scheduled for Point Arguello in 1962.

The proposed line item will enable launch-users and their contractors to receive, segregate, and store all of the numerous components and backup elements required onsite for the successful launch of space vehicles.

INDUSTRIAL DISPENSARY

The next line item is for construction of an industrial dispensary at an estimated cost of $67,000. Operations at Point Arguello expose assigned personnel to the potential hazards of toxic fumes, injurious chemicals, high noise and vibration levels, atomic radiation, and high explosive forces. Such potentially dangerous working conditions require constant surveillance and evaluation to implement effective safety programs. Personnel subjected to hazardous conditions or materials must be given periodic physical examinations and must be provided with immediate medical treatment in case of injury. The existing medical facilities at Point Arguello consist of a first aid station established in the administration building. This first aid station can provide only minimum emergency care, due to lack of space, and has no provisions for industrial medical functions. The proposed line item will provide a separate building which will include an examination and treatment room, industrial laboratory, audio laboratory, sanitation and industrial hygiene offices, a three bed holding ward and a clinical laboratory. This is the minimum for adequate support to the Pacific Missile Range.

Senator STENNIS. What is an industrial dispensary?

Admiral JOHNSON. It provides essential on-the-spot medical facilities to both civilian and military personnel, primarily the civilian personnel, and it includes an industrial laboratory, audio laboratory, examination and treatments rooms, as I mentioned.

Senator STENNIS. If you get all of that for $67,000 that is a good deal.

Anyway, it includes the industrial workers primarily?

Admiral JOHNSON. Yes, sir; scientists and other workers.

Senator STENNIS. You may proceed.

UTILITIES

Admiral JOHNSON. The next line item is for construction of utilities at Point Arguello at an estimated cost of $732,000. The extension of utilities has not kept pace with the expansion of missile launching sites and instrumentation facilities. The proposed line item will provide for extension of test communication cables to all existing and planned launching sites. In addition, it will provide for extension of the needed electrical distribution lines to meet increased voltage requirements.

NAVAL MISSILE CENTER, POINT MUGU

UTILITIES

The fifth line item is for construction of utilities at the PMR headquarters site, the Naval Missile Center, Point Mugu, at the estimated cost of $1,117,000. The present capacity is insufficient to meet the power requirements of the industrial and test areas of the station. A total of 26 buildings, either recently completed, or under construction, require a total additional load of 6,000 kilowatts. This additional electric power will provide the needed capacity and overall reliability.

SAN NICOLAS ISLAND

AEROLOGICAL BUILDING

The sixth line item is for construction of an aerological building on San Nicolas Island, at the estimated cost of $73,000. The primary use of San Nicolas Island is to support rocket and missile firings from Point Mugu and Point Arguello. The naval weather survey facility at the island is a key station in providing upper air meteorological data for all operations within the sea test range.

The proposed line item will provide space for the receipt, recording and evaluation of upper air data and for the teletype transmission of these data to the PMR weather center at Point Mugu.

In addition, a separate hydrogen manufacturing building is required for weather balloons which are for sampling atmospheric conditions at high altitudes. This will eliminate the logistic problems of transporting helium bottles to the island.

RADAR TARGET ACQUISITION FACILITY

The seventh line item is a radar target acquisition facility to be constructed on San Nicolas Island at an estimated cost of $396,000.

This facility will support missile test and evaluation, specifically: Sparrow III, Sidewinder, Eagle, which is being held in abeyance at the moment, Terrier, Caleb, and future missile development programs including ICBM and satellite launches from Vandenberg Air Force Base.

The proposed acquisition facility will simplify the problem of tracking missiles after they have been launched by providing a downrange aid which can readily pick up the fast moving target, automatically compute its direction, and transmit this acquisition information to the tracking radar on the mainland. On occasion, tests involving aircraft armed with air-to-air missiles (Sparrow III) and target drones, have had to be rerun two and three times in order to obtain necessary test data. For higher speed programs of the future, radar tracking cannot be provided without this additional acquisition aid.

Senator STENNIS. Is this an essential part of your apparatus there?

Admiral JOHNSON. Yes, sir; it is, because, without this facility, we have found that we miss tracking some of the firings and are unable to provide sufficient data in time to the main tracking site, thus we lose the missile and have to refire it.

Senator STENNIS. Your next item?

WATER SUPPLY SYSTEM

Admiral JOHNSON. The final line item for San Nicholas Island is for a water supply system at the estimated cost of $252,000. The water supply on the island can no longer meet the minimum daily requirements for domestic usage and fire demand. This item will provide wells, distribution lines, and a 500,000-gallon reservoir. This will increase the present available supply by fully developing the indicated potentially available underground fresh water supply.

NAVAL ORDNANCE LABORATORY, WHITE OAK, MD.

SHOCK TEST FACILITY

The fourth project, on page 96 of the program book, will provide for construction of a shock test facility, costing $240,000, at the Naval Ordnance Laboratory, White Oak, Md. The mission of the Naval Ordnance Laboratory is to conduct research, design, development, test and technical evaluation of the materials, components, and the complete ordnance systems as they pertain to present, advanced and proposed weapons principally in the fields of missiles and underwater ordnance. In the design, development, and evaluation of advanced naval weapons requiring impact survival, it is essential to provide for conducting controlled shock tests of full size weapon systems. No civilian or Department of Defense laboratory facility has this capability at the present time. This proposed facility will be capable of shock testing a 500-pound assembly up to 10,000 times the force of gravity and launching 1,500-pound ordnance structures at speeds up to 1,200 feet per second. It will eliminate the need for expensive, and often premature, field tests which yield little qualitative data. It is estimated that the facility will amortize itself on field test savings alone, in approximately 30 months, exclusive of delivery aircraft, recovery ship expenses and military manpower. This unique facility will be available to all Department of Defense agencies and their contractors when not in use by the Navy and as advised by OSD will fulfill the needs of the 3 Departments for the foreseeable future.

STATIONS OUTSIDE THE UNITED STATES

Mr. Chairman, the next group of naval weapons facilities projects is for U.S. activities outside the United States, beginning on page 99 of the program book. These consist of 10 line items at 7 locations for a total of $11,714,000. These stations furnish direct aeronautical and ordnance support to the U.S. operating forces.

NAVAL MAGAZINE, CARTAGENA, SPAIN

TAIBILLA RESERVOIR BYPASS

The first project is at the naval magazine, Cartagena, Spain, for construction of the Taibilla Reservoir bypass, at the estimated cost of $115,000. The mission of this naval magazine is to store, maintain, and issue all types of U.S. ammunition, explosives, and weapons in support of our operating forces.

The site of the naval magazine was selected to meet U.S. specifications, adjacent to good harbor facilities, and relatively remote from habitation. Its siting was accepted with the known risk that it is only about 1,200 feet from the Taibilla Reservoir, the sole water supply of Cartagena, a city with a population of about 100,000 people. The standard minimum safety distance for such storage is approximately 1,900 feet. Therefore, the lesser distance presents a probability of damage to the reservoir in the event a serious explosion should occur at the naval magazine.

During the negotiations with the Spanish Government, the Joint U.S. Military Group assured the Spanish officials that the United States would construct a bypass pipeline in their water mainline from

a safe point above the reservoir to a point below. In case the reservoir should be damaged, this bypass would assure the city a continuous supply of water until the damage could be repaired.

MARINE CORPS AIR FACILITY, FUTEMA, OKINAWA

The second project is at the Marine Corps air facility, Futema, Okinawa, and is detailed on page 101 of the program book. It consist of three line items for a total amount of $1,527,000. The mission of this facility is to provide assault helicopter support to fleet marine units stationed in Okinawa. As a matter of interest, this facility was an inactive Air Force base before being transferred to the Navy Department several years ago.

AIRCRAFT PARKING APRON

The first line item is for construction of an aircraft parking apron at the estimated cost of $1,079,000. It also includes construction of access taxiways to four hangars now being built. The only existing parking area at Futema consists of 24 paved pads which have cracked beyond limits of economical repair. Marine helicopters now park on a taxiway which connects the operations area with the runway. Continued use of this taxiway has resulted in damage to the pavement due to fuel spillage and the necessity of installing helicopter tiedown fittings.

ADMINISTRATION BUILDING

The second line item is a command support building, at an estimated cost of $286,000. The administrative force is now utilizing an enlisted barracks which is not only poorly suited for use as an administrative office building, but is urgently needed for use as a barracks. The proposed building will provide office space for the commanding officer and his staff, a disbursing office, post office, and telephone exchange. There are no other facilities available on the station which can economically be made suitable for the intended purpose.

SECURITY FACILITIES

The final line item at Futema is for construction of security facilities, a perimeter fence, at an estimated cost of $162,000. Futema is located in the central portion of Okinawa and is completely surrounded by native villages. The 33,000-foot perimeter of the air facility is now unfenced, allowing anyone free access to the runway and aircraft operating areas. The city of Futema is now erecting a school within 400 feet of the air facility boundary. Children attending this school will be prone to take shortcuts across aircraft operating areas to reach their villages on the other side of the airfield. The perimeter fence will serve to maintain the integrity of the air facility, and minimize possible incidents detrimental to local and international relations.

MARINE CORPS AIR FACILITY, IWAKUNI, JAPAN

AIRCRAFT PARKING APRON

The third project, shown on page 105, is the Marine Corps Air Facility, Iwakuni, Japan, for construction of an aircraft parking apron at the estimated cost of $1,375,000. This facility provides services and supplies to aviation activities of our operating forces in the area, and in particular, to the Marine air units which directly support the 3d Marine Division in Okinawa. The area now being used for aircraft parking is an old runway constructed by the Japanese in 1940, which has broken up and settled unevenly under the weight of our heavy modern jet aircraft. This item will provide adequate parking space for two A–4D attack aircraft squadrons and one F–8U intercepter aircraft squadron, a total of 57 aircraft.

Senator STENNIS. How long has it been that you have done without that? You have had quite a force there for a long time, have you not? Why are you so late getting around to these parking areas?

Admiral JOHNSON. Mr. Hanabury will speak to that.

Mr. HANABURY. The line item is mostly replacement of 6-inch Japanese concrete that was built way back in 1940 for prop-type airplanes. We overlaid it with 3 inches of blacktop asphaltic-type pavement in 1955 and it has now deteriorated to the point where this little skin we put on top is crumbling and we are operating jet engines from it so we risk jet engine skins blowing up at 30,000 feet and things like that because of black rocks and so on that might be sucked into the intake.

We have put up with it for some time but we can no longer do so and we feel it must be replaced.

Senator STENNIS. I notice $5,205,000 and the existing Japanese facility is estimated at $12,954,000. There is quite a contrast in that cooperative enterprise.

Mr. HANABURY. Yes, sir.

Senator STENNIS. What is the next item?

NAVAL AIR FACILITY, NAHA, OKINAWA

AIRCRAFT MAINTENANCE HANGAR

Admiral JOHNSON. The fourth project, Mr. Chairman, is outlined on page 107 of the program book. It consists of two line items for $6,149,000. The first line item is for an aircraft maintenance hangar, at the estimated cost of $1,791,000. The Navy is here as a tenant on the U.S. Air Force Base, Naha, and is responsible for providing its own housekeeping facilities. We now use two nose docks and an assortment of Butler and quonset huts to maintain permanently based patrol aircraft and the occasional aircraft carrier and transport aircraft operating from this installation. These facilities are entirely inadequate to maintain modern, expensive aircraft. Much of the maintenance must be accomplished on the parking ramp—since the nose docks cannot accommodate the assigned aircraft.

FAMILY HOUSING

This line item, authorized last year, is for construction of 200 units of family housing at an estimated cost of $4,358,000. It is outlined on page 108A of book I. The Navy has a requirement for 462 family housing units on Okinawa. Navy-owned housing assets at this location consist of 31 quonset huts which must be disposed of in the near future as they are inadequate public quarters. Eighty-four units of pool housing are allocated for occupancy by naval personnel.

The family housing requirements for the three military departments on Okinawa total 8,745 units. The total assets are 3,811, leaving a deficit of 4,934 units. Therefore, the need for these housing units is very urgent. The tour of duty at this location for personnel unaccompanied by dependents is 18 months. The tour is extended to 30 months when personnel are accompanied by dependents.

TOTAL HOUSES TO BE BUILT

Senator STENNIS. How many houses will you build for this amount?

Admiral JOHNSON. 200 houses. This is an item in the substitute program. This was authorized last year, Mr. Chairman.

Senator STENNIS. 200 houses at 4 million 3 is over $20,000 apiece, is it not?

Admiral CORRADI. Yes, sir. These houses have been designed for the location, typhoon-resistant construction. The cost varies. There is one flag officers' quarters which is proposed and varying other sizes and types of quarters, primarily 150 enlisted men and 50 officers' quarters.

Admiral JOHNSON. Mr. Chairman, this is a rather critical location we have for family housing. We have a requirement for about 462 housing units.

Our assets consist of 31 quonset huts. There is a pool among the three services and our allocation to that pool is only 84 units.

Senator STENNIS. Why did we authorize so much higher cost housing there than we authorized this year for the United States?

PROTECTION AGAINST TYPHOON DAMAGE

Admiral CORRADI. To build the type of housing in Okinawa that we contemplate in the United States would subject it to be damaged by the recurring typhoons that we know from bitter experience come to this island every year.

There has been enough experience on Okinawa to indicate we should build reinforced concrete houses that are relatively wind and weathertight to protect the occupants from being either blown out or drowned out on an annual basis.

In addition to this, there is a high termite and corrosion hazard which requires that we use a minimum of light construction and go to this heavier construction.

Senator STENNIS. Your comparison in costs, then, would not apply to the housing, to the finished product?

Admiral CORRADI. No, sir; when I was discussing the point of cost construction this morning, I was addressing myself to a type that was adapted peculiarly to the Okinawa labor market and the Okinawa contractors. They are repeated over and over again and tilted

up to the form the walls of the buildings, simple plumbing installations, and so forth. This type of family housing would not benefit, let us say, from the type of labor that is available.

Senator STENNIS. This requires more structure and more material and more antihazards built in.

Admiral CORRADI. Yes, sir; but more important it requires a higher degree of skill and know-how to put these together.

Senator STENNIS. Where do you find that kind of skilled labor?

COMPETITIVE BIDS

Admiral CORRADI. The construction is handled on a competitive bid basis. We get some interest from American contractors to bid on these jobs, some from Japanese, some from Australians. There have been a number of American firms which have been interested in going out there, and I should have mentioned Philippine firms.

Senator STENNIS. What is the next item?

NAVAL STATION, ROOSEVELT ROADS, P.R.

AIRCRAFT CRASH AND FIRE STATION

Admiral JOHNSON. The fifth project shown, on page 109 of the program book, is at the Naval Station, Roosevelt Roads, P.R., for an aircraft crash and fire station at an estimated cost of $90,000. This activity serves the operating forces in a manner similar to our other oversea activities for the support of patrol, carrier, and other fleet aircraft. It also supports combined air, surface, and submarine activities in operational training with guided missiles.

At present, there is no aircraft crash and fire station at the airfield. The crash equipment now parks on a concrete slab with no protection from the elements. Crash crew personnel are berthed in a temporary shelter built alongside of a hangar.

NAVAL STATION, ROTA, SPAIN

The sixth oversea naval weapons project is shown on page 111 of the program book. It is at the Naval Station, Rota, Spain, and consists of line items. This station supports U.S. Fleet units operating in the Mediterranean and eastern Atlantic areas.

FAMILY HOUSING

This line item is for construction of 100 family housing units at an estimated cost of $2,325,000. It was authorized last year. The Navy's requirement for family housing at this location totals 741 units. Of the 496 available units, 162 were built with military construction funds, and 334 with surplus Commodity Credit funds. Private rental housing in the nearby communities is limited. American military and civilian personnel have been renting the available private housing, thereby forcing the lower paid Spaniards into inferior housing. Additional inmigrant Spanish skilled and professional personnel are being hired by the station and by American contractors.

These Spaniards, in addition to those who were dispossessed when

their land was expropriated for the U.S. Navy base, further contribute to the housing shortage.

The mayors of the nearby towns have appealed to the U.S. Embassy to construct housing for U.S. personnel on the naval station to alleviate the housing shortage.

The tour of duty at this location for personnel unaccompanied by dependents is 26 months. The tour is extended to 36 months when personnel are accompanied by dependents.

NAVAL AIR FACILITY, SIGONELLA, SICILY

AIRCRAFT JET FUEL STORAGE

This project, on page 113A of book I, is for construction of an aircraft jet fuel storage facility at the estimated cost of $133,000. It was authorized last year. Current plans call for occasional deployment of 6th Fleet jet aircraft to Sigonella while they are using air-to-ground targets in Sicily.

In addition, occasional jet aircraft will be diverted to this facility due to mechanical difficulties, et cetera.

We estimate that since there is no existing storage, there is an ultimate requirement for a 30-day supply of 608,000 gallons of jet fuel. This item will fulfill part of this need by providing 250,000 gallons capacity in underground tanks. This facility is needed solely to meet U.S. Navy requirements without reference to our NATO responsibilities.

Senator STENNIS. That completes book No. I; is that correct?

Admiral JOHNSON. Yes.

Senator STENNIS. Gentleman, I think that is about all we can take care of today. I will have to go to the floor in a few moments and vote and we would not have time to come back.

We will take a recess until 10:30 tomorrow morning at which time we will continue on book II.

(Whereupon, at 4:45 p.m., Tuesday, July 11, 1961, the committee recessed, to reconvene at 10:30 a.m., Wednesday, July 12, 1961.)

MILITARY CONSTRUCTION APPROPRIATIONS FOR 1962

WEDNESDAY, JULY 12, 1961

U.S. SENATE,
SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS,
Washington, D.C.

The subcommittee met, pursuant to recess, at 10:30 a.m., in room 1224, New Senate Office Building, Hon. John Stennis (chairman of the subcommittee) presiding.

Present: Senator Stennis.

DEPARTMENT OF THE NAVY

STATEMENTS OF VICE ADM. JOHN SYLVESTER, USN, DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS); REAR ADM. FRANK L. JOHNSON, USN, DIRECTOR, SHORE ACTIVITIES DEVELOPMENT AND CONTROL DIVISION, OFFICE OF THE CHIEF OF NAVAL OPERATIONS; REAR ADM. P. CORRADI, CEC, USN, DEPUTY CHIEF, BUREAU OF YARDS AND DOCKS; W. P. TIENCKEN, STAFF ASSISTANT FOR REAL PROPERTY MANAGEMENT, BUREAU OF YARDS AND DOCKS; CAPT. T. A. BROWN, USN, ASSISTANT CHIEF FOR TRANSPORTATION AND FACILITIES, BUREAU OF SUPPLIES AND ACCOUNTS; MAJ. GEN. C. R. ALLEN, USMC, QUARTERMASTER GENERAL, HEADQUARTERS, MARINE CORPS; A. P. KENYON, ASSISTANT FOR PLANS AND COORDINATION, BUREAU OF NAVAL PERSONNEL; REAR ADM. FRANK VIRDEN, USN, DIRECTOR, NAVAL COMMUNICATIONS, OFFICE OF THE CHIEF OF NAVAL OPERATIONS; CAPT. H. C. BRIDGERS, USN, HEAD, AVIATION BASE REQUIREMENTS BRANCH, OFFICE OF THE CHIEF OF NAVAL OPERATIONS; AND COMDR. G. M. McGEE, COORDINATOR, NAVAL RESERVE PROGRAM, SHORE ACTIVITIES DEVELOPMENT AND CONTROL DIVISION, OFFICE OF THE CHIEF OF NAVAL OPERATIONS

SUPPLY FACILITIES

Senator STENNIS. The subcommittee will be in order.

Has anything special happened since yesterday which you wish to present, or do you want to present any witnesses out of order?

Admiral JOHNSON. There is none, Mr. Chairman.

Senator STENNIS. We are then ready for page 114. Proceed, Admiral.

Admiral JOHNSON. The next class, "Supply facilities," consists of one unclassified project, a single line item, at the new Military Industrial Supply Agency, in Philadelphia, Pa., for the amount of $825,000. It is covered on page 114 of program book II. It is in this year's authorization program.

MILITARY INDUSTRIAL SUPPLY AGENCY, PHILADELPHIA, PA.

ALTERATION FOR ADMINISTRATION SPACE

This item for $825,000 is for alteration for administration space of an existing warehouse physically located at the General Stores Supply Office, GSSO, in Philadelphia. In November 1959, the Department of Defense designated the Navy as the single-manager operating agency for military industrial supplies of the military services, and established the effective operating date as July 1, 1961. In turn, the Navy has assigned this responsibility to the General Stores Supply Office.

The consolidation of the supply functions of the three military departments in designated hardware items, such as metal bars, bearings, chains, and other industrial items, is intended to eliminate duplication and overlapping systems, and to promote efficiency and economy. The task will cover the full range of control of continental wholesale supply operations for such supplies, including standardization, cataloging, procurement, and so forth. After the consolidation, MISA, the Military Industrial Supply Agency, will control 410,000 items as compared to the 61,000 items under GSSO.

PERSONNEL AND FOOTAGE NEEDED

To accomplish this responsibility, 1,606 additional personnel and 180,000 square feet of office space are required. Faced with the early starting date for this function, the Navy, immediately upon assignment of this new responsibility, utilized the emergency construction authority in section 203 of Public Law 86–500, the fiscal year 1961 Military Construction Authorization Act, to proceed with the first increment for construction of the required space. The first increment, estimated to cost $1,100,000, is now under contract. It provides for alteration of the first half of the former warehouse.

Senator STENNIS. This states that it is the second increment. How many more will there be?

Admiral JOHNSON. There will be a third increment.

Senator STENNIS. How much will it cost?

Captain BROWN. $1,020,000.

Senator STENNIS. How many personnel are involved in this matter?

TOTAL PERSONNEL

Admiral JOHNSON. The ultimate personnel will be a total of about 2,140. At present we have a little over 800 personnel.

Senator STENNIS. How many of these will be service personnel?

Admiral JOHNSON. About 65 out of the total of 2,000.

Senator STENNIS. Do you mean you are going to have over 2,000 employees there to take care of the administration of these affairs?

Admiral JOHNSON. This includes quite across-the-board standardization procurement of these items. Captain Brown of the Bureau

of Supplies and Accounts can give more detail on this, Mr. Chairman, if you so desire.

Senator STENNIS. What area of the country does this administrative setup include?

Admiral JOHNSON. The entire country.

FUNCTION OF AGENCY

Captain BROWN. This particular agency does, as Admiral Johnson has said, concern itself with the procurement, the insurance of stock at strategic points of all of the materials covered by metals, by paints, and the so-called general industrial hardware items for all three services throughout the entire world so far as their requirements are concerned. The agency itself at Philadelphia does not have in store at Philadelphia any such items. This is purely the administrative offices for the group that will exercise the management for all services.

Senator STENNIS. It is the management of what?

Captain BROWN. It is the management of the items that constitute these Federal supply groups.

Senator STENNIS. The statement shows they will control some 410,000 items. Does this contemplate any more employees?

Captain BROWN. The eventual objective is to have fewer employees.

Senator STENNIS. Do you think the eventual objective will be realized, or will it work the other way?

Captain BROWN. I think it is susceptible to realization.

Senator STENNIS. Do you think it will be?

Captain BROWN. Yes, sir; I think it will be.

POSSIBLE REDUCTIONS IN FORCE

Senator STENNIS. What reductions do you think can be accomplished?

Captain BROWN. I visualize there will be reductions in the agencies of the individual services that have treated of these items.

Senator STENNIS. Would you say a 10 percent reduction could be realized?

Captain BROWN. I am not in a position to answer that question.

Senator STENNIS. Admiral Johnson, can you answer the question?

Admiral JOHNSON. We can obtain the information and insert it in the record.

Senator STENNIS. I would like to have a responsible person sign a statement, expressing an opinion based upon his own investigation.

Admiral JOHNSON. I think you realize, Mr. Chairman, as well as I do that the Defense Department had been going along with this concept of single managership. It has proven successful in the past in achieving economies, and there is no reason to believe this will not do the same.

Senator STENNIS. We want to get something specific, and, if anyone is willing to advance an opinion on it, to which they can attach their name, it would be very helpful. Otherwise, I would not have very much faith in it.

When we vote on these innovations, we have to put our name on the line and leave it in the public record. I think that is a good test. Please let us have an expression of your opinion concerning this. I

think you are perhaps right about it, and that you will be able to show some savings.

(The information referred to appears on p. 660.)

Senator STENNIS. The next item, please.

Admiral JOHNSON. The next facilities class, Mr. Chairman, is for support of the ground forces of the Marine Corps. Major General Allen, the Quartermaster of the Marine Corps, is here to outline to you his military construction requirements.

MARINE CORPS FACILITIES

General ALLEN. The Marine Corps program includes 13 line items, with a total estimated cost of $8,819,000 to be located at four continental activities, and 10 line items, with an estimated cost of $3,238,000, to be located at one oversea installation. This program is designed to provide the minimum facilities necessary to properly house, administer, and support the training program of the Marine Corps. It has been developed from guidelines established by the Department of Defense, and represents only the most urgent requirements.

PROVISION OF ADEQUATE BARRACK FACILITIES

This program contains the first increment of a project to provide adequate head facilities and heating facilities for barracks at Montford Point, Marine Corps Base, Camp Lejeune, N.C. They are inadequately heated and have no shower, toilet, or drinking water facilities. This project was authorized by Public Law 85–241 and excepted from automatic recision by Public Law 86–500.

CAMP MATTHEWS, CALIF., RELOCATION

Because of the State freeways and the encroachment of civilian housing, the necessity for relocation of the Marine Corps recruit weapons training facility from Camp Matthews, Marine Corps Recruit Depot, San Diego, Calif., has become imperative. This program provides the first increment of a project designed to accomplish this objective.

ADDITION TO HOSPITAL, TWENTYNINE PALMS, CALIF.

This program also contains a project for a vitally needed addition to the station hospital at Marine Corps Base, Twentynine Palms, Calif. There are no surgical, obstetrical, or dependents' inpatient and outpatient facilities within the existing station hospital. No adequate facilities are available within a 100-mile radius for emergency cases.

HEADQUARTERS, 3D MARINE DIVISION OVERSEAS

The first increment of a project to provide permanent, typhoon-resistant headquarters facilities for the 3d Marine Division, overseas, is included. These personnel are now housed and operating in overage, dilapidated, and typhoon-ravaged quonsets and Butler buildings which, in addition to hampering the efficient performance of assigned missions, are a hazard to the personnel billeted and working therein.

The Marine Corps believes that combat readiness is based primarily upon the provision of adequate billeting, administrative, training, and supporting facilities. Our program is based upon this concept.

MARINE CORPS BASE, CAMP LEJEUNE, N.C.

HEAD FACILITIES, MONTFORD POINT

Mr. Chairman, the first project in this program, detailed on page 117 of the program book, is at the Marine Corps Base, Camp Lejeune, N.C. This item is for the installation of 27 one-story head buildings between 54 existing barracks to form H-shaped barracks units, and 8 heads attached to single barracks, together with installation of steam heat in 45 of these barracks, with an increase in steam heating plant capacity to meet the additional load. Present barracks at Montford Point have detached heads located from 50 to 500 feet from living spaces; inadequate heating facilities; no shower, toilet, or drinking water facilities. This project was authorized by Public Law 85-241, and excepted from automatic recision by Public Law 86-500. These facilities are still urgently required.

Senator STENNIS. The House cut that out last year. What reason did it give?

General ALLEN. I believe—and I do not know because it was not stated—but I believe it was the reduction in cutting back the Marine Corps strength from 180,000 to 175,000. They felt we could get along without it.

OTHER INCREMENTS

Senator STENNIS. This is referred to as the first increment. How many increments will there be?

General ALLEN. The second increment is $750,000.

Senator STENNIS. Are there other increments?

General ALLEN. No, sir; this will finish the program. It was not included in this program because when this project was originally submitted it was felt that $1,500,000 was all that could be handled in the level funding program at that time, and the second increment was not included.

MARINE CORPS BASE, CAMP PENDLETON, CALIF.

The next project is outlined on pages 118 and 119 of the program book. It is the first increment in the program for the relocation of the Recruit Weapons Training Facilities from Camp Matthews, Marine Corps Recruit Depot, San Diego, Calif., to the Stuart Mesa area of Marine Corps Base, Camp Pendleton, Calif. This relocation is necessitated by the proposed State freeways and the encroachment of civilian housing in the Camp Matthews area. Stuart Mesa, Marine Corps Base, Camp Pendleton, is the best site available for the relocation of the training and personnel facilities required to continue the mission of training Marine recruits and maintaining the proficiency of Marine marksmen. The proposed project comprises 10 line items totaling $6,101,000. A second and final increment will be required at costs now estimated to be about $5,491,000, bringing the total cost to approximately $11,592,000. There are no existing facilities available in the San Diego area capable of supporting the Recruit Weapons Training Facility.

COMMUNICATIONS LINES AND CENTER (ADMINISTRATION) STUART MESA

The first line item is designed to provide the Recruit Weapons Training Facility with an adequate communications system consisting of a satellite telephone exchange building to be located at Camp Del Mar and necessary trunk and distribution lines within Stuart Mesa. This exchange will have an ultimate 1,000-line capacity. This facility is a vital necessity for the efficient operation of the training facility. There are no commercial or military facilities in the Stuart Mesa area, thus new facilities are required.

Senator STENNIS. You are extending and expanding Camp Pendleton a great deal more?

General ALLEN. Yes, sir. As the chairman recalls, I am sure, and having seen the area, the majority of the construction at Camp Pendleton was built in 1940 and 1941 as wartime construction, and each of the requests for construction at Camp Pendleton is to replace this temporary wartime construction that exists there now. This project, however, is new construction at a new location.

Senator STENNIS. It is part of your added program?

General ALLEN. That is correct.

ARMORY, STUART MESA

The second line item is for a 4,000-square foot armory building at an estimated cost of $62,000. This facility will be required in the issue, repair and receipt of recruit training weapons. As many as 2,000 shooters may be training at the weapons training facility, and an armory is needed in support of the training mission of this activity.

SMALL ARMS RANGES, STUART MESA

This third line item is $1,173,000 for the provision of small arms ranges for the recruit training battalion. The mission of the unit is to thoroughly and completely train all Marine recruits on the west coast in all phases of rifle marksmanship. In addition, these recruits must be completely trained in the use of other weapons such as the pistol and BAR, which are so vital in the training of a combat-ready marine. These ranges are for recruit qualification firing with the service rifle. The Marksmanship Training Unit ranges will be provided in the second and final increment of this facility which is programed in the fiscal year 1963 military construction program. Firing ranges are the practical test for the success of training and are essential to the existence of a weapons training organization.

Senator STENNIS. What types of ranges are these?

General ALLEN. One 80-target pistol range, one 50-foot rifle range, 25-meter automatic-rifle ranges, 2,000 point just for dry firing, snapping in exercising, 50 targets. There will be a total of 200 targets.

Senator STENNIS. Do these ranges have the modern automatic targets?

General ALLEN. No, sir; I believe the chairman is referring to those that we call popup targets, and the like, and that is more advanced training and those are located in another area.

Senator STENNIS. Why should these ranges cost $1,173,000? What is there about them which costs so much money?

General ALLEN. It is the site protection that has to be built to protect the men operating the targets. That is the big expense.

Senator STENNIS. Are they concrete walls?

General ALLEN. Concrete walls and dirt embankment; yes, sir.

Senator STENNIS. Does that not seem like a high price to you?

General ALLEN. In other ranges that we have built, I think it is compatible with the cost. I have worked with the Army in working up estimates of costs of ranges that they are working on, and they seem to be compatible.

STOREHOUSES AND OPEN STORAGE AREA, STUART MESA

The fourth line item is $99,000 for two 40-foot by 100-foot permanent storage buildings, together with 6,660 square yards of open storage area. Each storage building contains administrative space for personnel issuing stored material. Storage space, both covered and open, is needed to store large quantities of shooting jackets, range supplies, and police equipment which will be required permanently in the recruit training area. The nearest existing storage areas are located 14 miles from the weapons training area, Stuart Mesa.

ADMINISTRATION BUILDINGS, STUART MESA

The fifth line item is $262,000 for two 162-foot by 40-foot administration buildings. One building is required to serve as camp headquarters, providing space for the commanding officer, executive officer, company commanders and administrative personnel. The second building will be required for classroom space to be used for advanced marksmanship instruction, and to provide needed space for officers of the Marksmanship Training Unit and its administrative functions.

PERMANENT PERSONNEL BARRACKS, STUART MESA

The sixth item, for which we are asking $888,000, will provide two 166-man, 2-story barracks with one 100-man wing, to house 432 permanent personnel assigned to the recruit weapons training facility. The training schedule and the early morning hours of the marksman's routine require that permanent personnel be billeted in close proximity to the ranges. No billeting facilities are available in the Stuart Mesa area. The second increment of this project will provide permanent billeting for recruit personnel.

MESSHALL, STUART MESA

The seventh line item is $575,000 for a 2,000-man messhall. This messhall will provide facilities for the subsistence of permanent personnel and recruit personnel assigned to the recruit weapons training facility. Due to tight training schedules, it is required that personnel be subsisted in close proximity to the ranges. Distances to other camp areas at Camp Pendleton preclude the transporting of personnel to other messing facilities.

MULTIPURPOSE COMMUNITY BUILDING, STUART MESA

The eighth line item is $254,000 for a one-story permanent concrete building, containing post office, snackbar and an exchange which consists of the following: Retail store space, laundry and dry cleaning pickup office, tailor shop, cobbler shop, barbershop, head facilities, administrative space and a small dispensary. This item will provide minimum basic morale and welfare facilities for permanent personnel. The nearest existing exchange and post office is located 8 miles from the training area.

STAFF NCO MESS (OPEN), STUART MESA

The ninth line item is $145,000 for a 200-man staff NCO club and mess, required for the messing of noncommissioned officer personnel permanently assigned to the recruit weapons training facility. The permanent noncommissioned officer personnel must be billeted and subsisted in close proximity to the recruit personnel and the ranges. No facilities are available in the Stuart Mesa area to satisfy this requirement.

UTILITIES, STUART MESA (FIRST INCREMENT)

The 10th and last item included in this project is $2,449,000 for provision of adequate roads, streets, parking areas, and necessary utilities and services to support the first increment of construction, and the provision of basic utilities to accommodate the facilities planned for construction under the second increment of this project. No additional land will be required for this facility.

Senator STENNIS. I have been holding up Camp Pendleton as a place where we find austerity. I do not want you to get any frills out there which will destroy my illustration.

Do you have another increment coming up next year?

General ALLEN. Yes, sir.

Senator STENNIS. About how many men will be affected by it?

TOTAL MEN ACCOMMODATED

General ALLEN. This will accommodate an average attendance of around 2,000 to 3,000 men at the present loading of the Marine Corps and the average turnover. There will be a group coming in each week and a group going out.

Senator STENNIS. A new group in each week.

General ALLEN. Yes, sir. They are on 2 weeks at the rifle range. The first week they go through the preliminaries of sighting in smallbore firing, 22 caliber, and then the last day they fire a little familiarization with the heavy rifle. The next week is all with the heavy rifle. The final day, a Friday, firing for record, their qualification, and then the following day, Saturday, they go back to the barracks and continue their recruit training program or direct from there to the division for the next echelon of training. That is the popup targets, the musketry, and various other training that is required in their type of training.

MARINE CORPS SCHOOLS, QUANTICO, VA.

AIR CONDITIONING FOR HARRY LEE HALL

Mr. Chairman, the next project in this program, detailed on page 132 of the program book, is at the Marine Corps Schools, Quantico, Va. This item is for the installation of air conditioning in building No. 17 (Harry Lee Hall), at an estimated cost of $118,000. This building is used for summertime conferences conducted by Governors of various States, by members of Joint Chiefs of Staff, by the Department of Defense, and others of equal importance. This item will provide adequate air-conditioned conference facilities for the distinguished guests attending the many high-level conferences during the extremely hot and humid summer weather. Harry Lee Hall is the only building on the station of adequate size and conformity to provide for formal occasions and conferences involving distinguished guests.

MARINE CORPS BASE, TWENTYNINE PALMS, CALIF.

ADDITION TO STATION HOSPITAL

Mr. Chairman, the third project in our program, detailed on page 134 of the program book, is for a permanent one-story addition to the existing station hospital to cost $1,100,000. There are at present no surgical, obstetrical, or dependents' inpatient and outpatient facilities within the existing station hospial. There are no provisions for preoperative care, anesthesia, blood transfusion, or postoperative nursing care. Even an emergency appendectomy cannot be performed. No facilities, either civilian or military, within a 100-mile radius are capable of providing for emergency cases. Approximately 4,000 military and over 3,000 dependents are currently in this area, in addition to Regular and Reserve units training at the base during the year. This item will provide a facility equipped to provide adequate medical care for the military personnel and dependents attached to this isolated base.

Senator STENNIS. You recall the hearings which we had a few years ago respecting the unit costs of hospitals. Does this facility come within the standards which were set at that time?

General ALLEN. Yes, sir.

CAMP SMEDLEY D. BUTLER (CAMP COURTNEY, OKINAWA)

DIVISION HEADQUARTERS FACILITY (FIRST INCREMENT)

Mr. Chairman, the one oversea project is outlined on pages 136 and 137 of the program book. It is for the first increment of the division headquarters facility, Camp Courtney, Okinawa. The proposed project comprises 10 line items totaling $3,238,000. Second and third increments will be required at a cost now estimated to be about $1.6 million and $1.8 million respectively, bringing the total cost to approximately $6.6 million.

This item is designed to provide adequate, permanent, typhoon-proof facilities to house and support the division headquarters and related headquarters battalion of a combat-ready fleet marine force division. This requirement is being submarginally met by the utiliza-

tion of typhoon-ravaged quonset and Butler type buildings erected by the Army soon after World War II. In addition to creating a heavy maintenance burden, these metal buildings are extremely dangerous to personnel billeted and working therein. This increment will provide permanent headquarters facilities, together with the bare minimum of supporting facilities and billeting for enlisted personnel. Additional supporting facilities and officer billeting and messing facilities will be provided in the second and third increments.

COMMUNICATION CENTER AND LINES

The first line item is for a communication system at an estimated cost of $239,000. This will consist of a communication center with crypto room with vault; 300-line telephone exchange, expandable to 400 lines; installation of 200-line automatic switching system, and necessary communication lines and equipment. The existing system is old, obsolete, undependable, and provides inadequate, slow service. The proposed system has been planned to meet the needs of the marines on Okinawa, and includes all necessary equipment for entry of all Marine Corps camps into the islandwide dial telephone system.

DISPENSARY, CAMP COURTNEY

The second line item provides $141,000 for a dispensary to provide for the medical and dental care of the planned military population of Camp Courtney. This facility will provide an outpatient department with emergency, sick call, examination room, and two medical doctors' rooms. Also provided will be a five-bed holding ward, X-ray laboratory, pharmacy, three dental operating rooms, administration, and mechanical facilities. This facility will also provide dental care for Camp Butler personnel as well as medical backup beyond sick call and emergencies. The existing facilities are quonset huts and Butler buildings erected by the Army shortly after World War II. These buildings are extremely dangerous to personnel billeted and working therein, because of their deteriorated condition and structural weakness. They also restrict the efficient operation of medical and dental personnel, due to design arrangement, and inadequate space.

DIVISION HEADQUARTERS BUILDING

The third line item is for a permanent division headquarters building to house the headquarters of a Marine division, at an estimated cost of $330,000. No existing facilities are available to meet this requirement. This building will provide office space, duty office, mail room, storage, head facilities, and so forth. The building will house the commanding general, the general staff, and a portion of the special staff. In addition to the commanding general, assistant division commander, chief of staff, aides, G–1, G–2, G–3, and G–4, this building will provide space for other administrative personnel.

BATTALION HEADQUARTERS BUILDING

The fourth line item is for a battalion headquarters building at an estimated cost of $68,000. This permanent type building is required to provide office and administrative space for the commanding officer of headquarters battalion, his staff, and other administrative personnel.

DIVISION ADMINISTRATIVE ANNEX

The fifth line item is $27,000 for an administrative annex building of permanent construction, containing 2,320 square feet. This building is to provide a briefing room for the commanding general and his staff, and additionally provides classified storage and administrative space required for operation of the division classified files.

COMPANY ADMINISTRATION, STORAGE AND RECREATION BUILDINGS

The sixth line item, to cost $124,000, will provide three 135-foot by 30-foot permanent buildings which will only partially fulfill the requirement for company administrative space. There are five companies in headquarters battalion for which administrative, storage, and recreation space is required. Storage space for equipment organic to the company is provided in each building, plus limited recreational space.

BARRACKS (FIRST INCREMENT)

The seventh item will provide 16 enlisted men's barracks at an estimated cost of $1,029,000. A total of 20 barracks is required at Camp Courtney. One prototype barracks building has been constructed at Camp Courtney and this item proposes an additional 16 barracks. The remaining three barracks will be included in the third increment of this project. The proposed 16 barracks, plus the one existing barracks, will allow billeting at a camp-wide average of 73 men per barracks for the 1,205 enlisted men, including the authorized additional space for staff noncommissioned officers.

MESSHALL

The eighth item is for a messhall at an estimated cost of $274,000. This messhall will provide facilities for the subsistence of the 1,205 enlisted personnel to be billeted at Camp Courtney. The mess will feed the planned occupancy of the camp in three sittings. The existing mess is a multiple jumbo quonset hut which is badly rusted, unsafe, and uneconomical to maintain. Wood members are badly rotted and metal structural members are, in some cases, rusted through. This building is definitely a hazard during typhoons. No existing facility can satisfy this requirement.

STAFF NONCOMMISSIONED OFFICER MESS (OPEN)

The ninth line item is for a staff NCO club at an estimated cost of $100,000. This club will provide a necessary and vital recreational facility for the staff noncommissioned officers at Camp Courtney. This club does not duplicate facilities provided in the regular mess. The staff NCO club provides the only place that these personnel can obtain this service when the regular mess is not serving. This facility is required to provide onboard recreational facilities for staff NCO's during off-duty hours.

UTILITIES (FIRST INCREMENT)

The last line item in this project fulfills, at an estimated cost of $906,000, the requirement for preparing the camp area to accommo-

date the ultimate planned construction at Camp Courtney. The site preparation and provision of basic utilities must be designed to accommodate foreseeable, reasonable, future construction requirements in the area. This line item provides tie-in to buildings at 10-foot lines for construction items in the fiscal year 1962 construction requests and provides the necessary utilities for future expansion in accordance with the master plan, and scheduled in increments 2 and 3. Included in this item are initial site preparation, primary utilities, roads and walks, erosion control, storm sewers, power distribution, domestic fuel oil storage, portable water distribution, and sanitary sewage with collection and primary treatment.

Senator STENNIS. Your need for these is because of increased strength in your Marine forces there?

General ALLEN. I would say some of these are more significant, Mr. Chairman, than the fact of increase in the Marine Corps strength; $1.8 million for the third increment.

That concludes the Marine Corps presentation.

Senator STENNIS. Thank you very much.

Why do you say Camp Butler at the top and then Camp Courtney?

General ALLEN. Camp Courtney is the Division headquarter portion that is in this first increment.

Senator STENNIS. Thank you very much, General Allen. It is always nice to see you.

What is next?

SERVICE SCHOOL FACILITIES

Admiral JOHNSON. Mr. Chairman, the next class is Service School Facilities. It includes 10 line items at seven stations for a total of $21,173,000, all inside the United States. Three of the line items at two stations are classified, and are for a total amount of $2,947,000. The general requirements for these facilities are for the education and training of officers and enlisted personnel and for personnel support. All of the projects are included in this year's authorization program.

NAVAL ACADEMY, ANNAPOLIS, MD.

REHABILITATION OF BANCROFT HALL (SECOND INCREMENT)

The first project is outlined on page 148 of the program book. It is for the second increment of the rehabilitiation of Bancroft Hall, at the estimated cost of $7,730,000. As the committee may remember from our testimony last year, Bancroft Hall, the midshipmen's quarters, is in very poor condition. The original structure of two wings was built in 1902. Two additional wings were built in 1918, and two more wings in 1941. Two new wings are now under construction and will be ready for occupancy before the new academic year commences in September. The first increment for rehabilitation was authorized and funded in our fiscal year 1961 program for $6 million. The third increment will be programed for fiscal year 1963 at a cost now estimated to be $7.5 to $11 million. Each of these increments provides for rehabilitating two wings on a closely coordinated construction schedule that takes advantage of the summer months and the low occupancy rate. Completion of this program will provide in Bancroft Hall, 1,864 rooms which will be adequate and suitable quarters for our enrollment of 3,600 to 3,800 midshipmen.

TOTAL COSTS

Senator STENNIS. How much is the first increment?

Admiral JOHNSON. The first increment was $6 million.

Senator STENNIS. How much will the third and fourth increments cost?

Admiral JOHNSON. Possibly over $10 million. The experience that we are gaining now from the first contract which has already been started within the last month will give us additional information as to the total rehabilitation required before we get into the structure itself.

Senator STENNIS. You must have some good reason, but why can you not do it all at once?

Admiral JOHNSON. Primarily, it is a matter of providing sufficient barracks space for the midshipmen during the time we are taking out, what would amount now to two solid wings. We are doing it on a time-phase basis, starting in June of each year and go through a 15-month cycle, which will give us two summer periods when the space requirement, of course, is greatly lessened.

Senator STENNIS. That is a good reason. You could hardly live in tents over there for the necessary construction period.

I assume you have this all worked out, and that there is no longer anything about which to argue.

Admiral JOHNSON. Not that I know of, Mr. Chairman. The requirement is firm.

NAVAL TRAINING CENTER, GREAT LAKES, ILL.

Admiral JOHNSON. Mr. Chairman, the third unclassified project in this facilities class, detailed on page 162 of the program book, is at the Naval Training Center, Great Lakes, Ill. It includes two line items for a total of $4,952,000. One of the major functions at this center is recruit training. The average onboard count of recruits at Great Lakes is 12,500. However, during the summer season, from May through September, the onboard count is about 15,000. Beginning in fiscal year 1957, a program was undertaken for replacing three old temporary camps with two new permanent camps, each with seven 720-man barracks. Each camp has a normal capacity of 5,040 men, or with some crowding, a peak capacity of 6,250 men. The first camp has been completed. The second camp is now well along, having 3 of the 720-man barracks under construction.

RECRUIT DISPENSARY AND DENTAL CLINIC

The first line item is for the recruit dispensary and dental clinic at an estimated cost of $2,268,000. This facility is designed and located to serve both of the new recruit camps. It will have 180 holding beds and 50 dental operating rooms, and will be a single replacement for the 3 smaller, separate dispensaries included in the 3 old recruit camps. One of the three old dispensaries had to be demolished in constructing the first new camp, thus aggravating existing conditions. The recruit training period covers 9 weeks, after 2 weeks of processing. About 6,600 recruits are received each month. These young men must be physically examined and many, for the first time,

receive a thorough dental checkup and treatment. Additionally, short time inpatient care must be provided for the minor ailments which arise when 15,000 young men are undergoing rigorous training.

RECRUIT MESSHALL

The second line item in this project is for the recruit messhall at an estimated cost of $2,684,000. This is the messhall needed to serve the recruits in the second camp. The messhall for the first camp was included in the fiscal year 1957 program and is in use today. Each has a nominal capacity of 5,300 men. Each will be capable, however, of serving up to 6,250 recruits, plus the staff, during the high-occupancy period. This line item will permit the demolition of the 2 remaining old 3,600-man temporary messhalls.

NAVAL SCHOOLS, MARE ISLAND, VALLEJO, CALIF.

Mr. Chairman, the fourth project is outlined on page 165 of the program book. It is at the proposed new Naval Schools, Mare Island, Vallejo, Calif., and consists of two line items totaling $2,213,000. The mission of this Naval Schools Command will be to instruct selected naval personnel in the operation, maintenance, and repair of ship-launched guided missiles and associated missile systems. It will also provide for training in the maintenance and repair of the naval tactical data system equipment.

The choice of location for this activity was made after an exhaustive study. Mare Island was selected primarily on the bases of central location on the west coast; on the availability of suitable permanent structures; and estimated economies resulting from the availability of essential logistic support from the Mare Island Shipyard.

CONVERSION FOR GUIDED MISSILE AND TACTICAL DATA SCHOOLS

The first line item is for conversion for Guided Missile and Tactical Data Schools at an estimated cost of $1,530,000. This will provide for converting the former hospital ward buildings into training buildings. The program expansion of the Navy's POLARIS and the surface-to-air missile weapons systems has need for more personnel trained to operate, maintain, and repair these systems. The Guided Missile School will have a capacity for 750 students. The school for training personnel in the maintenance and repair of the naval tactical data systems, will have a capacity for 350 students.

Senator STENNIS. When you refer to naval guided missiles, do you include the POLARIS, or are you speaking of those which are employed on the more conventional type ships?

Admiral JOHNSON. This particular facility, Mr. Chairman, does not include the POLARIS. We are going to concentrate on the POLARIS training and maintenance at Dam Neck, Norfolk, Va. We have an item to take care of that. This will take care of TALOS, TERRIER, and TARTAR shipboard-based missiles primarily.

Senator STENNIS. TALOS is now virtually out of the picture, is it not?

Admiral JOHNSON. No, sir; it is coming into the picture. It is our longer range and better missile. TERRIER was the first operational missile and then the TALOS has come into the picture as our

longer range out beyond the TERRIER, and we are also, at the same time, developing a smaller TARTAR for close-in defense.

Senator STENNIS. This refers to the year of initial occupancy, 1963. You have an inventory of a little over $4 million. How do you explain that?

Admiral JOHNSON. This is for the naval shipyard at Mare Island, Mr. Chairman.

Senator STENNIS. Why do you have to build a separate school in which to train these boys in connection with the POLARIS?

Admiral JOHNSON. We do not have to, Mr. Chairman, but because we already have POLARIS training with associated training equipment at Dam Neck, Norfolk, Va., it is much more economical and efficient to concentrate our training at this location. We can do this by addition to present buildings at a much lesser cost than starting fresh in some other location.

REHABILITATION OF SUPPORT FACILITIES

The other line item in this project is the rehabilitation of support facilities at an estimated cost of $683,000. Certain of the deactivated buildings at the former hospital must be rehabilitated to provide the berthing, messing, and administrative facilities for the schools covered in the first line item. Also, in need of rehabilitation, are water, steam, electrical, sewer, and fire protection utility systems. I should like to emphasize here that this new Schools Command at Mare Island will exist as a tenant of the naval shipyard and will receive full logistic support in public works, transportation, supply, welfare, and similar areas at a considerable savings.

NAVAL POSTGRADUATE SCHOOL, MONTEREY, CALIF.

ASTRONAUTICAL-AERONAUTICAL PROPULSION LABORATORIES

Mr. Chairman, the fifth project in this facilities class, outlined on page 168 of the program book, consists of one line item for construction of Astronautical-Aeronautical Propulsion Laboratories at the Naval Postgraduate School, Monterey, Calif., at an estimated cost of $2,463,000. The primary field of effort at this school is in the teaching of advanced engineering. A vital element of advanced engineering is that of propulsion. Recent national and international activity in the propulsion field has led to some of the most significant astro-aeronautical developments in the century. The laboratory facilities at Monterey have become outmoded and inadequate in space and equipment. The proposed project will provide modernly equipped laboratories for use by faculty and students in studies related to rocket motors, jet engines, airfoil and turbines, and similar subjects.

Senator STENNIS. Where are you now doing this work?

Admiral JOHNSON. At our postgraduate school in Monterey, Calif., in what we consider to be grossly inadequate facilities.

Mr. Kenyon, do you want to expand on that?

Mr. KENYON. We are doing this, as Admiral Johnson said, now, but we are not doing the kind of job that we should be doing for today, and we are certainly not doing as well as we should be doing for the future in this expanding area of knowledge of the propulsion field. The need for these laboratories can be expressed in absolute and real terms of weapons, people and time.

Senator STENNIS. You have to be up on your toes in this expanded area of the propulsion field. Here is a request for $2.5 million, and, of course, the operation will be added. It seems to me, if it is something which could be carried on elsewhere, that this should be done.

ATLANTIC FLEET ANTISUBMARINE WARFARE TACTICAL SCHOOL, NORFOLK, VA.
ANTISUBMARINE WARFARE TACTICAL TRAINING BUILDING

Admiral JOHNSON. Mr. Chairman, the sixth project, outlined on page 170 of the program book, consists of a line item for construction of a tactical training building at the Atlantic Fleet Antisubmarine Warfare School, Norfolk, Va., at an estimated cost of $868,000. The present trainer is obsolete and is housed in an old converted barracks building. Both the equipment and building will be replaced. We plan on providing a new modern trainer for training personnel in the tactics and techniques of using aircraft, surface ships and submarines as a team in antisubmarine warfare. The proposed building will be designed with adequate space and structural capacity to house the larger and heavier new trainer.

Senator STENNIS. Is this to be within the city of Norfolk?

Admiral JOHNSON. It is within the naval base.

Senator STENNIS. This does not involve any new land?

Admiral JOHNSON. No, sir; no new land.

MEDICAL FACILITIES

The seventh facilities class in our program, gentlemen, is "Medical facilities." This category is comprised of one unclassified line item at a continental station for the amount of $60,000. The program objectives are to provide facilities to permit us to perform normal hospital functions, efficiently and economically, for military personnel and to provide limited medical services for their dependents. The project is included in this year's authorization program.

NAVAL HOSPITAL, PORTSMOUTH, N.H.
ADDITION TO ELEVATOR

This project, detailed on page 175 of the program book, is for construction of an elevator, at the estimated cost of $60,000, in the naval hospital at Portsmouth, N.H. This activity provides clinical and hospitalization services for naval personnel, and also for Army and Air Force personnel, in the area.

The main building of the hospital, a four-story-and-basement structure, built in 1913, has only one elevator for moving patients, other personnel and equipment from floor to floor. Patients are housed on the first three floors; the surgical suite is on the second floor, and clinical and other services are located in basement spaces. The elevator shaft is too small to accommodate a car of adequate size, and the present car is too small to take a wheeled stretcher. Since there is only one elevator, its use is restricted to only the most essential service. Even under this restricted use, it is in constant operation. This heavy usage over the years has caused considerable wear and frequent breakdowns. The proposed elevator will be of adequate size by modern standards and will relieve the current critical conditions.

COMMUNICATIONS AND SECURITY PROJECTS

STATEMENT OF ADMIRAL VIRDEN

Admiral Virden will speak to the communication projects.

Senator STENNIS. We are glad to have you here, Admiral Virden, and we shall be glad to hear from you.

Admiral VIRDEN. Mr. Chairman, my duties as Assistant Chief of Naval Operations (Communications) and Director, Naval Communications, encompass responsibility for both the Naval Communication System and the Naval Security Group. Although this facilities class is entitled "Communication Facilities" only six line items totaling $3,158,000 provide facilities for the Naval Communication System. The remaining $57,195,000 requested in this portion of the program comprises 14 items for the Naval Security Group.

REVIEW OF COMMUNICATION FACILITIES

In addition to the various departmental reviews held on the military construction program, all projects relating to naval communications have been reviewed by the telecommunications policy directorate of the Office of the Secretary of Defense. Members of my organization have also briefed the Defense Communications Agency on these communications projects. Of the six naval communications items, only a portion of the $900,000 antenna project at Annapolis represents facilities which may be assigned to the operational control of the defense communications system. As I stated to this committee last year, the Defense Communications Agency will assign defense communications system responsibilities to the individual services; the services will provide, operate, and maintain the facilities required to carry out these resonsibilities.

RADIO TELESCOPE, SUGAR GROVE, W. VA.

The major project in the unclassified section of the program is the $36,600,000 amendment needed to complete construction of the radio telescope at Sugar Grove, W. Va. The remaining unclassified projects will provide facilities required for the performance of current missions at existing activities.

That completes my statement.

CORRELATION OF SECURITY SERVICES

Senator STENNIS. We have a naval intelligence, we have Army intelligence, and Air Force intelligence. Those systems are worldwide to a degree?

Admiral JOHNSON. Yes, sir.

Senator STENNIS. In addition, we have the Central Intelligence Agency and what we call the Security Group.

Admiral VIRDEN. We have the Naval Security Group, the Air Force Security Service, and the Army Security Agency.

Senator STENNIS. I was referring to those as the Army, Navy, and Air Force intelligence. They are just named differently.

INTERSERVICE CONTROL

What interservice control, if any, is there? Was there not a step made a year or two ago to make a combined operation? I have seen some reference to that.

Admiral VIRDEN. I do know about it, Mr. Chairman. I do not know that I can give it except in executive session. We do have on an unclassified basis and have had for many years the National Security Agency.

Senator STENNIS. I am not clear as to where that fits into the picture.

If you would rather go into that in executive session, we shall do so.

(The information requested was provided to the Chairman and is in the files of the committee.)

You may proceed, Admiral Johnson.

STATEMENT OF ADMIRAL FRANK L. JOHNSON

Admiral JOHNSON. The eighth of the nine facilities classes in this program is communication facilities. It consists of 21 line items at 20 locations for a total of $60,353,000, all items being included in this year's authorization program, except a portion of a classified item which was authorized last year. These include, within the United States, seven unclassified line items at seven stations for $38,652,000, and five classified line items at five stations for $11,472,000. The remaining nine line items are classified and are at eight oversea locations for a total of $10,229,000. Our objective is to provide facilities for requisite communications for the command, operational control, and administration of the Naval Establishment afloat and ashore and to perform security functions.

NAVAL RADIO STATION, ANNAPOLIS, MD.

ANTENNA

The first project, starting on page 177 of Program Book II, is at the Naval Radio Station, Annapolis, Md., for the second increment for modification of antennas at an estimated cost of $900,000. This is the transmitter station for the Naval Communication Station, Washington, D.C., which is the principal communication facility serving the Chief of Naval Operations, the Department of the Navy, and other major naval activities in this area. This line item will complete the modification of the high-frequency antennas. The first increment was included in last year's Military Construction program. Modern fleet operations require high speed, high volume, reliable and secure communication between ships and shore-based commands. Replacement of the remaining obsolete antennas is urgently required to correct chronic disruptions of vital communications.

NAVAL SECURITY GROUP DETACHMENT, CHARLESTON, S.C.

REGISTERED PUBLICATIONS ISSUING OFFICE

The second project is at the Naval Security Group Detachment, Charleston, S.C., for construction of a registered publications issuing office at an estimated cost of $240,000. This is detailed on page 179 of the book. This facility is required to provide a secure place for

storage and issue of publications and cryptographic devices to fleet units and shore activities in the 6th, 8th, 10th, and 15th Naval Districts. Many of these publications and devices are classified, and their security must be safeguarded. The proposed facility will replace a small office now housed in an old building which is in an advanced state of deterioration and structurally unsafe. With the existing handling facilities, we will be unable to cope with the increased demands to be placed upon the activity by the assignment of additional fleet units to Charleston, by transfer of the loads from the closed RPIO's at Balboa, Guantanamo Bay, and Key West; and by the physical size, weight, and special handling required of new electronic cryptographic equipment coming into fleet and shore use. If this facility is not provided, the present inadequate, time-consuming, and dangerous handling conditions will continue to present a potential hazard to the safety of personnel and material.

Naval Radio Station, Cheltenham, Md.

ENVIRONMENTAL CONTROL FOR ELECTRONIC EQUIPMENT

The third project will provide facilities for environmental control of electronic equipment at the Naval Radio Station, Cheltenham, Md., at an estimated cost of $151,000. It is outlined on page 181 of the book. As the Annapolis radio station provides the transmitting facilities, this activity provides the receiver facilities for the Naval Communcation Station, Washington, D.C. This project will provide for a temperature and humidity control system to insure continuous operation of vital electronic commuication equipment. At present, communications are being disrupted by unscheduled equipment shutdowns caused by excessive heat. Also, equipment life is being reduced because high temperatures accelerate deterioration of electronic tubes and system components. Failure to provide this line item will adversely affect the reliability of communication between ships at sea in the Atlantic Ocean area and the Mediterranean Sea and shore-based commands. Communication reliability is a prerequisite to the success of naval operations.

NAVY COMMUNICATIONS SATELLITE

Senator Stennis. Does not the Navy have a communications satellite which they are going to produce? You are going into the expense of all this building program.

Admiral Johnson. This is not expected so far as I know to replace certain vital shore-based communications.

Admiral Virden. Speaking personally, it is my ambition to get our communications as mobile as we can. However, at the present time, the only thing we have in a satellite is a research and development project on which we are working with the Army. We are providing terminal facilities and that is one satellite which will not be produced for several years yet. We have had some experiments with a very low-frequency receiving satellite also. These are far in the future.

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NAVAL RADIO STATION, DIXON, CALIF.

BARRACKS WITH MESS

Admiral JOHNSON. The fourth project, shown on page 183 of the book, is for barracks with mess at the Naval Radio Station, Dixon, Calif., at an estimated cost of $165,000. The Dixon station is the transmitter component of the San Francisco Naval Communication Station. This line item will provide berthing and subsistence facilities for an increased number of personnel to be assigned to this station as a result of the recent transfer of communication functions from the Naval Air Station, Alameda, and relocation of broadcast facilities from the Mare Island Radio Station. There are no military or civilian facilities in or near Dixon which can be utilized to fulfill the requirement. This facility is required to house 40 additional enlisted men to be assigned to the station.

Senator STENNIS. How many men are involved here?

Admiral JOHNSON. Forty men.

Senator STENNIS. Is this an isolated place?

Admiral VIRDEN. Yes, sir. There is no suitable housing within about 35 miles. There is a little town about 17 miles away, but there the housing costs, such as is available, are far in excess of the basic allowance for quarters.

NAVAL COMMUNICATION STATION, KODIAK, ALASKA

COMMUNICATION CONTROL CABLE

Admiral JOHNSON. The fifth project, on page 185 of the program book, is for a communication control cable at the Naval Communication Station, Kodiak, Alaska, at the estimated cost of $77,000. This station provides communication services to all Government activities and commands on Kodiak, through the facilities of the transmitting station located at Buskin Lake. The existing control link between the two stations, a microwave antenna relay, is subject to failure during snowstorms because of snow accumulations on the exposed antenna surfaces. This line item will provide a conducting cable between the two sites which will be impervious to the effects of weather. Failure to provide this cable will result in continued loss of vocal communication during winter months.

AMENDMENT TO PRIOR AUTHORIZATION, PUBLIC LAW 85-685—NAVAL RADIO RESEARCH STATION, SUGAR GROVE, W. VA.

LARGE STEERABLE ANTENNA

The next project is for funding prior authorization. This project is for an increase of $36,600,000 in the previously authorized amount for construction of the large steerable antenna at the Naval Radio Research Station, Sugar Grove, W. Va. This extremely unique device was authorized in our fiscal year 1959 program, by Public Law 85-685 for $60 million. Last year, in Public Law 86-500, this amount was amended to $77,800,000. The current amendment would further increase the authorized amount to $114,400,000. The extreme complexities and the lack of any precedence in engineering experience in the construction of this device, have resulted in the need for this increase.

Senator STENNIS. I see Harrisonburg, Va. That is the country where I sit on a bank, and where Senator Roberston fishes. Stonewall Jackson had a communication system, from mountain to mountain and down in the valley, which was said to have been one of the most effective up to his time. This is a long, long call from those days, just 100 years in the past. It illustrates the difference. I realize, of course, that this has a larger area to cover.

COMPLETION OF PROJECT

We have had this up so many times, Admiral. Will this complete it?

Admiral JOHNSON. I will let Admiral Corradi speak to that, Mr. Chairman.

Admiral CORRADI. We think it will, Mr. Chairman. We have advanced with our final design and our field construction to the point where we feel that our estimates are much improved over those which we have ever been able to give the committee before. We have some practical experience now from data, from competition among manufacturers from the making of components, and this latest estimate is based on this experience.

OVERRUN

Senator STENNIS How much overrun have you had, since you started Admiral?

Admiral CORRADI. The request contained in this bill is for $36.6 million. It is the second request for amendment. Last year we came before the committee for an amendment in the amount of $17,800,000.

Senator STENNIS. Did you not think then that that would finish it?

Admiral CORRADI. We are of that opinion today.

Senator STENNIS. I said a year ago. You have expanded this considerably since then, have you not?

Admiral CORRADI. That is so, but a year ago when we came before the committee we were in the process of taking bids for some of the major elements—the structural steel, the drives, the aluminum panels, the configuration control systems. Unfortunately, those bids came in after action had been taken to submit the $17.8 million proposal. Subsequent to the committee's action on that, we received the bids and we reestimated the project on the basis of the maximum competition we had been able to achieve, and we came up with these revised figures. Since then these figures have been gone over very carefully. We have had a year to scrutinize them again, and we feel that these are relatively firm today. You may recall we did informally inform the committee that we did some revising here.

HISTORY OF PROJECT

Senator STENNIS. We may be challenged and get into an argument over this. I wish you would file a special statement of this program for the record, its history, in which any obstacles which you encountered are set forth, and in which allowances may be made for the novelty and the pioneering involved, with occasioned changed conditions which in turn caused the increase.

Admiral CORRADI. It is a complex subject, it is an unusual and important structure, and in which it is difficult to deal in generalities. We would be pleased to submit such a statement.

Senator STENNIS. I think it would be helpful, especially if we are challenged respecting this item. Can you put that in the open record?

Admiral CORRADI. We can put in the record the details of the resultant costs, and so on, and submit it for the record.

Senator STENNIS. Be sure to bring out the legislative history of the exact steps which you have taken, and what confronts the committee for action. I think the way to meet a problem is to set forth the facts, and then stand on the facts.

Admiral CORRADI. We will present as complete a statement in anticipation of questions the committe might have to answer.

(The statement referred to follows:)

NAVAL RADIO RESEARCH STATION, SUGAR GROVE, W. VA.

The proposed Naval Radio Research Station, Sugar Grove, W. Va., will be the product of many years of intensive research in radio astronomy by the U.S. Naval Research Laboratory. The requirement exists for development of the largest radio telescope that could be considered feasible to build and operate. As a result of the intensive research and study by the Office of Naval Research and others, it was considered possible to construct and operate a radio telescope with a 600-foot diameter antenna. When compared to the largest optical and radio telescopes in use today, this size is without precedent. The Mount Palomar 200-inch optical telescope has an instrument weight of about 500 tons. The British 250-foot diameter Jodrell Bank radio telescope weighs in the neighborhood of 2,500 tons. The 600-foot radio telescope will weigh in the neighborhood of 30,000 tons and will have operating characteristics which will permit it to turn the full 360° in the horizon and tilt to any angle of elevation from the horizon to 90°. To meet the basic requirement of distortion-free electromagnetic reception, the 600-foot reflector must maintain its designed parabolic configuration under all operating positions and environmenttal conditions.

BACKGROUND

In fiscal year 1957, $1,300,000 was authorized by Public Law 84-968 and funded by Public Law 84-814 for engineering studies on a 600-foot telescope. A feasibility study, completed in 1958, indicated that it was feasible to design and construct a telescope of this magnitude. The present design was selected as the most predictable and the least difficult to construct. In fiscal year 1958, Public Law 85-241 authorized $6,600,000 and Public Law 85-170 appropriated $3,100,000 for land acquisition, design, and start of construction. After a thorough survey of potential sites, the Navy acquired approximately 1,767 acres of land near Sugar Grove, W. Va., on which to construct the device and necessary support facilities. A joint venture of the firms of Frank Grad & Sons; Urbahn, Brayton & Burroughs; and Seelye, Stevenson, Value & Knecht, all of New York City, who had completed the feasibilty study, was awarded a contract for the preparation of plans and specifications. By fiscal year 1959, engineering design had progressed to the point where it was possible to develop the first engineering cost estimate for the telescope. At this time (fiscal year 1959), Public Law 85-65 authorized $60 million and Public Law 85-52 funded $63,500,000. This authorization essentially covered telescope construction and instrumentation. In fiscal year 1960, Public Law 86-149 authorized and Public Law 86-275 funded $3,957,000 for construction of support facilities.

CONCURRENT DESIGN AND CONSTRUCTION

At this point, it is well to review certain problems and decisions. The normal approach, especially for a structure of this nature, would require the design to proceed from the top down and then construction from the bottom up. Due to the known urgent military and research requirements for this telescope, the Navy made a decision to proceed concurrently with design and construction.

In the area of design, the basic problem was, not structural integrity, but how to limit deflections. Current design concepts for large structures, such as bridges and towers, recognize and accommodate a reasonable amount of deflection as it is not a predominant factor in their functional use. Since the 30,000 ton telescope will move in both the horizontal and vertical planes, variation in the direction and magnitude of the deflections must be correctible. The allowable tolerances permitted by the operational requirements and the influence of the various environmental factors produced an unprecedented and highly complex engineering problem.

CONTRACTING POLICY

It early became apparent that with a concurrent design-construction concept, normal competitive bid procedures were not feasible for construction of this telescope. The Navy decided that the best approach was to effect a negotiated construction management type contract with a firm or firms capable of such an effort. After wide publicity, all of the larger construction firms of this country were invited to submit proposals for this work. The joint venture of Tidewater Construction Co., Norfolk, Va.; Peter Kiewit & Sons, Omaha, Nebr.; and Patterson, Emerson, Comstock, Pittsburg, Pa., were finally selected and awarded the prime construction contract in October 1958. The terms of this contract required the prime contractor to solicit competitive proposals from subcontractors for all permanent facilities. To date, 90 percent of construction at the site has been the result of awards to low bidders on competitively bid proposals. It is proposed to continue this practice.

The subcontract for steel was awarded in March 1959, in advance of final detailed design, based on a calculated assumption as to the size of the main structural members. It soon became apparent that further refinement of these assumptions was necessary before detailed structural design could be completed. As this design refinement proceeded, it became evident that the tonnage of steel required would exceed the original engineering estimate. Additionally, the complexity of the drive systems and control mechanisms had increased. This produced a revised cost estimate and a request for amended authorization and funding of $17,800,000 which the Navy believed would be adequate when added to the $60 million authorized by Public Law 85-685 to produce a completed device. However, while congressional hearings were being held on this request, bids were opened on three major telescope elements: (1) drive systems, (2) aluminum reflector panels and (3) the input command convertor. On the basis of the competitive bids received for such major components, it became evident that additional funds, beyond those in the request then under consideration by the Congress, would be required. This information was specifically called to the attention of the committee, during the course of the testimony given by Navy representatives in support of the amended authorization.

PROJECT FUNDING

A summary of project funding is tabulated below:

Fiscal year	Authorization		Appropriation	
	Public Law No.	Amount	Public Law No.	Amount
1957	84-968	$1,300,000	84-814	$1,300,000
1958 (1)	85-241	6,600,000	85-170	3,100,000
1959 (2)	85-685	60,000,000	85-852	63,500,000
1960 (3)	86-149	3,957,000	86-275	3,957,000
1961 (amend)	86-500	17,800,000	86-630	17,800,000
		89,657,000		89,657,000
1962 (prop. amend)	----------	36,600,000	----------	36,600,000
Total	----------	126,257,000	----------	126,257,000

From the foregoing, it will be noted that $89,657,000 has been specifically appropriated to this project and that the current request is for an additional $36,600,000. The overall project planning visualizes the future funding of family housing and a chapel for the station in the additional amount of about $2,600,000.

These future items plus funds available to us from open-end authorization for planning, military access roads, etc. will complete the financing for the overall project cost which we estimate at $134,625,000.

DESIGN CONTRACT

In late 1960, it became apparent that critical design problems were not being solved by Grad, Urbahn & Seelye. By mutual agreement, the Navy terminated the design contract. The firm of Ammann & Whitney, and the Battelle Memorial Institute were selected and awarded contracts to complete the remaining design work. These architects and engineers had performed previous work on the telescope design and were considered eminently qualified to complete the remaining specialized work.

SPECIAL PROJECT ORGANIZATION

Recognizing the magnitude and importance of this project, the Chief, Bureau of Yards and Docks, has established an independent "special project" staff to supervise all aspects of planning, design, construction, and surveillance of the project. This staff is headed by an officer in charge who reports directly to the Chief of Bureau.

As a result of these combined efforts major design problems are being resolved. Weight is being reduced by several approaches, such as, more sophisticated theoretical design formulas for column ratios, reanalysis of fatigue limit criteria for drives, use of aluminum for electrical conduit and such items as passageways, etc., use of higher strength alloy steels where feasible, and relocation from the main instrument of those electric components which are not essentially required on the "dish" proper.

PROJECT STATUS

Since the start in September 1958, there have been some 1½ million cubic yards of earth excavated and graded and 17,000 cubic yards of concrete placed for foundations. A considerable portion of the turntable steel has also been erected. The giant 550-ton pintle bearing assembly has been delivered and installed. This bearing is designed to transfer horizontal wind forces up to 12,700,000 pounds from the structure to the foundation. It is the largest such bearing ever built and cost over $1 million. Work has also begun on the 15,000-kilovolt-ampere powerplant. The structural phase of the 55,000-square-foot laboratory operations building is nearing completion. This laboratory building is an underground structure located about 500 feet from the center of the telescope and will be completely surrounded by a 2-foot-thick layer of coke to produce electronic shielding. A temporary on-site plant has been erected and is being used to fabricate the approximately 7 acres of aluminum reflector surface required for the Big Dish. The prototype panel has been completed and has passed contract tolerance test requirements. Offsite work on the input command convertor system, the first phase of the aiming and reference system and the drives is proceeding on schedule.

Realizing that much still remains to be accomplished, including assembly and installation of major components and controls before we have a completely operational telescope, it is the Navy's opinion that, based on all information currently available, this project can be completed within the total estimated amounts stated herein.

NAVAL SECURITY GROUP ACTIVITY, WINTER HARBOR, MAINE

FAMILY HOUSING

Senator STENNIS. What is your next item?

Admiral JOHNSON. This activity is located in an isolated area about 5 miles from the small town of Winter Harbor, Maine, which has a population of approximately 550. The surrounding area is comprised of small fishing villages and farmsteads in which there is no adequate private rental housing. The housing requirement for military personnel is 87 units. There are now 31 adequate units available. Com-

pletion of the proposed 30 units will increase the available assets to 61 units, or 70 percent of the requirement. The amount requested is $519,000.

Senator STENNIS. Mr. Clerk, I am asking the Navy, and let us ask each of the services to file a special statement, listing the dollar-mark cost to it of all we have in this bill having to do with communications. I do not know what you mean by the word "communication," but you have here "communication facilities, class 9." Admiral, does that include all of the items that you have for a direct contribution to your communications systems?

Admiral VIRDEN. It includes not only communications, but the securty group side.

ANNUAL COST OF WORLDWIDE COMMUNICATIONS

Senator STENNIS. I know that is pointed out here in the record, but at the same time there is much concern and desire among several members of the various committees respecting the annual cost of this communications problem worldwide. Let the request also include the security items, which go with the military bill. If you will search out where else in the entire budget we have these communications problems, it will be very helpful in trying to get a complete picture of this matter.

Admiral VIRDEN. Does this go beyond the military construction bill?

Senator STENNIS. Yes; we are going to try to get that up. When you get into operating costs, that is another field. I do not know how you would approach it. We would have to make inquiry. Are you in charge of that also?

Admiral VIRDEN. I have management control over the shore stations and I have general coordinating control over the rest of it.

Senator STENNIS. If you will furnish us the figures which go in the other bill having to do with your problem, it would be helpful. We are trying to make a trial run, a preliminary survey of this matter. People have asked me about the cost of it, and I have not known.

Admiral VIRDEN. A good deal of it is covered in the other bill, both in the operations and maintenance appropriation, and also in the procurement of communications for installation aboard ship and aircraft.

Senator STENNIS. I would like a picture of this entire communication problem, with a total estimated cost. Would you prepare a memorandum for me along that line? I am not going to reach any conclusions on one phase of it. I would, however, like to have that picture, and the Preparedness Committee would also like to have it.

Thank you, Admiral Virden.

(The information was submitted and is in the committee files.)

YARDS AND DOCKS FACILITIES

Admiral JOHNSON. The final facilities class in the program is "Yards and docks facilities." The Bureau is responsible for fulfilling the Navy's requirements in the broad field of civil engineering at all naval shore activities. This includes the technical responsibility for design, planning, development, alteration, maintenance, and construction of public works and public utilities, and the operation of base

transportation throughout the Naval Shore Establishment. This class includes seven projects for a total of $28,160,000. Only two of these projects are for specific purposes at specific locations. The others are for general purposes with navywide application for which permanent authorization was granted in previous years.

NAVAL CONSTRUCTION BATTALION CENTER, PORT HUENEME, CALIF.

FAMILY HOUSING

The housing requirement for eligible military personnel at Port Hueneme is 2,413 units. There are currently 679 adequate military units available, and 419 inadequate units which are currently occupied because of the housing deficit. These inadequate units consist of quonset huts and other old rental housing units which are substandard and uneconomical to maintain. It is planned to dispose of this housing as soon as replacements can be provided. In addition, 95 Navy families live in low-cost public housing at Oxnard which will be disposed of by September 1962. A survey of the private housing in the community revealed that there are less than 200 units available at costs within the basic allowance for quarters. The proposed 200 units will increase the available assets to 879 units, or 36.4 percent of the requirement. This project, to cost $3,460,000, was authorized this year.

Senator STENNIS. Out of the limited housing allowed, you drew 200 for this naval construction battalion. Is this an isolated place?

Admiral CORRADI. The location is not isolated in the sense that it is near the town of Oxnard. However, Mr. Chairman, the basic reason for allocating our precious few units in this area, is that we have over 300 families living in Homoja huts. There are two families living in a single quonset hut, one in each half. We have been desirous of replacing these quarters for some time. It has reached the point where this project has a very high priority and that is the reason the Navy allocated 200 units for this housing.

Senator STENNIS. Are these your Seabees?

Admiral CORRADI. Yes, sir; when our Seabees are deployed overseas many of their families remain at Port Hueneme. Many of them are still living in these very deteriorated Homoja huts.

MINOR NEW CONSTRUCTION

Senator STENNIS. Proceed to the next item, Admiral. What amounts have you spent on this?

Admiral JOHNSON. $4.3 million on urgent minor new construction. Additional projects are being processed to the amount of $2.4 million for consideration.

Senator STENNIS. You had more money last year, then, than the $4 million.

Admiral JOHNSON. We had $3 million and we had a carryover of $500,000, and we are asking as a reprograming item for this past year to supplement by $1 million last year's appropriation in view of the experience of this year and what we expect next year

RESTORATION OF DAMAGED FACILITIES

The next project is for "Restoration of damaged facilities" for which $4 million is included in the program. Under this project readily available funds would be provided for the repair or replacement of facilities which have been damaged or destroyed by fire, storm, flood, earthquake, or other act of God. In such cases, the restoration of the damaged facilities is a matter of urgency which should be accomplished as soon as possible to protect life or Government property, or to permit early resumption of a necessary function. Authorization for such work was granted in section 407 of Public Law 968, 84th Congress.

SOURCE OF REPROGRAMING FUNDS

Senator STENNIS. From where, generally, does your reprogramed money come?

Admiral JOHNSON. It would generate from deferral of projects, from receipt of favorable bids. As you know, we have been through a period of business recession, you might call it, and bids have been rather favorable. All of these provide us with certain savings which are available for reprograming.

Senator STENNIS. How much did Hurricane Donna cost you?

Admiral JOHNSON. Over $5 million.

CAPEHART FAMILY HOUSING SUPPORT

The next project is for "Capehart family housing support" in the amount of $1,700,000. These funds are needed to defray expenses for preparation of plans and specifications, land acquisition, and construction of offsite utilities for authorized Capehart housing projects. Authorization for this purpose was granted by Public Law 155, 86th Congress. The Capehart housing which will require this support is covered in prior authorization acts and this year's program. The limitation in section 507(a) of Public Law 86–500 on the total number of Capehart units which may be built by the military departments, has heretofore prevented the Navy from starting 2,344 units at 11 locations. In addition to this carryover of previously authorized units, there are 950 units at 4 locations in this year's program, all of which will require support. (The Navy had previously recommended that the requested amount be reduced to $1,400,000.)

ACCESS ROADS

The next project is for "Access roads" for which $1,500,000 is requested. Access roads are needed to replace or relocate public highways whose public use is destroyed by the construction of naval or Marine Corps activities, and for new entrances to, or exits from, such activities to public highways. Authorization for this purpose was granted in Public Law 295, 77th Congress, as amended by Public Law 769, 81st Congress. When construction of an access road is to be started, the funds will be transferred to the Bureau of Public Roads, Department of Commerce, which has cognizance of such construction.

Senator STENNIS. Just what is an access road?

DEFINITION OF "ACCESS ROAD"

Admiral CORRADI. The simplest definition I can give is that it is a road off a naval installation which provides access to it and it is utilized enough by the military and their operations to warrant the funding.

Senator STENNIS. It leads from a public highway, or public road, across non-Government-owned land over to your Government-owned land, generally?

Admiral CORRADI. Yes, sir.

Senator STENNIS. People see this in the paper and they do not exactly understand what it is, and I get confused about it myself sometimes.

Admiral CORRADI. We also use these funds when a project has been approved for relocating a road which by virtue of some Government construction must be interrupted or blocked. For example, extending a runway across a State highway would require that that State highway be relocated, and these funds could be used for some such purpose as that.

Senator STENNIS. $1,500,000 will not take you very far.

Admiral CORRADI. We have always been a little poor on this particular item, Mr. Chairman, and we handle the highest priority items for the year.

Senator STENNIS. What is your next item?

PLANNING AND DESIGN

Admiral JOHNSON. The next project is for "Planning and design" for which $9 million is requested for this general purpose and $2,500,000 is requested for a special classified project. These funds are required to defray the cost of preliminary engineering of line items proposed for inclusion in the military construction program. Availability of information obtained from preliminary engineering reports, allows the Navy to submit to the Congress a program based on realistic cost estimates. These funds are also used for preparation of the final construction plans and specifications for each line item in the program.

Senator STENNIS. Will your general provisions be $9 million?

Admiral JOHNSON. That is correct.

Senator STENNIS. Do you think that is enough?

Admiral CORRADI. Yes, sir; we made a very careful estimate of what is coming up and we have arrived at this figure.

Senator STENNIS. What is next?

NAVAL PUBLIC WORKS CENTER, GUAM, MARIANA ISLANDS

ACQUISITION OF RIGHT-OF-WAY

Admiral JOHNSON. The final project is for acquisition of land for the right-of-way for roads and utilities, in the amount of $2 million, at the Public Works Center, Guam, Mariana Islands. The Public Works Center, Guam, is responsible for inspecting, maintaining, and operating the island power system, Navy telephone system, and joint-use primary highway system. These systems serve and interconnect multiple naval activities and activities of the Air Force, other Federal agencies, and the Government of Guam.

AUTHORIZATION FOR ACQUISITION

In fiscal year 1960, Public Law 86–314 authorized to be appropriated such sums, not to exceed $2 million, as may be necessary for the Navy to acquire fee title or permanent easements to land on Guam on which the Navy has constructed roads since July 21, 1944.

Senator STENNIS. Are you also buying the land? As it appears here, the roads are part of the permanent primary road system of the island and would be used indefinitely. Are you buying, not only the right-of-way, but also the road material itself?

Admiral JOHNSON. I have Mr. Tiencken here to explain the project.

Mr. TIENCKEN. This provides for the buying of the right-of-way on which the Navy built the island system of roads after we reentered Guam after the war and we acquired certain properties for the military roads that were going to be permanently required for the military. But we took lease-hold interests on those roads which were primarily general-purpose roads. This is to buy the right-of-way, after which we can then turn it over to the Department of Interior and transfer the maintenance and operation of these roads which serve both military and civilian uses.

LOCAL USE OF ROADS

Senator STENNIS. Are you going to let the local people use the roads?

Mr. TIENCKEN. They do use the roads at the present time, and after we get them purchased we will turn it over to the Department of the Interior so the local people can then maintain these roads. At the present time the military pays the greatest share of the maintenance on the roads.

Senator STENNIS. How will the Navy benefit by them?

MAINTENANCE FUNCTION

Mr. TIENCKEN. We will relieve ourselves of a substantial portion of the maintenance of these roads which are used for both military and civilian purposes.

Senator STENNIS. Another department of the Government will still be maintaining the roads.

Mr. TIENCKEN. That will be the Department of the Interior and the local government.

LOCAL CONTRIBUTION

Senator STENNIS. How much of the cost will the local government pay? What is the percentage?

Mr. TIENCKEN. I do not have that percentage.

Senator STENNIS. Do the local people want you to do this?

Mr. TIENCKEN. Yes, sir; they have been anxious for us to do this.

Senator STENNIS. You have given it a rather high priority. How much does it figure per acre?

COST PER ACRE

Mr. TIENCKEN. Slightly over $10,000 an acre.

Senator STENNIS. $10,000 an acre is a large sum.

Mr. TIENCKEN. This part of the roadway is located in the town of Agana and on up toward the bay, the most populous area, and

therefore it is going through the development of the island and it is similar to buying roadways through cities.

(At this point the Committee proceeded in Executive Session.)

REPROGRAMING

(The subcommittee resumed open session.)

Senator STENNIS. What do you have next?

Admiral JOHNSON. Mr. Chairman, that completes our regular 1962 program. We have the Reserve program and we have some reprograming items.

Senator STENNIS. Which do you want to take up first?

Admiral JOHNSON. I would like to take the reprograming items and then go into the Reserve, if that is satisfactory. These items, Mr. Chairman, are projects which have been previously authorized but which had not been funded.

Senator STENNIS. I know that, but this does not include any of your items which were dropped.

Admiral JOHNSON. No, sir. Normally, Mr. Chairman, the services come in through the year and notify the congressional committees.

Senator STENNIS. I know how this works.

NAVAL SHIPYARD, LONG BEACH, CALIF.

Admiral JOHNSON. The first project is at the Naval Shipyard, Long Beach, Calif., for an increment of subsidence remedial measures in the amount of $2,215,000. For the fiscal year 1959 program, Public Law 85-685 authorized $6 million for construction of subsidence remedial measures, with the proviso—

that no more than $500,000 of this sum shall be utilized for protective works until the Secretary of the Navy determines in his judgment that sufficient action has been taken or arrangements made to arrest further subsidence of the shipyard.

This determination was made and the Congress was so informed on March 10, 1960. This was too late to include the project in the fiscal year 1961 program.

CONSTRUCTION INVOLVED

This project has been limited in scope to that work which is necessary to prevent the ocean waters from flooding over pier 2 with resulting damage to the shipyard and property of others, and possible loss of life. The work will consist of construction of a cyclopean seawall under the inboard end of the pier, and raising of the deck of the pier, including utilities, crane tracks, pier accessories, and service buildings.

Senator STENNIS. Is this an emergency?

Admiral JOHNSON. It is not exactly an emergency, Mr. Chairman. The other increments have been carried on for a period since 1957. That was the first increment of $7.9 million. There was another increment in 1958 for $1.5 million.

Senator STENNIS. I know, in a general way, what your problem is. Is this particular part of it an emergency? Is there anything which is about to collapse, or fall in, or break down again, or are some special functions added which make this more than ordinarily urgent?

POTENTIAL EMERGENCY

Admiral CORRADI. If I may address myself to that, although there is no existing emergency, the potential is there for two reasons. One, at the shore end of this pier there is a gap in the cyclopean retaining wall which would permit water to rush through it. At the present time the water is kept out by temporary arrangement of sandbags and other blocks that are laid in there that hold the water back at the extreme high tides. The second factor is that the subsidence of this pier No. 2 which we are proposing to raise, is now at the point where the temporary wood sidewalls which have been erected have created a boatlike structure which tends to float the entire pier. Even minor subsidence could cause this pier to break up.

So, in that sense, it is an emergency project and should be accomplished within the next year and that is why we have reprogramed to permit its funding.

Senator STENNIS. Will this finish your problem there?

Admiral JOHNSON. No, sir.

BEAUFORT, S.C.

RUNWAY EXTENSION

Senator STENNIS. The next item is the Beaufort, S.C., runway extension.

Admiral JOHNSON. Yes, sir.

Senator STENNIS. How much new land are you requesting there?

Admiral JOHNSON. Four hundred and twenty acres. This is for the purpose of extending the present 8,000-foot-long runway to a required length of about 12,200. We have been operating modern jet aircraft from this field under a calculated-risk basis on this very short runway. The criteria indicative that at locations such as Beaufort, with its elevation of 25 feet above sea level, and its high temperatures for about 6 months of the year, that the runway should be 12,200.

The additional number of feet will provide us with this additional requirement. It requires the acquisition of 420 acres of land. This extension will be on a northwesterly end.

Senator STENNIS. It does not cost as much as at Guam, where it costs $10,000 an acre.

Admiral JOHNSON. This averages out about $338 an acre, Mr. Chairman.

TYPE OF AIRCRAFT ACCOMMODATED

Senator STENNIS. What kind of aircraft is this? What size is it?

Captain BRIDGERS. They have all types of Marine fighters and attack aircraft stationed at Beaufort. It is not as big as our Navy master jet stations, but it corresponds, insofar as what it is used for and what is stationed there. This is a long-term, genuine requirement and the problem is that we have never been able to get it funded. The Marines should have this extension in order to conduct their operation safetly. They will get F–4–H's and they are now operating Douglas attack planes and they really need this runway.

Senator STENNIS. I am not familiar with them by numbers. Are the planes, about which you are speaking, operated from carriers?

Captain BRIDGERS. They are carrier aircraft. The Marines normally operate at shore, but they are all qualified and quite often do go aboard carriers.

Senator STENNIS. It looks as if anything you can make land on a carrier, or take off from a carrier, requires less than 12,000 feet.

Captain BRIDGERS. There are two differences. One is that the carrier is moving quite fast, at 30 knots, which creates a wind over the deck. If there is a 10-knot wind and the carrier is going 30, that is 40, which is deducted from the plane speed.

The other is that aboard a carrier you have nothing but experienced pilots; whereas, at Beaufort, through necessity, they will often have recent graduates of flight training.

Senator STENNIS. Thank you, Captain.

The next item.

NAVAL AIR DEVELOPMENT CENTER, JOHNSVILLE, PA.

INERTIAL GUIDANCE TEST FACILITY

Admiral JOHNSON. The next item, Mr. Chairman, is for an inertial guidance test facility at the Naval Air Development Center at Johnsville, Pa., for a total of $1,334,000.

Senator STENNIS. Will you explain, very quickly, what that is?

Admiral JOHNSON. Inertial guidance, Mr. Chairman, is a method of navigation for locating a position in space by the use of gyros. In other words, it is inherent within the missile or within the aircraft or within the ship, and it provides the exact position. We have it, of course, as you may know, in the POLARIS, both in the missile and in the submarine itself, to provide accurate navigation. Now, we have attempted, for many years, to provide the same capability in our attack aircraft. Also, with their associated weapons systems, such as SPARROW, it is a very difficult research and development problem and it requires very complex and critical evaluation and test of such a system and the components. It requires a special facility.

There is no other place in the United States where this capability for test and development can be carried out efficiently and economically except here. The Air Force has an inertial guidance facility, but it is for the maintenance and upkeep of operating systems.

The Navy has a different problem than the Air Force because one of the requirements of an inertial guidance system is that it must be carefully calibrated up to the instant that an aircraft or missile takes off. At sea, we have the aircraft moving through space continually aboard the aircraft carriers, so it requires a different type of guidance system and a more complex system on naval aircraft or missiles which are being continually moved in spaced than it does in the Air Force. There is no duplication between the present Air Force facility and this proposed facility at Johnsville.

Senator STENNIS. The next item.

NAVAL STATION, D.C.

RETRENCHMENT OF FACILITIES

Admiral JOHNSON. The next item, Mr. Chairman, has to do with the Naval Station, District of Columbia, for Retrenchment of Facil-

ities for $600,000. As I know the chairman is aware, the Navy must vacate a total of 37 buildings at the present location at Anacostia in order to make way for the Anacostia Freeway. Four buildings must be available by April 1, 1962, and the rest of the 37 total Navy buildings must be available to the road contractor by July 1, 1962.

This retrenchment initially was for a higher figure, but through careful planning and modification of the original plan the amount has been reduced by $464,000. Specifically, this will enable us to provide temporary facilities in certain cases for personnel displaced from barracks. It will provide in some cases a permanent location for certain activities which are now located there such as the Language Division, the Naval Aviation Engineering Service Unit, naval personnel research field activity, Naval Training Publications Center, and so forth.

Senator STENNIS. This will provide the building in which to take care of those who are being displaced for one reason or another.

Admiral JOHNSON. That is correct. There are no new buildings involved. All of it is for rehabilitation of existing buildings.

Senator STENNIS. When was this authorized? What calendar year?

Admiral JOHNSON. That was fiscal year 1960, by Public Law 85–685 and amended in fiscal year 1961 by Public Law 85–500, for a total amount of $850,000.

Senator STENNIS. Do you have any other items on reprograming?

MINOR CONSTRUCTION

Admiral JOHNSON. Yes, sir. We have two additional items which I mentioned briefly this morning, Mr. Chairman. One is for a million dollar increase in the minor construction project. I mentioned that we received $3 million last year from the Congress and we had a carryover of $0.5 million, but we have already to date approved projects totaling $5.1 million. We have an additional $1.3 million being considered. It is going to require us to wait several months to fund even part of these items with fiscal year 1962 funds.

Senator STENNIS. I shall recommend approval of that. I can tell you that now. We can prepare the papers on that, if they will be helpful.

RESTORATION OF DAMAGED FACILITIES

Admiral JOHNSON. The other one is restoration of damaged facilities which we again talked about this morning.

Senator STENNIS. Very well. I think we can approve those now, and call it to the attention of Senator Saltonstall. We shall hold the others until we pass on the bill. That brings us to the Reserve.

(The following information is submitted as a supplemental to the foregoing testimony:)

STATEMENT BY REAR ADM. FRANK L. JOHNSON, DIRECTOR, SHORE ACTIVITIES DEVELOPMENT AND CONTROL DIVISION, OFFICE OF THE CHIEF OF NAVAL OPERATIONS, ON PROPOSED REPROGAMING OF AUTHORIZED PROJECTS

Mr. Chairman, the Navy has requested committee approval to reprogram available funds for 6 previously authorized projects.

NAVAL SHIPYARD, LONG BEACH, CALIF., $2,215,000, SUBSIDENCE REMEDIAL MEASURES (INCREMENT)

The first project is at the Naval Shipyard, Long Beach, Calif., for an increment of subsidence remedial measures in the amount of $2,215,000. For the fiscal year 1959 program, Public Law 85-685 authorized $6 million for construction of subsidence remedial measures, with the proviso "That no more than $500,000 of this sum shall be utilized for protective works until the Secretary of the Navy determines in his judgment that sufficient action has been taken or arrangements made to arrest further subsidence of the shipyard." This determination was made and the Congress was so informed on March 10, 1960. This was too late to include the project in the fiscal year 1961 program.

This project has been limited in scope to that work which is necessary to prevent the ocean waters from flooding over pier 2 with resulting damage to the shipyard and property of others, and possible loss of life. The work will consist of construction of a cyclopean seawall under the inboard end of the pier, and raising of the deck of the pier, including utilities, crane tracks, pier accessories and service buildings.

MARINE CORPS AIR STATION, BEAUFORT, S.C., $4,352,000, EXTENSION OF RUNWAY, INCLUDING LAND ACQUISITION

The next project is at the Marine Corps Air Station, Beaufort, S.C., for extension of runway, including land acquisition, in the amount of $4,352,000. This project was authorized in the fiscal year 1959 program by Public Law 85-685. It was excepted from rescission in this year's authorization bill.

The speed of modern jet aircraft requires that the basic length of the runway from which it operates, be 10,000 feet at sea level and at 59° F. The elevation of Beaufort is 25 feet and the mean high temperature of the hottest month is 92° F. Adjusted for these factors, the runway length required is 12,200 feet. The inadequacy of the existing 8,000 feet long primary runway is a definite hazard to life and Government property.

The project will provide for acquisition of 420 acres of land at the northerly end of the southwest-northeast primary runway for construction of a 4,200 feet extension to a runway and the parallel taxiway; a ground controlled approach hardstand; and runway and taxiway marking and lighting.

NAVAL AIR DEVELOPMENT CENTER, JOHNSVILLE, PA., $1,334,000 INERTIAL GUIDANCE TEST FACILITY

The next project is at the Naval Air Development Center, Johnsville, Pa., for construction of an inertial guidance test facility at the estimated cost of $1,334,000. This project was authorized last year but was not approved for funding.

The proposed facility is to be used primarily in the design, developing, testing, and the integration of inertial guidance equipment into weapons systems. For example, the effectiveness of the Navy's newest aircraft such as the A3J, A2F, W2F, and P3V, will be dependent on the accuracy, dependability and overall performance of the inertial navigation systems. Although developmental models have been completed, their performance is not satisfactory for routine fleet operation. The performance of these systems can only be improved by complex and critical evaluation and test of the systems and components in order to isolate the problem areas and to provide information required for corrective measures.

It is not practicable to do the development testing at other locations, as the process of packaging and shipping of equipment as delicate as inertial systems would invalidate certain testing results. It is necessary to develop at Johnsville the experience and knowledge to cope with problems that will arise with the introduction of inertial navigation into the fleet. Only with this testing experience will it be possible for Navy personnel to analyze and isolate problem areas resulting from fleet use.

It is impracticable to utilize commercial facilities for this work, not only because of packaging and shipping problems, but also because their equipment lacks the sensitivity required in this type of work and is generally designed to test only their own products.

Many of the functions required for proper laboratory evaluation of guidance and navigation systems and components are now carried out at the several laboratories now available at the Johnsville center. They are not available elsewhere. As a result of a thoroughly coordinated review by the Department of Defense, including a check of related requirements by the Air Force, it has been determined that the requirement for the proposed facility is unique to the Navy. Only the Navy has the requirement for research, development, test and evaluation of inertial guidance systems and parts to be used on carrier aircraft and ships.

NAVAL STATION, DISTRICT OF COLUMBIA, $600,000, RETRENCHMENT OF FACILITIES

The final reprograming project is at the Naval Station, District of Columbia, for retrenchment of facilities for $600,000. This project was authorized by Public Law 85-685 and amended by Public Law 85-500 for a total amount of $850,000. There is a critical need for accomplishment of this project in order that construction of the Anacostia Freeway will not be delayed. The area occupied by all or portions of 37 Navy buildings must be available to the road contractor by July 1, 1962. The area occupied by four of these buildings must be available by April 1, 1962. This project will permit the relocation of the essential functions which lie in the path of the freeway.

Under the retrenchment project as originally planned, $850,000 would be expended for retrenchment into temporary facilities and for necessary demolition. It would provide only an interim solution and therefore would not be as economical as the proposal being presented today.

The current project minimizes the amount expended on temporary facilities, which must be demolished when the naval station is returned to its legal owners. The funds requested will provide a permanent home at the Naval Weapons Plant for six activities that lie in the path of the freeway and permanent space for administrative functions at NAS Anacostia. Excluding funds for demolition, which must be accomplished in any event, the amount going into temporary facilities has been reduced by $464,000. This represents a saving to the taxpayer since funds expended on a temporary solution would inevitably result in a requirement in the near future for additional funds to provide a permanent solution. In addition, savings in operating and maintenance funds will be realized by minimizing double moves.

The Language Division of the Naval Intelligence School, steamplant, naval aviation engineering service unit, naval personnel research field activity, Naval Training Publications Center, BuWeps Photographic Division, BuWeps Meteorological Division, Naval Weather Service, naval tactical doctrine development and production activity, BOQ, messhall, 11 barracks buildings, Naval Accounts Disbursing Office, administrative space and supply buildings lie in the path of the freeway.

The Language Division of the Naval Intelligence School will move to another building at the naval station which is not in the path of the freeway and the personnel assigned to the school of music will retrench into the portions of their present barracks which are not affected by the freeway. It will be necessary to relocate the steamplant at the existing site in order to continue heating naval station buildings.

The naval aviation engineering service unit will be relocated to Philadelphia as previously announced. This relocation is in accordance with the expressed desire of Congress that activities, whose missions do not require their presence in Washington, be relocated outside the Washington metropolitan area.

Two permanent buildings at the Naval Weapons Plant will be modified to house the naval personnel research field activity, Navy Training Publications Center, BuWeps Photographic Division, BuWeps Meteorological Division, Naval Weather Service, and the naval tactical doctrine development and production activity.

Officers displaced by demolition of the BOQ will be forced to live in the civilian community at an annual cost to the Navy of about $200,000 for rental allowance. Both the Army and Air Force have advised the Navy that they have insufficient capacity in their facilities to accommodate these officers.

Three buildings at the Naval Air Station, Anacostia, will be rehabilitated for use as barracks, mess, Navy Accounts Disbursing Office and administrative space. Adequate supply buildings are available at NAS Anacostia.

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MINOR CONSTRUCTION (SEC. 408, PUBLIC LAW 968–84, 10 U.S.C. 2674) $1 MILLION

Minor construction funds are required for unforeseen projects in the cost range $25,000 to $200,000 which are so urgently required that they should not be delayed for review in the next annual military construction program. These projects are processed under the authority of section 408, Public Law 968–84, 10 United States Code 2674. The approved "Military construction, Navy" appropriation for fiscal year 1961 included $3 million for minor construction. In addition, funds in the amount of $500,000 were carried over from fiscal year 1960, making a total of $3.5 million available in fiscal year 1961 for this purpose. To date, urgent projects totaling $5.1 million have been approved. Additional projects amounting to approximately $1.3 million have been submitted for consideration by various bureaus and offices of the Navy and by Headquarters, Marine Corps. However, not all of these projects will be approved, and construction cannot be started this fiscal year for all those which do receive approval. It is requested, therefore, that the fiscal year 1961 funding authority be increased by $1 million in order to permit contract award of urgent minor construction projects required prior to the availability of the fiscal year 1962 appropriations.

RESTORATION OF DAMAGED FACILITIES (SEC. 407, PUBLIC LAW 968–84, 10 U.S.C. 2673), $3 MILLION

Additional funds are required for the restoration of facilities damaged or destroyed by hurricanes, floods, fires, or other catastrophies. Such projects are processed under the authority of section 407, Public Law 968–84, 10 United States Code 2673. The approved "Military construction, Navy" appropriation for fiscal year 1961 included $3 million for restoration of damaged facilities. Unfortunately, an extraordinary number of such projects have arisen, due in particular to Hurricane Donna which caused extensive damages at east coast installations on September 10 and 11, 1960. To date, fiscal year 1961 projects totaling $6 million have been approved by the Secretary of Defense, and additional projects amounting to more than $800,000 are now under review. An increase of $3 million for funding authority is requested, therefore, to permit prompt restoration of facilities damaged or destroyed by "acts of God."

NAVAL RESERVE

PREPARED STATEMENT

Admiral JOHNSON. Mr. Chairman, I have a statement which I can make available for the record.

Senator STENNIS. Very well.

(The statement referred to follows:)

STATEMENT BY THE DIRECTOR, SHORE ACTIVITIES DEVELOPMENT AND CONTROL DIVISION IN THE OFFICE OF CHIEF OF NAVAL OPERATIONS, REAR ADM. FRANK L. JOHNSON, U.S. NAVY, IN SUPPORT OF THE FISCAL YEAR 1962 MILITARY CONSTRUCTION, NAVAL RESERVE FUNDING PROGRAM

Mr. Chairman and members of the committee, I appreciate the opportunity to appear before you today in support of the "Military construction, Naval Reserve," program. This program provides the facilities necessary to support the aviation, surface, and ground forces of the Naval and Marine Corps Reserve.

For fiscal year 1962, the Navy is requesting approval of a funding program in the amount of $8,061,000 to provide facilities for its Reserve units. We are asking only $7 million in new obligational authority and propose to utilize $1,061,000 in funds available from prior years' appropriations. These funds result from the deferral of fiscal years 1960 and 1961 line items with which we are unable to proceed at this time, due to design and development problems.

Immediately after World War II the Navy, by accepting existing buildings surplus to the requirements of the Regular Establishment, by the erection and adaptation of excess quonset huts, and by utilization of space leased from various local government, educational, and private owners, was able to reestablish its Reserve program quickly and efficiently at minimum cost. However, as a result of this make-do effort we are now faced with accelerated deterioration of the

overage and temporary structures plus the expiration of nonrenewable leases. In addition, the introduction of newer techniques and up-to-date equipment has established an urgent requirement for modernization.

The Navy has no plans to increase the number of air stations, training centers, or electronic training facilities which comprise its Reserve installations. As a matter of fact, since 1951, in the interest of economy and improved efficiency, the number of Reserve air stations has been reduced from 22 to 13, with another to be phased out this year. During this same period the surface and ground facilities have decreased from more than 800 to 514. Even with this streamlining process a large number of the present facilities are temporary hand-me-downs or leased facilities.

With a firm understanding of congressional desires for joint utilization of Reserve facilities, the Navy has long diligently pursued such a policy. For example, all aviation installations support both Naval and Marine Corps Reserve aviation units and most also accommodate Reserve units from other services. Further, over 70 percent of the training centers are jointly used by two or more Reserve components, and this percentage will increase.

In the program you are now considering, 19 of the 25 projects are joint usage facilities; 3 are rehabilitation projects; 1 proposes an addition to an existing structure; another provides for the purchase of an existing building and the last will provide a replacement structure at a Marine Corps Reserve training center.

It is our purpose to insure that only items of absolute necessity and continuing need are presented for your approval. To this end the program before you has been repeatedly screened to insure that only items of the greatest urgency are included therein.

Facilities Inside the United States

AVIATION FACILITIES

The first of the three Reserve categories in the Navy's fiscal year 1962 program is aviation facilities. This category consists of projects at 8 Naval Reserve air stations and includes a total of 13 line items at an estimated cost of $3,636,000.

These facilities are required for the operations and training of the Naval and Marine Corps Reserve aviation personnel who man the attack, patrol, fighter, transport, and support squadrons and units which will join the regular operating forces in event of a national emergency.

Naval Air Station, Dallas, Tex., $1,285,000

The first project, at the Naval Air Station, Dallas, Tex., is made up of three line items estimated to cost $1,285,000. At Dallas, in addition to our own Reserve components, the Navy provides support to the Air Force Reserve and Air National Guard.

Overlay pavement for runway and taxiway, $1,015,000.—The first item is for overlay pavement for runway and taxiway at a cost of $1,015,000. The greater portion of the primary runway at Dallas was constructed in 1943 and designed to accommodate the training and combat planes of World War II. With the introduction and use of heavier and faster aircraft the runways and taxiways have progressively deteriorated under the impact of increased loads and higher tire pressures. This item, by providing a concrete and asphalt overlay for the runway and taxiway, will not only repair the damaged surfaces but will bring its strength up to that required for modern aircraft.

Squadron operations building, $124,000.—The second item will provide a squadron operations building at a cost of $124,000. With 21 aircraft squadrons based at Dallas, the combination of regular weekend operations plus active duty training period for the Dallas and other Naval Reserve squadrons, requires the simultaneous accommodation of 7 squadrons. Existing space can offer only minimal accommodations for five squadrons. This request will provide administrative, briefing, and training space for two additional squadrons.

Crash and structural fire station, $146,000.—The next item is the first of three similar items in this program. It will provide a crash and structural fire sta-

tion at a cost of $146,000. As host service at Dallas, the Navy is responsible for this protection. The existing fire stations, one in the Navy area and the other in the Air Force section, neither of which is properly located for its crash functions, are temporary wooden structures built in 1942. Because of their small size, they are unable to house the newer firefighting vehicles, or the assigned personnel. This item will provide a facility strategically located for both crash and structural fire functions, able to house the more modern equipment and, by consolidation in a single location, will permit more effective use of both equipment and personnel.

Naval Air Station, Glenview, Ill., $54,000

Vehicle parking area.—The next project, at Naval Air Station, Glenview, Ill., consists of a single line item in the amount of $54,000. It will improve and enlarge the vehicle parking area in the on-station housing section. This enlisted housing and trailer court area, most of it unpaved and badly rutted, is substandard in condition and inadequate in size.

Naval Air Station, Grosse Ile, Mich., $575,000

Overlay pavement for apron and taxiway.—The next project, at Naval Air Station, Groose Ile, Mich., also consists of a single line item, overlay pavement for apron and taxiway at an estimated cost of $575,000. The original runways, taxiways, and parking aprons at Grosse Ile were constructed in 1943 and prior years. Heavy usage during the war years plus the assignment of larger, higher performance aircraft since that time, have resulted in progressive deterioration of the paved areas. This item will overlay the more deteriorated sections of the parking apron and provide a taxiway from the hangar and parking areas to the main runways.

Naval Air Station, Los Alamitos, Calif., $347,000

Stabilization of end zones and crash strip.—The next project, at Naval Air Station, Los Alamitos, Calif., consists of stabilization of end zones and crash strip at a cost of $347,000. In addition to Naval and Marine Corps Reserve aviation units, this station supports Regular antisubmarine warfare squadrons and nonflying Reserve units.

At Los Alamitos the two principal runways are parallel. In the direction of primary usage of these runways, the end zones and crash strip areas are of uneven, soft terrain, containing open storm drainage ditches and fencing. To correct this safety hazard, this item provides for the filling of the drainage ditches, compacting, leveling and stabilizing the surface, plus relocation of the perimeter road and boundary fence.

Naval Air Station, New York, N.Y., $42,000

The next project, at Naval Air Station, New York, consists of a single line item at a cost of $42,000. At New York the Navy is also host service to the Air National Guard, a U.S. Coast Guard detachment and the New York air police.

Line maintenance buildings, $42,000.—This item will provide line maintenance buildings at a cost of $42,000. These buildings, to be located in the aircraft parking areas are used for pilot review of plane status and acceptance of aircraft. They also serve as an operating base for the personnel who service and maintain the aircraft. These structures will replace the three dilapidated shacks now used for the purpose.

Naval Air Station, Olathe, Kans., $100,000

Relocation of power lines.—The next project, a single line item, is the relocation of power lines for the Naval Air Station, Olathe, Kans. Its cost is $100,000.

Just beyond the boundary of this air station, there are public utility company poles carrying 33,000-volt electric powerlines which extend into the approach zones of two runways. The poles and lines create a serious safety hazard to planes using either of these runways. There have been several instances of planes striking and severing the powerlines.

Naval Air Station, South Weymouth, Mass., $392,000

The next project, at Naval Air Station, South Weymouth, Mass., consists of two line items at an estimated cost of $392,000.

Improvement of runway end zone, $261,000.—The first line item, for the improvement of runway end zone, is estimated to cost $261,000. The end zone and crash area must be sufficiently cleared, leveled and stabilized to minimize personnel injury and plane damage in the event of an overrun on landing or an

aborted takeoff. The area to be improved contains tree stumps, an open culvert, swampy and badly eroded terrain.

Crash and structural fire station, $131,000.—The second line item, at an estimated cost of $131,000, is for a crash and structural fire station. It is identical to items previously discussed for the Naval Air Stations at Dallas and New York.

Naval Air Station, Willow Grove, Pa., $841,000

The last aviation facilities project, at Naval Air Station, Willow Grove, Pa., consists of three line items at a total cost of $841,00. At Willow Grove, in addition to the Naval and Marine Aviation units, the Navy, as host service, now provides support to the Air Force Reserve, and will soon add Air National Guard units.

Stabilization of end zone and shoulders, $519,000.—The first line item will provide stabilization of end zone and shoulders at a cost of $519,000. The purpose and justification for this item are similar to those for the Naval Air Station, South Weymouth. This item will provide a graded and stabilized end zone in the area adjacent to the northwest end of the primary runway which is swamp, badly eroded and contains a drainage basin.

Rehabilitation of crash and structural fire station, $69,000.—The next item is for the rehabilitation of crash and structural fire station at a cost of $69,000. The existing facility, like those at Dallas, New York and South Weymouth, is of wooden construction. A survey of the Willow Grove structure shows that its physical condition, size and location are such that rehabilitation is feasible and more economical than new construction.

Rehabilitation of barracks, $253,000.—The last item of aviation facilities, for rehabilitation of barracks, is estimated to cost $253,000. The Willow Grove Barracks, of wooden construction and erected in 1942, are basically sound and rehabilitation is economically feasible. The piping, plumbing and other World War II installed equipment are in a poor state of repair. This item will improve two of the four existing barracks buildings.

SURFACE FACILITIES

The second of the three Reserve categories is surface facilities. It consists of 11 line items, in as many locations, at an estimated total cost of $2,736,000. The primary mission of the surface component of the Naval Reserve is to organize, train and support the officers and enlisted men assigned to its Selected Reserve units to insure their availability and effectiveness in fulfilling the Navy's mobilization requirements.

Naval Reserve Electronics Facility, Belleville, Tex., $47,000

Purchase of training building and land.—The first surface facility project, shown on page 9 of the program book is purchase of training building and land for the Naval Reserve electronics unit at Belleville, Tex., at an estimated cost of $47,000. This is the first of four projects in this year's program, to provide facilities for this type of unit.

The Navy has established electronics facilities in smaller population centers where the Reserve potential, while not sufficient to support a large unit, does present a source of high caliber personnel. These units concentrate on the training of technical rates.

The Belleville unit now utilizes space in a local school building which is needed for school expansion. This project proposes to acquire and adapt an existing building for electronics training purposes.

Naval Reserve Training Center, Brooklyn, N.Y., $50,000

Rehabilitation of training center.—The next project in this category is at Brooklyn, N.Y., and provides for the rehabilitation of training center at a cost of $50,000.

Of three Naval Reserve training centers in Brooklyn, two utilize facilities located on regular Navy activities. Both of the structures, one at the New York Naval Shipyard and the other in the Receiving Station Annex, are old and poorly configured for Naval Reserve training. The shipyard now has an urgent need for this assigned space. A study indicates that by more effective use of the receiving station building, the units from the shipyard facility can also be accommodated. This project will provide the necessary alterations and improvements to permit this consolidation.

Naval Reserve Training Center, Erie, Pa., $622,000

Training center.—The next project shown on page 11 of the book, is for construction of a training center at Erie, Pa., at a cost of $622,000. The present facility was constructed in 1921 as a movie hall, and is now badly deteriorated with its heating plant, electrical and piping systems in extremely poor condition. The Army has also included in their fiscal year 1962 program an item for construction of a Reserve training facility at Erie. With the Navy acting as host service, this project will permit joint construction and joint utilization of a Reserve training facility with resulting economies in building and maintenance costs. Government-owned land, acquired by the Navy in 1958 for this purpose, is available.

Naval Reserve electronics facility, Galesburg, Ill., $62,000

Training building.—This is the second of 4 similar projects included in this program. By construction of a training building at the cost of $62,000, as an addition to an Army Reserve building, a facility will be provided for the Naval Reserve electronics unit at Galesburg, Ill. The Reserve unit now uses leased space in a State Hospital building which is urgently required for planned hospital expansion.

Naval Reserve electronics facility, Midland-Odessa, Tex., $55,000

Training building.—The next item will provide a training facility for the Midland-Odessa, Tex., Naval Reserve electronics units. This is part of a project for joint construction and joint utilization by three Reserve components of the Armed Forces. Both Marine Corps Reserve and Army Reserve have included construction items in other sections of this bill. The cost of the Naval Reserve portion of this project is $55,000.

The electronics units now occupy classroom space in the Odessa High School which, in addition to its inadequacy for electronics training, is urgently needed by the high school to satisfy its own requirements.

Naval and Marine Corps Reserve Training Center, Mobile, Ala., $550,000

Training center.—The next project proposes the construction of a Naval and Marine Corps Reserve Training Center at Mobile, Ala. This item is part of a joint project with the Marine Corps for construction on land made available by the city of Mobile at a nominal rental. The Naval Reserve portion of the cost is $550,000. The present leased facility consists of World War II frame-type barracks buildings on Blakely Island. The lease agreement provides for termination upon 60 days notice. Current plans of State and local officials indicate utilization of the site for tunnel construction late in 1961.

Naval and Marine Corps Reserve Training Center, Omaha, Nebr., $648,000

Training center.—The next item, for construction of a training center at Omaha, Nebr., is estimated to cost $648,000. This is the Naval Reserve portion of a joint construction-joint utilization project for support of the Naval and Marine Corps Reserve units in this area.

The Reserve units now utilize 12 widely scattered, overage and badly deteriorated structures originally constructed as part of the Army's old Fort Omaha. This project will provide an efficient, centralized facility on land available within the boundary of the Naval Personnel Center.

Naval Reserve Training Center, Sioux Falls, S. Dak., $364,000

Training center.—The next project shown on page 17 of the program book, at Sioux Falls, S. Dak., proposes construction of a training center at a cost of $364,000. This addition to an existing Army Reserve facility is another example of joint utilization of facilities by Reserve components, resulting in savings in construction and maintenance costs. The existing inadequate facility, a converted Air Force laundry, is a temporary wooden structure erected in 1943. Land for this construction is available at the Army Reserve training center.

Naval Reserve Training Center, Vallejo, Calif., $151,000

Rehabilitation for training center.—The next item in the "Surface facilities" category, is Rehabilitation for training center at Vallejo, Calif., at a cost of $151,000.

The Naval Reserve units at Vallejo now occupy antiquated structures under a lease agreement which the city has advised will not be renewed. This project will alter and rehabilitate an existing building in the Mare Island Naval Shipyard as a training center.

Naval Reserve master control radio center and Naval Reserve electronics facility, Waukegan, Ill., $96,000

Training building.—The next item at Waukegan, Ill., is for a training building at an estimated cost of $96,000. This also is a joint construction and joint utilization project. The Marine Corps will be host service at Waukegan and their portion of the project will be introduced later in this program. This portion of the project will accommodate the Naval Reserve master control radio station as well as provide for training for the electronics unit.

The Naval and Marine Corps Reserve units, as well as the radio station, now occupy facilities at the Naval Training Center, Great Lakes, Ill. However, these overage buildings are to be razed to provide a site for the Capehart housing units authorized for construction at the naval training center.

Naval Reserve Training Center, Whitestone, N.Y., $91,000

Training center.—The last project in the "Surface facilities" category, for a training center at Whitestone, N.Y., is estimated to cost $91,000. In actuality, this provides for construction of an addition to the New York Naval Militia Armory, which the Whitestone Naval Reserve units now utilize. This structure, designed years ago for Naval militia functions, is not properly configured for Reserve training purposes and lacks adequate classroom and shop spaces.

MARINE CORPS (GROUND) FACILITIES

The third category of "Reserve facilities" in this program is "Marine Corps Reserve ground facilities." Included in this category are single line item projects at six locations. The total cost is estimated to be $1,264,000. This category will provide facilities for the training of officers and enlisted personnel of the Marine Corp Reserve. Of the six items in this category, four propose joint construction with another Reserve component. A fifth item will remedy a serious space deficiency by construction of an addition to an existing building, and the last will rehabilitate an existing structure.

Marine Corps Reserve Training Center, Midland-Odessa, Tex., $373,000

Training center and acquisition of land.—The first of the "Ground facilities" items, on page 21 of the book, for "Training center and acquisition of land at Midland-Odessa, Tex.," is estimated to cost $373,000. This is the Marine Corps portion of a joint project with two other Reserve components. The Naval Reserve and Army Reserve portions have been introduced elsewhere in this bill. Having primary interest in this area, the Marine Corps will act as host service and will acquire the necessary land which is being made available by the city of Midland.

The Marine Corps Reserve unit now utilizes space in a leased wooden frame building, poorly suited for the training of this antitank unit. Additionally it is badly deteriorated and expensive to maintain.

Naval and Marine Corps Reserve Training Center, Mobile, Ala., $207,000

Training center.—The next item in the "Ground facilities" category, on page 22 of your book, is the Marine Corps portion of the "Naval and Marine Corps Reserve Training Center at Mobile, Ala." It will cost $207,000.

The present Marine Corps facility is located in a busy commercial shipyard in Mobile. It lacks both a rifle range and drill hall, which are very necessary for the Marine Corps training curriculums. It is also critically short of storage and administrative space. The proposed joint construction and joint occupancy project will most economically provide both Naval and Marine Corps Reserve units with a facility adequate for their training requirements.

Naval and Marine Corps Reserve Training Center, Omaha, Nebr., $237,000

Training center.—The third item in this category is shown on page 23 of your book. It is for the Marine Corps portion of the "Naval and Marine Corps Reserve Training Center at Omaha, Nebr." at a cost of $237,000.

As mentioned earlier in my testimony, Reserve training in the Omaha area is now conducted in 12 widely scattered, poorly configured, overage structures which were part of the Army's old Fort Omaha installation. The proposed project will provide a centralized facility, adequate for training of Reserve units.

Marine Corps Reserve Training Center, San Bruno, Calif., $107,000

Rehabilitation of training building.—The next project, on page 24 of the program book, is for the "Rehabilitation of buildings" for a Marine Corps Reserve Training Center at San Bruno, Calif. Its estimated cost is $107.000.

The existing facility is now located on a portion of the Navy's Public Works Center which has been declared excess to the needs of the Navy and is in the process of disposal. This project will rehabilitate existing buildings located in the section of the public works center which is being retained.

Marine Corps Reserve Training Center, Tallahassee, Fla., $200,000

Training center.—The next project, on page 25 of the program book, will provide a facility for the Marine Corps Reserve Training Center at Tallahassee, Fla. Its cost is estimated at $200,000. The existing main structure of wooden frame, provides barely half the area required for classrooms, indoor assembly, and medical spaces. This project includes the demolition of the existing frame building and the construction of an adequate facility. The city of Tallahassee is making sufficient land available under a long-term lease.

Marine Corps Reserve Training Center, Waukegan, Ill., $140,000

Training center.—The last item in this program is shown on page 26 of the book. It will provide a Marine Corps Reserve Training Center at Waukegan, Ill. This is part of a joint project which, in addition to this Marine Corps center, will provide an electronics facility and a master control radio station for the Naval Reserve. The Marine Corps portion will cost $140,000.

All three of these Reserve units now occupy space in buildings which are soon to be demolished to provide for construction of a Capehart housing project for the Naval Training Center, Great Lakes, Ill.

Continuing authorization, $425,000

The final project provides for certain programwide requirements for which funding approval in the amount of $425,000 is requested. Authorization for these purposes was granted in previous years on a continuing basis.

This request will provide for architectural and engineering costs connected with preliminary engineering and final design of items included in the "Military construction, Naval Reserve program." Also included are funds for minor construction and restoration of damaged facilities projects under provisions of section 601 of Public Law 85-685.

Overlay of Runway Pavement

Admiral Johnson. We can start off with the repetitive line items. It happens that 25 can be grouped. The first group has to do with pavement overlay projects. These are projects which will rehabilitate runways constructed in World War II for slower and lighter aircraft. With use of higher performance and heavier aircraft we need thicker and better runway paving. We have one for Dallas, Tex., and one for Grosse Ile, Mich. The project at Dallas will overlay the main runway and a connecting taxiway, and at Grosse Ile will provide for a parking apron and a taxiway.

Senator Stennis. I am wondering about a whole million dollars just to fix up a runway for a Reserve unit.

Admiral Johnson. I will let Admiral Corradi talk to the costing of that.

Cost of Project

Admiral Corradi. As far as the cost of the project is concerned, we have had good final plans and specifications prepared on the Dallas runway by a local engineering organization. They have taken into consideration current prices in the area and have come up with this figure of $7.36 per square yard for the concrete overlay and $3.80 a square yard for the asphaltic concrete overlay.

These figures are pretty sound. I think our planning is good and current and we can build it for this much money.

Senator Stennis. How many units now use this pavement? You say "pavement." That is overlay pavement on a runway, is it not?

Admiral Johnson. Yes, sir.

UNITS USING RUNWAY AT DALLAS

Senator STENNIS. How many units use it?

Admiral JOHNSON. The Navy has 21 Reserve squadrons at Dallas, Mr. Chairman, with a total of 32 aircraft. Some are the jet fighters, some are the land-based ASW patrol planes which we call the P2V. The Air National Guard also uses this as well as the Air Force Reserve.

Senator STENNIS. This same runway?

Admiral JOHNSON. Yes, sir. The Air Force Reserve and Air National Guard have a total of 55 planes there now.

PLANES USING GROSSE ILE RUNWAY

Senator STENNIS. Very well. Your second project in Michigan is $575,000. How many planes are going to use that one, or how many units?

Admiral JOHNSON. At Michigan there are again 21 Reserve aircraft squadrons; there are 31 aircraft here. We have the antisubmarine warfare type; also, the attack type, and the carrier based.

Senator STENNIS. Is the Air Force there?

Admiral JOHNSON. No, sir.

Senator STENNIS. Maybe the Army is. They have an Air Force now themselves. Do they have anything up there?

Admiral JOHNSON. The Army does not, sir. The Army does have a NIKE unit based here, for which the Navy, I believe, provides support.

Senator STENNIS. You have your runways. Now, the end zones.

STABILIZATION OF END ZONES

Admiral JOHNSON. Stabilization of end zones, sir. There are three such projects. We have discussed similar items earlier, for obstacle removal, elimination of drainage structures, ditches, removal of tree stumps, leveling, clearing, and stabilizing. The first one is at Los Alamitos, Calif., for $347,000. Another is at South Weymouth, Mass., for $261,000, and the last is Willow Grove, Pa., for $519,000.

Senator STENNIS. I am surprised in view of the availability of so much in the way of flying fields, strips, runways, aprons, and everything, that you have to spend so much on runways, et cetera, to take care of the Reserves. It seems that your money might well go to some other items.

CUTBACK IN RESERVE AIR STATIONS

Admiral JOHNSON. Mr. Chairman, it may be of interest to you that we have been cutting down our Reserve air stations. We have cut from 22, I think, which we had right after the war, down to 12.

Senator STENNIS. Why is that?

Admiral JOHNSON. Part of it is a result of consolidation and part due to use of existing regular naval air stations.

Crash and Structural Fire Stations

Senator Stennis. The next three items are crash and structural fire stations.

Admiral Johnson. Yes, sir. We have had one of those in the regular program and this is to provide housing for the crash crew personnel and a structure to house the engines and crash truck and so forth.

The first such item is at Dallas, Tex., estimated cost of $146,000. The next one is South Weymouth, Mass., for $131,000. The third is at Willow Grove, Pa., for $69,000.

Reserve Training Centers

Senator Stennis. You come now to your Reserve training centers. Describe these buildings and what your mission is—what you propose to do with them, et cetera.

Admiral Johnson. In brief, sir, each will replace temporary or inadequate structures erected mostly during World War II, or shortly thereafter. These are badly deteriorated. They are expensive to maintain. They are inadequate in size and uneconomical for repairs. All of these are being used for joint utilization with one or more Reserve components, either Marines or the Army.

Cases of joint funding

In certain cases we have joint funding with the Army. In one case I recall, we have joint funding by the Army, Marine Corps, and the Navy, in order to provide the most economical facility by maximum utilization by the joint services. These locations are at Erie, Pa.; Mobile, Ala.; Omaha, Nebr.; Sioux Falls, S. Dak.; Whitestone, N.Y.; Midland-Odessa, Tex.; Tallahassee, Fla.; and Waukegan, Ill.

The ones at Mobile and Omaha, are joint Naval-Marine Corps. Those at Erie, Pa. and Midland-Odessa, Tex., are joint projects with the Army Reserve and the other four line items are additions to existing facilities.

Senator Stennis. The next item.

Rehabilitation of Training Centers

Admiral Johnson. The next item is rehabilitation of training centers. The requirement for this type of project arises when, usually, because of lease termination, alternate training facilities must be provided. If we move into existing structures which are Government-owned, they must first be converted for Reserve training purposes.

In this case, rehabilitation projects of existing facilities are Brooklyn, N.Y.; Vallejo, Calif.; and San Bruno, Calif. The San Bruno project is for the Marine Corps Reserve training and the other two are for the Naval Reserve.

Senator Stennis. What is the difference between a training center and a training building?

Admiral Johnson. There is no basic difference.

Senator Stennis. Is it size? There is a difference in size, is there not?

Admiral JOHNSON. Commander McGee, my Naval Reserve expert here assures me there is no difference, basically.

Commander MCGEE. We have used the word "building" when we are altering an existing structure for training purposes. We say a "training center" when we are rehabilitating an existing training center.

Senator STENNIS. These are just additions.

Commander MCGEE. It is terminology, sir, but basically they are alterations or improvements.

ELECTRONICS FACILITIES

Admiral JOHNSON. The next group and the final group of repetitive items is for electronic facilities. They are at four locations: Belleville, Tex.; Galesburg, Ill.; Midland-Odessa, Tex.; and Waukegan, Ill. This is for the purpose of training technical rates in radar, electronic maintenance and repair. The Navy provides this type of training facility for electronic rating personnel in relatively small cities or large towns. We find that the reserve potential is there and we can concentrate on just having this one electronic training facility.

LOSS OF LEASED FACILITIES

Initially, all of these electronic units were trained in leased facilities. In recent years we have had to move out of many of the leased facilities due to nonrenewal or increased requirements by the owners. This is the case here in most of these line items where we have to provide a facility to replace one which we leased but can no longer renew the lease. At Belleville, Tex., that project provides for the purchase of an existing building. That is all of the repetitive types, Mr. Chairman.

Senator STENNIS. What is this last item, continuing authorization?

OPEN END ITEMS

Admiral JOHNSON. That is the "open end" item, Mr. Chairman, which includes funds for minor construction, funds for restoration of damaged facilities, engineering and final design, similar to what we have in the regular program, except it is in one package, sir.

Senator STENNIS. The Army had some items for additions, which they did not anticipate. Is that what you have here, or is this a minor construction item?

I have reference to the last item, continuing authorization.

Admiral JOHNSON. That is all included, sir.

Senator STENNIS. Very well.

REPROGRAMING ITEM

Admiral JOHNSON. We have one reprograming item for the Reserves, sir.

Senator STENNIS. Does this repetitive item cover all your book on Reserves?

Admiral JOHNSON. That covers most of them, Mr. Chairman. I can quickly pinpoint the others.

Senator STENNIS. Let us cover the others.

NAVAL AIR STATION, DALLAS, TEX.

Admiral JOHNSON. The first one is at Naval Air Station, Dallas, Tex., for squadron operations building, $124,000.

There are 21 aircraft squadrons based there, and these, when combined with squadrons on annual training duty, generate a requirement to simultaneously accommodate seven squadrons. Existing space is only for five. We need two more.

Senator STENNIS. I think you make a case on that.

NAVAL AIR STATION, GLENVIEW, ILL.

Admiral JOHNSON. The next one is at the Naval Air Station, Glenview, Ill., for $54,000, to enlarge the present vehicle parking area in an onstation housing section. This particular court area is unpaved, badly rutted, inadequate and substandard.

Senator STENNIS. I thought that was one of your repetitive items.

NAVAL AIR STATION, N.Y.

Admiral JOHNSON. No, sir. The next one, sir, is at the Naval Air Station, New York, N.Y. It is for line maintenance buildings at a cost of $42,000. These buildings will be available for use when the pilot reviews the plane status and accepts the aircraft. They are actually on the line near the aircraft parking area. It also serves as a location for the maintenance crews. At present we are using three dilapidated shacks.

Senator STENNIS. Joint users, including the New York Air Police?

Admiral JOHNSON. Yes, sir.

Senator STENNIS. What are their special duties?

Admiral JOHNSON. As I understand the situation, the New York Air Police have aircraft with which they survey the coastal areas. They are mostly helicopters, sir.

Senator STENNIS. Very well.

NAVAL AIR STATION, OLATHE, KANS.

Admiral JOHNSON. The next item is at Naval Air Station Olathe, Kans., for $100,000, for relocation of powerlines. It happens that just beyond the boundary of this air station there are public utility company poles carrying 33,000-volt electric powerlines which extend into the approach zones of the two runways. This is a safety hazard. There have been several instances where planes have struck and severed the powerlines. Fortunately there have been no accidents.

Senator STENNIS. Very well.

NAVAL AIR STATION, WILLOW GROVE

Admiral JOHNSON. The next item is at the Naval Air Station, Willow Grove, to provide for rehabilitation of barracks for $253,000.

Senator STENNIS. Call your page, if you will, please.

Admiral JOHNSON. Page 22, sir.

This is a rehabilitation of barracks built in 1942. This will improve two of four existing barracks there.

Senator STENNIS. Very well.

REPROGRAMING

NAVAL AIR STATION, ALAMEDA, CALIF.

Admiral JOHNSON. All of the rest of the items are repetitive, Mr. Chairman. The only thing remaining now is a reprograming item for the Naval Reserve. This is at the Naval Air Station, Alameda, Calif., for $154,000, and it will provide facilities for the Marine Air Reserve training detachment. We are inactivating the Naval Air Station, Oakland, where this detachment was previously based. We are moving the Reserves to Alameda at a considerable saving of overall funds to the Navy. This will provide administrative space for the Naval Air Reserve training detachment and also will provide minimum facilities for what we call a Marine air control squadron. This will consist of five prefabricated buildings and the hardstands to locate the various mobile vans which carry the radar and communication equipment.

Senator STENNIS. Is there anything else?

How much is involved in that last item?

Admiral JOHNSON. $154,000.

NAVAL RESERVE UNITS, MISSISSIPPI

Senator STENNIS. How many Naval Reserve units do you have in Mississippi?

Admiral JOHNSON. We will have it in just a second. I apologize for not having that at the tip of my tongue.

Senator STENNIS. That is all right. It will not be hard to find.

Admiral JOHNSON. We will have to submit that for the record, sir. (The Navy subsequently informed the Chairman that the Department has 11 Reserve activities in Mississippi.)

Senator STENNIS. I want to thank each of you for your very fine cooperation and assistance. You have made your usual good showing. As I said in the beginning, you always know your lesson well, and have always good reasons for your position.

We shall now close the naval hearings. This does complete the list. If you have anything further, which you wish to put in the record, you have only to let us know.

Is there anything else which any of you want to say?

Admiral SYLVESTER. No, sir.

Senator STENNIS. The record will reflect the information which we have. My only complaint about the situation in Mississippi is that so many of the projects are constructed at Memphis, New Orleans, and other large cities, where you have a better chance to have a collection of projects.

I want to thank you especially, gentlemen, for your attention and your time. We shall get into the markup of this bill as soon as possible. There will be no further hearings held this week by this subcommittee.

Admiral SYLVESTER. Thank you very much on behalf of the Navy for your thorough examination.

Senator STENNIS. There is a vote coming up, so I must retire quickly. Good luck and goodby.

(Whereupon, at 4 p.m., Wednesday, July 12, 1961, the committee was recessed subject to call.)

MILITARY CONSTRUCTION APPROPRIATIONS FOR 1962

MONDAY, JULY 17, 1961

U.S. SENATE,
SUBCOMMITTEE ON MILITARY CONSTRUCTION,
COMMITTEE ON APPROPRIATIONS,
Washington, D.C.

The subcommittee met, pursuant to recess, at 10:30 a.m., in room 1114, New Senate Office Building, Hon. John Stennis (chairman of the subcommittee) presiding.

Present: Senators Stennis, Monroney, and Saltonstall.

DEPARTMENT OF THE AIR FORCE

STATEMENTS OF BRIG. GEN. ROBERT H. CURTIN, DEPUTY DIRECTOR FOR CIVIL ENGINEERING OPERATIONS; COL. JOHN F. DANIELS, OFFICE OF CHAPLAINS; JOHN R. GIBBENS, DIRECTORATE OF CIVIL ENGINEERING; HERBERT SUFIT, DIRECTORATE OF BUDGET; COL. W. H. PARKHILL, DIRECTORATE OF CIVIL ENGINEERING; COL. H. H. LATSON, DIRECTORATE OF CIVIL ENGINEERING; LT. COL. HARRY G. HOWTON, DIRECTORATE OF OPERATIONS; COL. FREDERICK K. NICHOLS, DIRECTORATE OF OPERATIONS; COL. CLYDE R. KELLY, DIRECTORATE OF MAINTENANCE ENGINEERING; COL. JACK C. CARMICHAEL, OFFICE OF SURGEON GENERAL, USAF; LT. COL. RIO G. LUCAS, DIRECTORATE OF CIVIL ENGINEERING; MAJ. CHARLES R. CLONINGER, DIRECTORATE OF TELECOMMUNICATIONS; COL. DEWOLFE H. MILLER, OFFICE OF THE ASSISTANT FOR RESEARCH PROGRAMING; AND LT. COL. HERBERT A. LYON, DIRECTORATE OF SYSTEMS SERVICES

STATEMENT BY THE CHAIRMAN

Senator STENNIS. The subcommittee will come to attention, please. I am certainly glad to get to the Air Force presentation this morning.

General Curtin, you are going to be with us throughout the hearing, are you not?

General CURTIN. Yes, sir; I hope so, Mr. Chairman.

Senator STENNIS. All right, you be the ball carrier, and maybe the whipping boy.

General CURTIN. Yes, sir.

Senator STENNIS. I am glad to have each of you here. We have a message from the President of the United States, dated July 12, 1961, which has to do with the military construction budget and appropriation bill.

General Curtin, you are familiar with that, are you?

General CURTIN. Yes, sir; Mr. Chairman.

COMMUNICATION FROM THE PRESIDENT

Senator STENNIS. Mr. Reporter, I am going to ask you to include the communication from the President in the record at this point, together with the letter from David E. Bell, Director of the Bureau of the Budget.

(The letter referred to follows:)

[H. Doc. 211, 87th Cong., 1st sess.]

COMMUNICATION FROM THE PRESIDENT OF THE UNITED STATES TRANSMITTING AMENDMENTS TO THE DEPARTMENT OF DEFENSE MILITARY CONSTRUCTION BUDGET FOR THE FISCAL YEAR 1962, INVOLVING INCREASES IN THE AMOUNT OF $9,568,000

THE WHITE HOUSE,
Washington, July 12, 1961.

THE SPEAKER OF THE HOUSE OF REPRESENTATIVES.

SIR: I have the honor to transmit herewith for the consideration of the Congress amendments to the Department of Defense military construction budget for the fiscal year 1962, involving increases in the amount of $9,568,000.

The details of these amendments, the necessity therefor, and the reasons for their submission at this time are set forth in the attached letter from the Director of the Bureau of the Budget, with whose comments and observations thereon I concur.

Respectfully yours,

JOHN F. KENNEDY.

EXECUTIVE OFFICE OF THE PRESIDENT,
BUREAU OF THE BUDGET,
Washington, D.C., July 12, 1961.

THE PRESIDENT,
The White House.

SIR: I have the honor to submit herewith for your consideration amendments to the Department of Defense military construction budget for the fiscal year 1962, involving increases in the amount of $9,568,000, as follows:

DEPARTMENT OF DEFENSE—MILITARY CONSTRUCTION

Budget page	Heading	Original estimate as amended	Revised estimate	Increase (+) or decrease (−)
	MILITARY CONSTRUCTION			
535	Military construction, Army	$210,000,000	$194,977,000	−$15,023,000
536	Military construction, Navy	206,000,000	205,211,000	−789,000
537	Military construction, Air Force	562,000,000	560,380,000	−1,620,000
537	*Military construction, Department of Defense*			
	(Insert the above new heading and the following paragraph immediately preceding the heading "Military construction, Army Reserve":)			
	For transfer by the Secretary of Defense to appropriations available for military construction, to be used for the purposes of title V of Public Law 87-57, approved June 27, 1961, and to be merged with the appropriations to which transferred, $27,000,000	0	27,000,000	+27,000,000

These amendments are in addition to those transmitted on March 28, 1961 (H. Doc. 124), and May 26, 1961 (H. Doc. 179), and involve a total further increase of $9,568,000.

These adjustments in appropriation requests are required as a result of congressional action in enacting the Military Construction Act of 1961, Public Law 87–57, approved June 27, 1961. The adjustments provide for increases of $34,600,000 for the construction of 2,000 public quarters authorized in lieu of requested Capehart housing units and $27 million for the construction and adjustment of support and technical facilities for missiles and space systems projects. These increases are offset in part by $20,588,000 previously requested for missile and space facilities projects and $31,444,000 for projects included in the earlier estimates but not provided for in Public Law 87–57.

I recommend that the foregoing amendments to the budget for the fiscal year 1962 be transmitted to the Congress.

Respectfully yours,

DAVID E. BELL,
Director of the Bureau of the Budget.

GENERAL STATEMENT

Senator STENNIS. Sometime, General Curtin, I want you to explain fully what effect this message has on the bill as originally presented to the Congress.

General CURTIN. I will do that, Mr. Chairman.

Senator STENNIS. Please also make it clear, for the benefit of Mr. Rexroad. You may want to give him a memo on it.

Gentlemen, I hope that you and the civil authorities in the Air Force understood the committee's purpose in getting down to line items in view of the personnel of this subcommittee and the experience which we have had this year on most of these items.

I do not know that any special statement from me is necessary this morning. I have already expressed my concern about your B–70 program. I am not green on any weapon, I hope. I do not know much about any of the weapons, which constitute your front line of development for manned Air Force. I think it is always better to put in plenty of money on your front developments, because you may never know when the others will be running a poor second. That, however, would not pertain directly to the bill which we are considering, would it?

General CURTIN. No, sir.

Senator STENNIS. Your B–70 program would not be affected by this program, would it?

General CURTIN. Not basically, Mr. Chairman. The basic question was covered by Mr. Gilpatric the other day.

Senator STENNIS. Would any acceleration emphasis require any military construction?

General CURTIN. Depending on the degree, there could be some minor amounts of military construction, but relatively minor in relation to the total program we have in front of us.

Senator STENNIS. I assume the same would be true respecting a continuation in the production of more B–52's for a while longer. That would not involve any immediate military construction, would it?

General CURTIN. This could be another problem, Mr. Chairman, depending on the bases selected for the B–52 operation and whether or not there were more aircraft per wing, or additional wings put into the inventory.

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Senator STENNIS. I make these inquiries, because, as you know, there may be quite a battle over this problem in the other appropriation bill.

Also, I am sure that the President would be interested in having the situation in such shape as would permit a change of position after the recess of the Congress—I mean a change in emphasis in the B–70 program, or the B–52 program. I think, however, that this would be worked out in the money bill.

General CURTIN. Yes, sir, and I would assume that if any of these changes are ultimately approved that the supporting construction would go along as part of the package, Mr. Chairman.

Senator STENNIS. Yes, I am sure it would.

Money can be provided for discretionary use. If you do not know what construction you wish to request, you may run into a problem. Your only alternative, I believe, would be to make a blanket request, which could be done.

I suppose you have a presentation of what you call repetitive items.

General CURTIN. Yes, Mr. Chairman.

Senator STENNIS. Is there anything you wish to say before you begin that presentation?

General CURTIN. Yes, I have a brief statement which I hope will address itself to the question you posed about the recent Presidential change in the appropriation.

Senator STENNIS. Do you want to read it?

PREPARED STATEMENT

General CURTIN. I have a detailed statement giving you the summary information as we gave it to you last year, which I would like to insert in the record.

Senator STENNIS. Very well.

You have a summary there you want to read?

General CURTIN. No, sir; I would like to address myself to these program changes, if I may, and a few other points relating to this program.

Senator STENNIS. Fine. You may proceed.

General CURTIN. Yes, sir.

(The statement referred to follows:)

STATEMENT OF BRIG. GEN. ROBERT H. CURTIN, DEPUTY DIRECTOR FOR CONSTRUCTION, DIRECTORATE OF CIVIL ENGINEERING, HEADQUARTERS, USAF

It is a pleasure for me to appear before this committee to present the Department of the Air Force military construction appropriation program for fiscal year 1962.

The construction programs to be presented reflect the latest thinking and planning of the Department of Defense, as approved by the President. Specifically, the programs have been adjusted to reflect the augmentation of our strategic and defense capabilities as described by President Kennedy in his messages to Congress on March 28 and May 26, 1961. They have been coordinated with related "Procurement" and "Research, development, and test evaluation" appropriation programs to insure operational readiness of the forces they support in the established time periods. The line items of construction for which we request this committee's approval are urgently needed to support the strategic, defense, and other support forces which have been assigned to the Air Force.

ORDER OF PRESENTATION

The Air Force military construction appropriation program for fiscal year 1962 embraces three appropriations: "Military construction—Air Force," "Military construction—Air Force Reserve," and "Military construction—Air National Guard."

Each of these Air Force military construction programs is vital to the attainment of the Nation's defense posture. We are prepared to describe the programs and projects in detail, their purposes, the weapon systems of which they form a part, and the basis of the cost estimates included.

The programs of the Air Force Reserve and Air National Guard will be presented separately following completion of the discussion of the military construction program for the regular forces. My statement, therefore, will be limited to the construction request for the regular forces. It will show the relationship of construction previously provided and that included in this appropriation program, to the attainment of Air Force program objectives. I shall provide both summary and specific information which may be helpful in your consideration of this proposed fiscal year 1962 Air Force military construction appropriation request.

Following my statement, we will provide a presentation on a selected number of line items which are repeated at several bases. It is our desire, by this method, to conserve the committee's time, and at the same time provide a detailed description and justification of each project.

BASE DEVELOPMENT OBJECTIVES

Prior to the Air Force peak of total forces in 1957, Air Force construction programs were primarily directed toward extensive expansion of the base structure to meet needs of the rapidly expanding forces. That earlier construction, for a large part, provided repetitive type facilities for increased numbers of manned aircraft units and related operational activities.

In our recent construction programs, priority has been given to the support of new operational concepts and weapon systems which provide increased as well as new capabilities to the forces. Construction has been a major requirement in the implementation of many of the new operational concepts, such as dispersal, alert, and intercontinental capabilities of the SAC bombers.

Concurrently, and at an increasing rate, major construction efforts were devoted to the integration of long-range ballistic missiles into the forces and extension into orbital operations. Over half of our construction resources in recent years have been applied to these missile and space programs. This high ratio is continued in the fiscal year 1962 Air Force construction program.

In the past, our emphasis on the achievement of earliest maximum capabilities with available forces and to exploit technological advances, Air Force construction resources have been consumed largely in providing basic operational requirements. The effect has been an unavoidable deferral of many basic and essential support facilities. Principal among these highly important support facility needs are those which will establish an adequate standard of living for our personnel, including family housing. In addition, the need for replacement of many substandard deteriorated World War II temporary structures still in use becomes more acute each year.

The program before you does not change this pattern in any marked degree. Although continuing emphasis must be given to satisfaction of basic operational needs, we urge your full support also of those construction projects which will alleviate existing deficiencies in our physical plant.

Another significant factor which cannot be ignored in the current atmosphere of technology and weapons of the future is the vital need to maintain ready and secure aerospace forces with war-winning capabilities. This requires a continuing operational readiness posture for both limited and general war conditions. It is essential that we continue to provide additional facilities which directly and significantly contribute to the improved capability of these forces.

We are continuing our policy of adapting existing base facilties, wherever possible, to the requirements of the new weapon systems and operational concepts. Although portions of a number of additional missile squadrons and other new systems 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.

PROPOSED ADJUSTMENTS SUBSEQUENT TO PRESENTATION TO THE HOUSE APPROPRIATIONS COMMITTEE

The program we are presenting today is identical to that presented to the House Appropriations Committee. However, there is a proposed program adjustment which has been approved by the Department of Defense. The net effect of this change on the Air Force program we are presenting today is a reduction in the amount of the program requested from $567,103,000 to $565,483,000 and a corresponding reduction in new obligating authority from $562 million to $560,380,000. This tentative adjustment is composed of two elements. First, an amount of $12 million related to the large solid-fuel space system booster program would be deleted from the Air Force request. The $12 million would then be included in the new obligating authority being requested for direct appropriation to the Secretary of Defense. This proposal is being considered because of the manner in which the construction authorization for the solid-fuel booster program was granted in section 501 of the recently approved Authorization Act, Public Law 87-57.

Secondly, $10,380,000 would be added to the Air Force program for construction of 600 units of appropriated fund family housing at two locations. This latter increase would provide financing for certain family housing projects which were authorized in Public Law 87-57 for accomplishment with appropriated funds in lieu of their construction under the Capehart housing program as originally proposed.

PROGRAM SUMMARY

This program provides for construction at 115 of our major installations worldwide. Of these, 83 are in the 50 United 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. network, communications sites, missile test stations, and sites of classified activities.

The Air Force fiscal year 1962 "Military construction appropriation request" for the Active Forces, is summarized in dollar amounts in the following table:

Summary of Air Force, fiscal year 1962 military construction appropriation

	Prior years and permanent authorization	Fiscal year 1962 authorization	Total
Design	$31,000,000	0	$31,000,000
Inside the United States	45,634,000	$427,674,000	473,308,000
Outside the United States	222,000	30,773,000	30,995,000
Minor construction	15,000,000	0	15,000,000
Support activities	16,800,000	0	16,800,000
Total	108,656,000	458,447,000	567,103,000

New obligating authority in the amount of $562 million is requested. This amount, together with $5 million of anticipated reimbursements to the military construction appropriation during fiscal year 1962, will provide full funding for the proposed program.

Of the $567.1 million of projects provided by the program, $473.3 million represents projects at bases inside the United States and $31 million is for projects outside the United States. The balance of the program provides funds for design, minor construction, and support activities.

Of the $31 million shown for outside the United States, $5 million is in U.S. territories and possessions and for projects in Canada which directly contribute to joint continental defense. The remaining $26 million is for projects in foreign countries outside North America.

The $31 million for oversea bases represents only 5 percent of the total new projects requested. By comparison, the Air Force program approved last year totaled $717 million and included $86 million, or 12 percent of the total, for bases outside the United States.

Most Air Force bases now are occupied by more than one major command and support various types of weapon system. To reflect the program distribution in terms of the major commands to which the bases are assigned, table I is at-

tached. This table summarizes the projects by command as they are listed in the justification books.

It will be more meaningful to discuss the content of the program as it relates to the weapon systems or program objectives which the requested facilities support. The following table summarizes the program in this manner:

Department of the Air Force fiscal year 1962 military construction appropriation, summary by program objective

	Amount (in millions of dollars)	Percent of total
Strategic forces	($321.2)	(56.6)
Ballistic missiles	281.8	49.7
Bomber and tanker facilities	11.0	1.9
Combat operations center	2.0	.4
Strategic support	26.4	4.6
Air defense	(71.6)	(12.6)
Interceptor facilities	5.0	.9
Aircraft control and warning	45.2	8.0
MIDAS satellite warning system	3.5	.6
Norad combat operations center	12.4	2.2
Air defense support	5.5	.9
Tactical forces	(7.4)	(1.3)
Tactical missiles	.6	.1
Tactical aircraft	2.7	.5
Tactical support	4.1	.7
Military air transport	(1.4)	(.3)
General support	(165.5)	(29.2)
Research, development and test	49.4	8.7
Training and education	18.1	3.2
Depot operations	7.7	1.4
Oversea theater forces	24.1	4.2
Various command support	3.4	.6
Design	31.0	5.5
Minor construction	15.0	2.6
Access roads	15.0	2.6
Land acquisition ($25,000 and under)	.3	.1
Title VIII family housing support	1.5	.3
Total	567.1	100.0

STRATEGIC FORCES

The sum of $321 million, or 57 percent of the total program, provides facilities in direct support of the forces of the Strategic Air Command. This amount consists of facilities for ballistic missiles, for manned bombers and their supporting tanker aircraft, and for command and control of the forces.

BALLISTIC MISSILES

The latest ICBM is the solid-propellant MINUTEMAN. The MINUTEMAN will be dispersed in underground silos and will be capable of launching from the silos. The MINUTEMAN force will consist of missiles deployed in relatively large numbers, strategically located in many areas.

Research, test, training, and a limited amount of reassembly and maintenance facilities have been provided under the fiscal year 1961 and prior years' programs. The fiscal year 1961 program also provided construction funds for the first three operational squadrons which are located at Malmstrom Air Force Base, Mont.

The construction contract for these three squadrons has been awarded. Construction is underway on two squadrons. Work is scheduled to begin in the immediate future on the third squadron.

Approximately $282 million is included in this fiscal year 1962 construction program to provide facilities for the MINUTEMAN. This amount will provide facilities for nine additional operational squadrons plus facilities for test, training, technical support, and land acquisition.

Ellsworth Air Force Base, S. Dak., has been selected as the location for three of the nine squadrons in this program. Design is complete on these squadrons and bids can be requested and construction contracts can be awarded promptly. Minot Air Force Base, N. Dak., and Whiteman Air Force Base, Mo., have been selected as the support bases for the other six squadrons in this program. Design is underway on these six squadrons and contract awards are scheduled to be made within the next 6 months.

STRATEGIC BOMBER AND TANKER FACILITIES

Some $11 million is included in the program to provide increased readiness and reaction capability to the strategic bombers and their supporting tanker aircraft. Of this total, $9.9 million is for additional facilities for the B–52 heavy bomb units, and provides for additional aircraft maintenance facilities, and a number of smaller operational and support projects at various bases.

COMBAT OPERATIONS CENTERS

The fiscal year 1962 construction program under consideration today includes $2 million to provide an addition to the existing center for the numbered SAC Air Force located at Westover Air Force Base, Mass. Authorization for construction of this center is included in Public Law 87–57, the fiscal year 1962 military construction authorization law.

STRATEGIC SUPPORT

Other projects in the program which directly relate to strategic operations total $26.4 million. These projects are distributed throughout the bases of the Strategic Air Command and consist of various types of operational and support facilities which are not associated solely with a single weapon system or objective. Among the major items in this category are 3 composite medical facilities (Francis E. Warren Air Force Base, Wyo.; Little Rock Air Force Base, Ark.; and March Air Force Base, Calif.) and airfield lighting projects at 13 SAC bases.

AIR DEFENSE

Almost 13 percent of the total request or $71.6 million is allocated to air defense. This includes facilities supporting both warning and control as well as fighter-interceptor functions.

FIGHTER-INTERCEPTOR FACILITIES

Fighter-interceptor facilities requested in the program total $5 million. This construction involves operational, maintenance, and weapon-storage facilities for all-weather supersonic F–101's, F–102's, and F–106's. Approximately $1.4 million is included to provide for the planned deployment of a fighter-interceptor squadron at March Air Force Base, Calif.

AIRCRAFT CONTROL AND WARNING

A total of $45.2 million is requested to provide expansion and improvements in the radar warning and control systems. These facilities are for locations in North America contributing to continental defense.

FREQUENCY DIVERSITY RADARS

The major item in this category provides $20.9 million for substantial completion of a program begun in fiscal year 1959 to provide facilities at primary radar stations in North America for the installation of high-powered and long-range radars to provide a frequency diversity capability in the warning systems. This will improve our identification capabilities and decrease enemy capabilities to effectively utilize electronic countermeasures against our radars. The construction involved in this type of radar improvement consists primarily of enclosed radar towers and the provision of large quantities of electric power for operation of the newer high-powered radars.

GROUND CONTROL INTERCEPT

A second large item for aircraft control and warning is $14 million for the provision of manual ground control intercept capability at a number of selected North American primary control and warning sites. The provision of this system will insure capability to operate essential air-defense control functions after a nuclear attack. These projects will provide radiological fallout protection for certain operational facilities and personnel, and additional electrical power generating capacity where sufficient capacity does not exist.

SAGE

Approximately $2.6 million provides support facilities at SAGE centers and ground-to-air transmitters and receivers and operations building additions at radar sites to provide for automatic processing and transmission of data from the sites to the SAGE system.

The semiautomatic ground environment (SAGE) system is being integrated into the overall defense network. Construction has been completed on all of the planned 3 combat centers and 22 direction centers in the United States under appropriations granted in prior years. Most of the centers are in operation. In addition, under construction authorization and funds granted last year, it is planned to convert one pre-SAGE manual control center and modify 1 of the 22 direction centers to provide combat center capability at two additional locations. Completion of the SAGE system will permit us to achieve correlation and precise identification of aircraft and air-breathing missiles—both our own and the enemy's—thereby affording improved coordination of our efforts which, in turn, should assure better protection of our own forces and maximum destruction of attacking forces.

OTHER WARNING AND CONTROL

This appropriation request also includes $2.4 million for the construction of 19 unmanned automatic gap-filler warning sites in the United States. Some $2.8 million is included to improve maintenance and supply support at DEW line stations. The balance of the warning system facilities consist of support and personnel facilities at a number of existing radar sites.

A total of $3.5 million is included in the program to provide additional facilities for the MIDAS satellite system. This system represents a selected military application of space. The MIDAS is a ballistic missile warning satellite employing infrared sensors. It will detect an ICBM rocket engine exhaust as the missile rises through the atmosphere and relay this launch information to the North American Defense Command. This system will complement the ballistic missile early warning system (BMEWS), which uses powerful ground radars, by providing earlier warning.

NORAD COMBAT OPERATIONS CENTER

An amount of $12.4 million is requested for the second increment of construction of a hardened combat operations center at Colorado Springs, Colo. In this facility, the Norad Command will direct and control the aerospace defense of the United States and Canada. A total of $10 million was provided previously for the initial increment of construction access and excavation work. This previous amount will be applied to real estate acquisition, site preparation, rock excavation, and access roads. The real estate has been acquired and the access road completed. The $12.4 million included in this request will be used for construction of the operations center structure inside the excavation and for supporting utilities.

AIR DEFENSE SUPPORT

The $5.5 million for air defense support is distributed at various Air Defense Command bases and, as in the case of strategic support discussed earlier, includes a number of operational and support facilities related to more than one defense weapon system.

TACTICAL FORCES

The program directly supporting the tactical forces amounts to $7.4 million, or 1.3 percent of the total appropriation request. Only the relatively small amount of $600,000 is included for tactical missiles. Basic construction for the MATADOR and MACE missile units in oversea locations is being accomplished under prior years' authorizations and NATO financing. Other projects for the tactical forces include $2.7 million for facilities at bases in the United States and at oversea locations in support of tactical fighter, tanker, and transport aircraft, and $4.1 million for various support facilities at Tactical Air Command bases.

MILITARY AIR TRANSPORT

Projects for military air transport activities total $1.4 million and consist of operational and support facilities related to MATS transport aircraft and communications operations at three bases in the United States and at two island bases in the Atlantic.

RESEARCH, DEVELOPMENT, AND TEST

A total of $49.4 million is requested for facilities to support Air Force R. & D. programs. The principal projects include $18.5 million at Arnold Engineering Development Center, Tenn., to provide an aerospace systems environmental chamber in which orbiting portions of satellite systems can be subjected to simulated ascent and orbital environment under dynamic conditions with subsystems operating; facilities in the amount of $12 million to support the accelerated program for development of the large solid fuel space system booster; $7.5 million, primarily at the Atlantic Missile Range, for support of development and test launching of the Dyna-Soar manned space vehicle research program; and $1.7 million to improve and enlarge the facility housing the headquarters of the Air Force Systems Command at Andrews Air Force Base, Md. The balance of the R. & D. program consists of additional research and support facilities for various R. & D. activities at the bases of the Air Force Systems Command and at Wright-Patterson Air Force Base, Ohio.

TRAINING AND EDUCATION

A total of $18.1 million is requested for training and education facilities. Of this amount, $16.9 million will support the training activities of the Air Training Command and the education programs of the Air University. These projects include additional technical training facilities required to provide training in new skills needed for operation and maintenance of modern aerospace systems. Also included are various support facilities which will alleviate crowded conditions and increase the quality of training and education programs.

Among the major items for the Air Training Command are $3.6 million for additional consolidated recruit training and housing facilities at Lackland Air Force Base, Tex., to improve living conditions and the quality of training at this basic recruit training center; and $2.7 million for additional technical laboratories for aerospace medical studies at the School of Aviation Medicine at Brooks Air Force Base, Tex. This latter project will complete phase II in the planned development of a modern school of aviation medicine.

Approximately $1.2 million is requested to permit the payment of valid contractor claims which have been approved to date on construction accomplished at the Air Force Academy. Additional authority for payment of these claims is required as their costs will exceed the currently established construction authorization and appropriation expenditure limits. The fiscal year 1962 military construction authorization bill provides an additional $2 million in authorization for this purpose. Should additional pending claims be approved, the Air Force proposes to utilize available funds to finance them within the increased authorization limit.

These funds will provide no increased scope of work or additional projects. They will be applied only to cover increased costs, as a result of the adjudicated claims, on previously authorized, funded, and constructed projects.

DEPOT OPERATIONS

For various facilities at Air Force Logistics Command depots the program includes $7.7 million. These projects include various operational, maintenance, and support facilities required to modernize the depot plant to keep pace with the increasing technology of modern aerospace weapon systems.

OVERSEA THEATER FORCES

Construction requested for forces stationed in oversea theaters totals $24.1 million and includes facilities in the Canal Zone and for Pacific, European, and Middle East bases, and classified activities of the U.S. Air Force Security Service. Major items include $4.5 million to provide essential strategic communications links in the European and Middle East areas; and $1.3 million to provide an interconnecting taxiway between the Honolulu International Air Port and Hickam Air Force Base airfields in Hawaii to eliminate a hazardous aircraft operating condition.

VARIOUS COMMAND SUPPORT

The $3.4 million for various command support includes a number of operational and support facilities not directly related to specific weapon systems at Alaskan bases and at Andrews Air Force Base, Md. Also included in this total is $793,000 for classified activities in both the United States and overseas areas.

DESIGN

The $31 million for design will provide those funds needed in fiscal year 1962 primarily for design of the fiscal year 1963 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 1962 construction program.

MINOR CONSTRUCTION

The Air Force requests a total of $15 million for minor construction in fiscal year 1962. 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 408, Public Law 968, 84th Congress. Pursuant to this law, qualified minor construction projects are limited to a maximum cost of $200,000 and if in excess of $25,000, they must be approved by the Secretary of the Air Force and, if over $50,000 by the Secretary of Defense.

The great and rapid evolution of airpower and the accelerated transition into aerospace power has, and will continue, to create requirements for new facilities as well as new types of facilities. It is vital that the Air Force be capable of meeting these demands when the project qualifies. To so qualify, a project must be of such urgency, that it cannot wait for the next normal military construction cycle, not otherwise authorized, and cost less than $200,000. These minor projects are most essential to the realistic satisfaction of critical requirements stemming from evolution and change. It is impossible, for example, to foresee and program for all the detailed facility needs of our newer and increasingly complex weapons systems.

Over the past 3 years, appropriations for Air Force minor construction have been about $15 million per year. Previously greater amounts had been made available with $20 million being the peak in fiscal year 1957. This year's request for $15 million is considered fully justified in light of the new problems which must be faced and which must be realistically anticipated. 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.

ACCESS ROADS

The program includes $15 million to finance the Air Force portion of requirements for construction of off-base access roads and improvement or relocation of existing public highways where the need is generated by Air Force operations. Right-of-way acquisitions 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.

Due to the recent amendment to the Highway Act passed by this session of the Congress which authorizes expenditures of appropriated defense access road funds for repair of roads damaged by construction contractor equipment during the construction of missile sites, a portion of these access road funds may be applied under this new provision of the Defense Highway Act.

LAND ACQUISITION ($25,000 AND UNDER)

The program includes $300,000 to provide for the acquisition of noncontiguous real estate interests where the cost of an individual 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.

CONSTRUCTION CATEGORIES

In the preceding summary of the program, each of the weapon systems and program objectives discussed included facilities of various categories. The following table is, therefore provided to supply parallel data on the total program by major construction category.

Department of the Air Force fiscal year 1962 military construction appropriation—program by construction categories

	Amount (millions)	Percent of total
Operational and training (including ballistic missiles)	$388.9	68.6
Maintenance	25.8	4.5
Research, development, and test	30.8	5.4
Supply	6.1	1.1
Hospital and medical	13.2	2.3
Administrative	3.5	.6
Housing and community	24.6	4.4
Utilities and ground improvements	27.6	4.9
Real estate	.6	.1
Design	31.0	5.5
Minor construction	15.0	2.6
Total	567.1	100.0

Three-fourths of the operational and training category, which represents approximately 70 percent of the total program, consist of the missile and space facilities. This is the same picture as presented in our appropriation request of last year. This category of facilities continues to demand by far the major portion of our program.

FAMILY HOUSING

The need for family housing has not diminished. There is a continuing requirement for additional housing which is justified in support of firm long-range base utilization. A comprehensive housing study is now in progress which will form the basis of a firm 3-year housing construction program.

The Capehart-Rains family housing program has in the past been the best producer of housing for Air Force families. For fiscal year 1961 and prior years, the Air Force has a total of 62,000 units authorized for construction. Of this total over 50,000 have been completed and over 10,000 are in various phases of construction. An additional 1,550 units recently have been allocated by the Secretary of Defense within the new construction ceiling increase contained in the fiscal year 1962 Military Construction Authorization Act. This program includes $1.5 million to provide funds for design, land, area utilities and other costs for which appropriated funds must be used in title VIII family housing construction. These funds will be applied to the 1,550 units allocated to the Air Force.

There has been no change in the overseas housing picture. Housing for such countries as Okinawa, the Philippines, Japan and Turkey remains acute. In addition, the efficiency of many of our classified activities in various countries continue to be affected by a lack of family housing. In many cases, families must remain at home and short "hardship" tours must be resorted to. Our inability to retain trained and skilled individuals as well as loss of operational effectiveness are the unavoidable result of the lack of sufficient housing.

PROGRESS WITH PRIOR PROGRAMS

The final design of the Air Force fiscal year 1961 military construction program is substantially complete and on a significant portion, the projects are either advertised for bids or the construction contracts are awarded. During the first three-quarters of fiscal year 1961 Air Force construction contracts averaged over $188 million per quarter. The final figures for the fourth quarter of the fiscal year promise to substantially exceed that average.

In this critical period of evolution and changes, we have continuously screened projects for current validity and long-term future needs. Of necessity, certain projects have been deleted or curtailed. As a consequence our design and con-

tract award schedules have been constantly phased back. We feel that the results have justified this cautious approach. We intend to continue our screening efforts to insure that our construction projects are fully validated as to urgency and long-term need.

In the atmosphere of change and continuous review, progress on our construction design and contract awards has been impeded as previously mentioned. Despite these necessary impeding actions, the Air Force will have had placed in its behalf over $850 million of construction awards in fiscal year 1961. Our carryover work into fiscal year 1962 will not be excessively large and will be completely manageable along with the anticipated fiscal year 1962 construction program.

DESIGN STATUS FISCAL YEAR 1962 PROGRAM

Design of the program now being considered is well along. For example, this year the Air Force issued final design instructions on February 17, 1961, more than 5 weeks in advance of last year. On projects other than missiles, preliminary design has been completed on about 85 percent of the program. On these same items, final design has been completed on about 25 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.

To reduce the drain on design funds as well as to speed up design, we use standard designs whenever practical. Site adaptation of these standard designs or other existing designs is resorted to whenever feasible.

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 above.

CONSTRUCTION CONTRACT PROCEDURES

As the committee is aware, most of the construction contracting for the Air Force is done by the Corps of Engineers, Army, or the Bureau of Yards and Docks, Navy. 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.

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 committee realizes of course, that the professional services of architects and engineers are secured by negotiated fixed-price contracts. These services relate to design and in some cases also the inspection of construction projects.

CONCLUSION

This completes my remarks on the fiscal year 1962 appropriation program, Mr. Chairman. At this point, Mr. Chairman, your consideration is requested of a list of projects for the active and Reserve forces which have received the approval of the Office, Secretary of Defense, and the Bureau of the Budget for reprograming against available fiscal year 1961 and prior year funds. These projects have already been included in military construction authorization laws. We are prepared to discuss the projects contained in this reprograming, at your convenience, in order that we may obtain your approval to proceed.

We have attempted to provide general information of interest to the committee on the contents of the fiscal year 1962 Air Force construction appropriation request being considered today. We hope the data will be helpful in your review of the program. This concludes my statement, Mr. Chairman.

TABLE I.—*Department of the Air Force military construction appropriation for fiscal year 1962—Summary by command*

Design	$31,000,000
Inside the United States:	
Alaskan Air Command	3,977,000
Air Defense Command	20,451,000
Air Force Academy	1,189,000
Air Force Logistics Command	10,165,000
Air Force Systems Command	35,318,000
Air Training Command	14,647,000
Air University	3,257,000
Headquarters Command	3,519,000
Military Air Transport Service	410,000
Pacific Air Forces	1,421,000
Strategic Air Command	35,045,000
Tactical Air Command	6,747,000
Aircraft control and warning system	39,720,000
Special facilities	142,000
Ballistic missiles/space	297,300,000
Total, inside the United States	473,308,000
Outside the United States:	
Air Defense Command	2,768,000
U.S. Air Forces in Europe	9,790,000
Caribbean Air Command	117,000
Military Air Transport Service	977,000
Pacific Air Forces	9,004,000
Strategic Air Command	2,169,000
U.S. Air Force Security Service	5,519,000
Special facilities	651,000
Total, outside the United States	30,995,000
Minor construction	15,000,000
Support activities:	
Title VIII family housing support	1,500,000
Access roads	15,000,000
Land acquisition ($25,000 and under)	300,000
Total, support activities	16,800,000
Total program	567,103,000

EFFECT OF CHANGES IN PROGRAM

General CURTIN. The program we are presenting today, Mr. Chairman, is identical to that presented to the House Appropriations Committee; however, there are these changes that have been recently announced by the President.

The net effect of these changes on the Air Force program will be twofold:

FAMILY HOUSING

First, is an addition of 600 units of appropriated fund family housing at two locations at a cost of $10,380,000.

These two locations are Hill Air Force Base in Utah, and Minot Air Force Base in North Dakota.

So that would be an additive amount of $10,380,000.

Senator STENNIS. How many units do you have at each place?

General CURTIN. Three hundred units at each place, or a total of 600 units, sir.

Senator STENNIS. Has that been announced?

General CURTIN. The names of the bases, Mr. Chairman?

Senator STENNIS. Yes.

General CURTIN. They are in our program. To that extent they have been announced.

Mr. SUFIT. The bill has specifically authorized it. The other is in title IV of the recently passed bill.

Senator STENNIS. I did not remember which one we earmarked.

General CURTIN. That is right. Hill was one that was specifically in the authorization bill.

SOLID FUEL SPACE SYSTEM BOOSTER PROGRAM

Second, the transfer of $12 million in support of the large solid fuel space system booster program from the Air Force appropriation request to the Department of Defense appropriation request.

So there is a net change, then, of $1,620,000 as a downward adjustment in our new obligational authority, Mr. Chairman, taking it from $562 million down to $560,380,000.

That covers the changes in the President's letter insofar as they pertain to the Air Force military construction.

In the past our emphasis has been on the achievement of earliest maximum capabilities with available forces and to exploit technological advances.

Therefore, Air Force construction resources in the past years have been consumed largely in providing basic operational requirements.

The effect has been an unavoidable deferral of many basic and essential support facilities.

The program before us does not change this pattern in any marked degree.

Although continuing emphasis must be given to the satisfaction of basic operational needs, we urge your full support also of those construction projects which will alleviate, to a very modest extent, existing deficiencies in our physical plants.

We are continuing our policy of adapting existing base facilities wherever possible to the requirements of the new weapons systems and to our new operational concepts.

Although portions of a number of additional missile squadrons and other new systems will be located at detached operational sites no new bases as such are included in this program. All operational activities will be supported by existing military installations.

Construction of facilities approved last year for the solid-propellant missile, MINUTEMAN, are underway. A construction contract has been awarded for the first three squadrons and construction is underway for two of the squadrons and will be initiated in the near future on the third squadron.

We are requesting funds for nine additional squadrons in this program, and that is the major portion of the program before you, sir.

The final design of our 1961 military construction program is substantially complete. Most projects are either advertised for bids, or under the construction contract.

CARRYOVER FUNDS

During the first three quarters of the fiscal year 1961, Air Force construction contracts averaged over $188 million per quarter. The fourth quarter of the fiscal year which is just closed promises to substantially exceed that average. We will, therefore, go into the new fiscal year with the lowest carryover of funds in recent years.

Senator STENNIS. Pardon me right there. Do you consider that dangerous, or hazardous, or what is your opinion about it?

General CURTIN. The amount we will be carrying over, Mr. Chairman, in my opinion is marginal to the continuity of the program considering that you don't get appropriations actually when the fiscal year ends.

It will give us a minimum amount to keep the program going on a businesslike basis while we are transitioning into the following year's program.

Senator STENNIS. Refreshing my recollection, on the average, how long is it after July 1 of any fiscal year before you go to getting the funds put within your reach for actual contracting purposes, General? Is it 3 months?

General CURTIN. Three months would be minimum. Four months would be more like the situation we normally encounter.

Here I am speaking of actually getting the funds to the field because we do have to go through the apportionment procedures and actually issuing the budget allocations to the field contracting agencies.

Senator STENNIS. I am not trying to assess blame. The Congress is the first one to blame, because we usually take in the neighborhood of 2 months before we get the bill passed. You have, you know, a resolution for continuation, et cetera.

General CURTIN. Yes, sir.

Senator STENNIS. I am interested to know your opinion, your hard opinion, now that we are down to the irreducible, so that we can be within the safest zone.

General CURTIN. To give a modest level so that we can continue in these 3 to 4 months; yes, sir.

Senator STENNIS. What is that amount?

TOTAL APPROPRIATION REQUEST

General CURTIN. For the Air Force it will be about $367 million. Of this, of course, a significant portion is for Corps of Engineers overhead and direct cost of carrying out the program already under contract. For that reason, it is not obligated. However, it relates to projects that are actually obligated.

Senator STENNIS. On the basis of construction, that is a little over 50 percent of your annual amount. You have here $560 million.

General CURTIN. That is right.

In other words, once we get below, say $350 or $300 million, it really becomes very tight, sir.

SCREENING PROCESS

In this critical period of evaluation and changes, we have continuously screened projects for current validity and long-term future needs. Of necessity, certain projects have been deleted or curtailed.

As a consequence our design and contract award schedules have been constantly phased back. We feel that the results have justified this cautious approach.

We intend to continue our screening efforts to insure that our construction projects are fully validated as to urgency and long-term need.

Design of the fiscal year 1962 program now being considered, is well along. For example, this year, the Air Force issued final design instructions on February 17, 1961, more than 5 weeks in advance of last year.

On projects other than missiles preliminary design has been completed on about 85 percent of the program. On these same items final design has been completed on 25 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 the construction.

Construction program cost estimates are prepared as accurately as possible based upon actual field siting, analysis of utility requirements, and the need for supporting items. These estimates before you have been refined as time has permitted, but in most cases can only be considered to be preliminary estimates for the reasons mentioned above.

With your permission, Mr. Chairman, we would now propose to present to the committee the repetitive items as we have done in past years.

At this point, Colonel Parkhill will take over, sir.

Senator STENNIS. All right, Colonel, we are glad to have you.

REPETITIVE ITEMS

Colonel PARKHILL. Mr. Chairman, we have selected 19 items that are repetitive throughout the program. They total 164 projects and $91 million.

(Discussion off the record.)

PLANNING FUNDS

Colonel PARKHILL. In volume 1, on page 16, we are requesting $31 million for planning. These funds are required for site surveys, cost estimates, preliminary and final designs for projects to be included in the 1963 program.

Senator STENNIS. Give me the comparisons on this, and related matters, for the year ending June 30.

General CURTIN. Last year, Mr. Chairman, there was $40 million appropriated in the comparable appropriation. During the year $12 million additional was made available to expedite the ballistic missile program. This makes a total of $52 million in fiscal year 1961. The request for fiscal year 1962 is geared to a slightly decreasing program.

We are estimating $31 million will be required for next year.

As you indicated, Mr. Chairman, however, if there are substantial changes in the military construction outlook this could be revised.

CARRYOVER FUNDS

Senator STENNIS. What kind of carryover did you have respecting the $52 million? What did you carry over July 1?

Colonel LATSON. Mr. Chairman, we will have $22 million carryover. This money will be required up through September.

Senator STENNIS. That means you actually used approximately $30 million last year?

Mr. SUFIT. However, Mr. Chairman, our cumulative obligations through May, that includes the carryover from the prior year, was $45,879,000.

Our experience over the years, of course, we have had higher programs in 1959, we obligated some $64 million.

In 1960 some $48 million.

But as our program declined, our requirements for this area has also declined.

Senator STENNIS. How is this money handled? Do you pay it over to the U.S. Engineers for their purposes, or do you use it yourself?

General CURTIN. We use a small amount of it. The bulk of it goes to the construction agency, the Corps of Engineers or the Bureau of Yards and Docks.

This is with the exception of the missile design money which, of course, goes to the Ballistic Systems Division in California, which is under Air Force control.

But other than the missiles, the bulk of it goes to the Corps of Engineers and Bureau of Yards and Docks.

Senator STENNIS. Can you not use this money for any other purpose? Is there no alternative under law? Can you, for instance, use it for reprograming?

General CURTIN. I believe it is subject to reprograming, sir.

Senator STENNIS. I referred to reprograming it out of site planning into an actual project?

Mr. SUFIT. It is possible. It has never happened. Our problem has been on the other side, of requiring additional money into this particular area.

Our appropriation is in bulk amount and not broken down, Mr. Chairman.

Senator STENNIS. Can you bring money which otherwise would be reprogramed into this program?

Mr. SUFIT. Yes, sir.

General CURTIN. As Mr. Sufit has pointed out, over the years our experience has been to try to get savings from other areas to increase the amount appropriated in this program.

Senator STENNIS. You are rather firm, then, on the actual necessity for requesting $31 million to carry forward this program.

General CURTIN. Yes, sir; we feel actually that $31 million is the, you might say, the lower limit of the scale.

Now, Mr. Chairman, here we are trying to envision what the 1963 program will be and we are using the pattern of the 1960, and 1961 as our guide.

Senator STENNIS. The next item.

Alaskan Air Command

Colonel Parkhill. The next command is Alaskan Air Command summarized on page 21. We are requesting $3,977,000 for projects on two main bases. One forward fighter interceptor base and seven AC and W and DEW line stations.

Barter Island DEW Station

SHOP FOR MAINTENANCE OF HEAVY EQUIPMENT

The first base on page 22, is Barter Island DEW main station. We are requesting $992,000 for two projects. The first will provide a shop for the maintenance of heavy equipment. This shop will actually support the maintenance of vehicles that are used at 28 of the adjacent DEW line stations.

ADDITIONAL WAREHOUSING

The second item, "Warehouse equipment and supply," will provide for additional warehousing and will replace the present use of canvas-covered shacks.

Funds for Communications

Senator Stennis. First let me make the request, General, that the Air Force furnish us with a special memo setting forth all funds which are requested in the bill for communications, every type of communication.

"Communications" is a broad term. I do not know its interpretation from your viewpoint, only the general idea. We want the figures used by you to total such funds placed in the record before we close the hearings.

(The information referred to is in the Committee files.)

DEW Line Stations

Second, is there any other request in the bill for the construction in connection with the DEW line?

Colonel Parkhill. Yes, sir. We have a warehouse at Barter Island and a water supply storage at Cape Sabine.

Those are the two DEW line stations, Barter Island and Cape Sabine.

Senator Stennis. I thought we had completed the old DEW line installations some time ago, Colonel.

Colonel Parkhill. Well, essentially we have, Mr. Chairman.

But we have found by experience that there are a few items that we need.

We have also changed some of our systems of maintenance and supply which have improved operations, but these in turn require a small amount of construction.

Senator Stennis. One location is stated to be 545 miles northeast of Fairbanks.

Colonel Parkhill. Yes, sir.

Senator Stennis. That is the nearest city?

Colonel PARKHILL. Yes, sir. I have a map here, if you care to see it.

Senator STENNIS. That is all right.

Mr. GIBBENS. It is the nearest city of any size. Barter Island is on the north coast of Alaska.

Senator STENNIS. How can you use this location as a centralized point? You are doing work on a shop for heavy equipment.

Colonel PARKHILL. There are 576 vehicles at 28 of the smaller stations, both to the west and to the east of Barter Island.

These are snowcats, bulldozers, trucks, that sort of thing. They fly the parts from these little stations into Barter Island and do the depot type maintenance.

In this way they don't have to send the equipment back to the United States for maintenance which has proved to be very uneconomical.

Senator STENNIS. Is that the way you have been doing it?

Colonel PARKHILL. Yes. We have already changed, but we don't have the facilities to actually support it.

Senator STENNIS. Are you now having to bring those instruments and machinery from up in Alaska, on your DEW lines, and those outside of Alaska, back to the United States for major repairs?

Colonel PARKHILL. No, sir; we have already changed our system to do it at Barter Island, but we are using old contractor shacks. They are scattered; they are difficult to maintain and heat and these facilities would essentially replace those temporary facilities.

Senator STENNIS. What kind of machinery is this? Is it composed of bulldozers?

Colonel PARKHILL. Yes, sir.

Senator STENNIS. How do you get them into Barter Island?

Colonel PARKHILL. We don't get the whole piece of equipment. We take the various parts and airlift them into Barter Island.

General CURTIN. The component assemblies are taken off the parent vehicle at the station it is being used at and flown into Barter Island for repair.

Senator STENNIS. How many different points will this serve?

Colonel PARKHILL. Twenty-eight stations.

Senator STENNIS. Do you think this is saving money?

Colonel PARKHILL. Yes, sir.

Colonel KELLY. Last year, using a substandard facility we estimate we have already saved $523,000 by repairing them on site rather than to fly them back to the States. With a better facility we should save even more in the coming years.

Senator STENNIS. Would you save any manpower by getting this building?

Colonel KELLY. The manpower is estimated to remain the same, as we presently have.

Senator STENNIS. About what kind of manpower are we talking? Do you have civilians or Air Force men?

Colonel PARKHILL. Essentially civilians. Our station strength is 21 military and 166 civilians.

Senator STENNIS. This installation will not require the employment of any more civilians. It would just put you in better shape to do the job; is that right?

Colonel PARKHILL. That is right, sir.

Senator STENNIS. How many more projects do you have in this Alaskan situation?

DORMITORY AT CAMPION, ALASKA

Colonel PARKHILL. Sir, we have a dormitory at Campion, an open mess, officers' club replacement.

Senator STENNIS. This dormitory will cost $140,000, will it not?

Colonel PARKHILL. Yes, sir.

Senator STENNIS. It will take care of how many men?

Colonel PARKHILL. This will support 27 men.

Senator STENNIS. That is your A.C. & W. stations?

Colonel PARKHILL. That is right.

Senator STENNIS. How are you now taking care of the men, Colonel?

Colonel PARKHILL. We are deficient in space. We have 140 spaces and we require 167. We are just crowded up at the moment, sir.

This is very unsatisfactory. Most of them are on shift work, coming and going at all hours of the day and night.

Senator STENNIS. I have turned over to page 28, to water supply. Where do you now get your water, and what is the situation that caused the need to make a change?

CAPE NEWENHAM

WATER SUPPLY

Colonel PARKHILL. That is at Cape Newenham. This is a split site. It has a base camp with a radar station on the top of an adjacent mountain.

At present they are hauling water up on the tramway. This is expensive and it becomes hazardous in bad weather.

We are proposing to build a 100,000-gallon heated storage tank at the top site and provide a 6,000-foot waterline with a pump.

Senator STENNIS. What can you tell us in open session respecting the duration for the need of these A.C. & W. stations, the DEW line? You have a need, I am sure, of these items, but $900,000 constitutes an appreciable sum for the use of heavy equipment, especially if you plan to be out of there in a couple of years. What can you say in open session?

MANNED BOMBER THREAT

General CURTIN. We can answer it this way, Mr. Chairman: We can refer to Mr. Gilpatric's statement the other day, when he was asked a comparable question. His reply was that we could anticipate that the manned bomber threat would be with us through the sixties and into the seventies, or words to that effect.

Since these facilities are largely associated with that threat, I think it would reasonably follow that their life span would be at least of that order of magnitude.

Senator STENNIS. I was referring more to the possibility of a new kind of system of communication, or warning. There may be something in the bill respecting that.

General CURTIN. I know of nothing that would permit the complete closedown of this. I would not want to leave the impression, Mr. Chairman, that there are not refinements in operating techniques and some improvements in equipment that may permit us to close down an individual station where we can get adequate overlap by adjacent stations. As to the system as a whole, and these main stations, we certainly see them out through that time period.

WATER STORAGE TANK AT CAPE SABINE

Senator STENNIS. All right, on page 23, you say you need a new water storage tank, costing $80,000.

Colonel PARKHILL. Yes, sir. Cape Sabine. This is similar to the other projects we discussed, similar problem.

Senator STENNIS. If we are going to keep them up, that seems to be obvious.

EIELSON AIR FORCE BASE, FAIRBANKS, ALASKA

OFFICERS' MESS AND WATER SUPPLY AND STORAGE

The next item I have is on page 34, Eielson Air Force Base, Fairbanks, fighter interceptor squadron, officers' mess, water supply, and storage.

General CURTIN. We now reach this first item, Mr. Chairman, that is one of the repetitive items. This is the first one we have encountered in the book so far.

Senator STENNIS. We will go into that as soon as we finish with Alaska.

General CURTIN. All right, sir.

Senator STENNIS. What is special about it at this point?

Colonel PARKHILL. The existing officers' club at Eielson is a very deplorable building. It is structurally unsound, there is excessive rotting of main subflooring, the floor joists.

It is very much of a fire hazard.

We feel that the time has come to replace it.

General Curtin and I visited this club a few months ago and we can verify personally that it is a disgraceful situation.

Senator STENNIS. What do you have there besides a fighter interceptor squadron?

Colonel PARKHILL. Weather reconnaissance; medium bomb squadron, rotation; reconnaissance squadron; and air refueling maneuvers.

Senator STENNIS. Does this officers' mess serve all those different groups?

Colonel PARKHILL. Yes, sir. This is quite a large base, sir. We have some 6,000 personnel.

Senator STENNIS. If there are no questions, we shall go to the next item.

ELMENDORF AIR FORCE BASE

Colonel PARKHILL. Page 37. Elmendorf Air Force. This supports the headquarters of the Alaskan Air Command, and a fighter interceptor squadron. We are requesting two items which we will cover in the repetitive briefing—a base chapel and a shop for the maintenance of parachutes and dinghies.

Senator STENNIS. You may go into it further at the repetitive session.

General CURTIN. Yes, sir. They are covered in detail at the repetitive briefing, sir.

KING SALMON AIRPORT

HIGH INTENSITY LIGHTING

Senator STENNIS. What about high intensity lighting on page 40?

Colonel PARKHILL. King Salmon Airport. This is the advanced fighter alert strip. The existing taxiway lighting was put in in World War II. It is of very low intensity and it is worn out.

As a flying safety feature we are proposing here to put in a new system with high intensity lights.

Senator STENNIS. I do not know what high intensity means. I know Senator Monroney does.

Colonel PARKHILL. These are more powerful and brighter lights and would be of great aid for low visibility approaches, sir.

Senator MONRONEY. You have a strobe beacon in the center?

Colonel PARKHILL. These are the runway lights, themselves, sir.

RUNWAYS LIGHTS

Senator STENNIS. The next item?

Senator MONRONEY. What is the amount for the runway lights?

Colonel PARKHILL. $684,000.

Senator MONRONEY. That is only for the runway lights?

Colonel PARKHILL. Yes, sir. The cost factor up here is about 2.2 or more.

Colonel LATSON. It is 2.2, Mr. Chairman.

Senator MONRONEY. Where is this airport, on the mainland of Alaska, or on an island?

General CURTIN. We can show you a map, sir.

Senator MONRONEY. Do you mean that for $684,000, you cannot get more than just plain runway lighting? You now have high intensity approach lighting?

Colonel PARKHILL. Sir, I will have to verify that. It may be in a prior program.

General CURTIN. I don't believe so, sir. I will have to check that. My recollection is, from a recent visit, that they do not have it, but I would like to verify that for the record.

Senator MONRONEY. I think you would need to put that in, particularly in the kind of weather which you have up there.

Senator STENNIS. Suppose you give us a special memo on that.

Colonel HOWTON. Senator, I believe we do have approach lighting. This is the runway edge lighting, using high intensity fixtures. The status of the approach lighting I don't know personally. I am confident that we do have.

Senator STENNIS. If you do not have the information available, that is all right. I did not expect you to have everything here, because the Air Force has other things to do this morning; but let us have a complete memo on that. Mr. Reporter, please put it in the record at this point.

General CURTIN. We will do that.

Senator STENNIS. Send Senator Monroney a copy of the memo.
General CURTIN. Yes, sir.
(The document referred to follows:)

APPROACH LIGHTING STATUS—KING SALMON, ALASKA

1. King Salmon has a standard approach light system on runway 11. This system, less Strobe beacons was authorized in the AF fiscal year 1958 MCP and has been installed since May 11, 1959. Currently the airfield is a joint use base under FAA overall jurisdiction. An FAA construction project to include Strobe beacons in the approach light system is underway. Completion is expected prior to December 31, 1961.

2. Programing for the high intensity runway lights is an Air Force requirement to meet the needs of fighter interceptor operations. This project has been coordinated with and has the concurrence of the FAA.

LIGHTING SYSTEMS

Senator MONRONEY. These are all standard lighting systems which are now approved for the FAA and for the Air Force?
Colonel HOWTON. The edge lighting is. This is standard configuration high intensity runway edge lighting.
Senator STENNIS. If there are answers to other questions which you wish to be included in that memo, just let them know. We shall use that as a guideline on other projects.
We had, I thought, more of these Alaskan items. Before we have an interruption of some kind, let us now go back to a presentation of the repetitive items.
Gentlemen of the Air Force, this subcommittee has a very valuable addition in membership I think, in Senator Monroney, of Oklahoma. I do not want to embarrass him here, but I think he is a very valuable Senator. He knows something about everything and a lot about many things that come up in connection with this vast field of Government operations that we have to pass on every year in the Appropriations Committee and otherwise.
I appreciate his membership here and the special effort he is making to attend the meeting. I want him, as this is the first time he has heard a bill of this type presented, to have every opportunity. That is why we waited on these repetitive items.
Now, General, if you will come forward and present these items we will be glad to have them, then we will go back to the books.
Every item in the book will be specially presented now, but this does help in giving us a picture of these repetitive items.
Colonel PARKHILL. We selected 19 items. They total 164 projects for $91 million. We have a group of officers with us who are experts in the various fields of interest. I will introduce them one at a time and they will give a short presentation and be available for questioning.
However, Mr. Chairman, I would suggest that any questions pertaining to a specific base be held until we go back to the line item. It would be much better for us to answer effectively.
Senator STENNIS. What was that?
Colonel PARKHILL. If we have requests that are specifically aimed at a base problem, we might consider them later whereas here we can take up the general subject presented.
The first officer is Colonel Howton, from operations, who will discuss approach lighting and runway narrow-gage and centerline lighting.

APPROACH LIGHTING—RUNWAY NARROW-GAGE LIGHTING

Senator STENNIS. We are glad to have you Colonel. You have given us a special book for use at this time on these repetitive items.

Colonel HOWTON. Yes, sir.

Senator STENNIS. That is quite helpful. In the old days, as you know, we used to go through each item, and we found they were so repetitive that the Air Force devised this plan, which is quite helpful.

You may proceed.

Colonel HOWTON. Mr. Chairman, visual aids form the essential key link between instrument flight using electronic navigation aids and visual approach and landing.

These facilities are essential to insure safe, reliable operation of current high-performance military aircraft.

The lack of visual aids increases the probability of missed approaches with attendant disruption of air-traffic flow and delays to other traffic. This operating requirement is particularly critical with jet aircraft since missed approaches may precipitate emergency conditions for other aircraft that could result in aircraft accidents.

Besides this essential function for low visibility weather operations, the visual aids reduce probability of undershoot and overshoot accidents, particularly during night operations.

The visual-aid systems in use were adopted after extensive all-weather suitability testing with current operational aircraft.

The first part covers 24 projects, 10 new and 14 modifications, at a total of $2,462,000. I will insert in the record the specific locations where these line items are programed.

(The following information was provided:)

LIGHTING APPROACH

Command and installation	Scope	Amount
		Thousands
Air Training Command: Randolph	3,000 feet	$279
Strategic Air Command:		
Bunker Hill (backside)	1,500 feet	100
Lincoln (backside)	do	96
Lockbourne (backside)	do	67
McCoy (backside)	do	77
Pease (backside)	do	89
Turner (backside)	do	100
Westover (backside)	do	135
Andersen	1,200 feet	141
Tactical Air Command: Myrtle Beach (backside)	1,500 feet	98

MODIFICATIONS

U.S. Air Forces in Europe (modified for NATO standards):		
Aviano	Landing strip	62
Bitburg	do	50
Hahn	do	80
Incirlik	do	79
Lakenheath	do	79
Laon	do	60
Mildenhall	do	79
Ramstein	do	62
Spandahlem	do	50
Toul Rosieres	do	66
Woodbridge	do	79
Air Force logistics command: Hill	3,000 feet	307
Strategic Air Command:		
Homestead	1,500 feet	77
Goose	2,000 feet	150
Total, 24 projects		2,462

The second chart covers six narrow gage and centerline projects that complement the approach lighting and further extend the Air Force all weather capability at a total of $3,391,000, at six SAC bases. I will also insert a list of the specific locations where these line items are programed.

(The following information was provided:)

Runway narrow gage and centerline lighting

Command and installation	Scope	Amount
Strategic Air Command:		*Thousands*
Glasgow	1 each	$475
Plattsburgh	do	415
Westover	do	477
Wurtsmith	do	415
Ernest Harmon	do	735
Goose	do	874
Total, 6 projects		3,39

Colonel PARKHILL. Mr. Chairman, would you prefer we move the charts up closer.

Senator STENNIS. We can, I think, see them a little better around here, and hear also better.

Colonel HOWTON. Would you like to go back to the first chart, sir?

Senator STENNIS. I think we got the first one.

Senator MONRONEY. Does your overall figure of $5,853,000 cover the whole program?

Colonel HOWTON. Yes, sir, $5,853,000, I believe, sir.

Senator STENNIS. In what condition will that leave those facilities? Will it complete the projects, or is this just an increment?

It seems to me you ought to request enough to get it fixed.

Colonel PARKHILL. Sir, this will be an increment. We are quite a ways down the road on this. However, there are a lot of modifications that still have to be done.

General CURTIN. All of the authorization, I believe, is funded.

Senator MONRONEY. This is very cheap insurance on the planes because there is no substitute for the help you get from visual approach landing aids.

Five million eight for the whole thing is very modest if you are leaving 60 or 70 percent of the bases, where B–52's or B–47's are operated, unprotected by these lights.

Colonel HOWTON. As was just previously mentioned, Mr. Chairman, we had 11 systems in the original request for authorization. However, it was reduced to six. All of these bases are key, long-term bases. They provide a safe haven for any aircraft that happens to be operating in the vicinity. This is only incremental. This will give the Air Force a total of 22 systems at 21 bases if this is approved.

Senator MONRONEY. How many of the SAC operational bases will you cover?

Colonel HOWTON. We have quite a ways yet to go. Including this increment 19 SAC operating bases will have narrow gage centerline systems.

Senator MONRONEY. The B–58, as I recall, is about $28 million. These heavy jets descend very rapidly. You need a glide angle approach; you need your approach lighting, you need your narrow gage.

In my opinion, it is the best money you can spend, not only for insurance of equipment, but of lives. When crews return from a SAC run that may have taken them half way around the world, they are likely to be fatigued.

I see no reason for spacing it up. Until this year, it had not been standard. Many of these systems have been standardized so there is no reason to believe they will be made obsolete by other systems.

Colonel HOWTON. No, sir; not within the military. This system is standard. The Navy is using the same system.

As a matter of fact, they are putting it on carriers.

Senator MONRONEY. Civil aviation is using the same system.

Colonel HOWTON. Yes, sir.

Senator STENNIS. It squeezed down, then.

I do not know what you mean by "narrow-gage centerline." What does that term represent on your chart?

Colonel HOWTON. It is simply a common term. The term "narrow gage" implies two longitudinal rows of transverse light bars similar to a narrow-gage railroad. It is simply a term which has built up in the development of this configuration as a system.

Senator MONRONEY. Plus the fact that when you leave the double track and get to the single, the pilot knows he has used up so much of the runway. He has to use the glide angle approach also, which substitutes for the old meatball mirror landing system that the Navy uses.

"MEATBALLS"

Senator STENNIS. What are "meatballs"?

Senator MONRONEY. It is a mirror. There is a light at the proper angle so that when the pilot can see this red ball in the mirror at the end of the aircraft carrier, he knows he is on the right glide angle. If he is above or below it on either side, he is off the glide angle.

This is the modern application of that principle. It is a very expensive installation. This will be included, will it not?

Colonel HOWTON. Yes, sir; however that is a separate program.

We have some 345 visual glide slope indicator (VGSI) systems coming in.

Senator MONRONEY. Do you have authorization to go faster on this?

General CURTIN. Yes, sir.

Colonel HOWTON. We will, sir, however, we compete with the rest of the construction program.

General CURTIN. These are authorized by specific base, Senator.

To answer your question, this year's appropriation, if granted, will cover all of the authorization that we have on the books.

Senator MONRONEY. If you had more authorization, you would go faster?

General CURTIN. Yes, sir.

Senator STENNIS. Now, just which items on here are shown by your illustration? Some of that appears to be just painted lines.

Colonel HOWTON. No, sir; they are lights. They are inset in the runway surface.

Senator STENNIS. So all of this represented in white is really lights?

Colonel HOWTON. Yes, sir; these are lights.

Senator STENNIS. Does the green represent green lights?

Colonel HOWTON. This is the green runway threshold lighting, part of the approach lighting. The approach lighting comes up to the threshold then your narrow gage centerline touchdown lighting is used, and then centerline lighting for rollout.

We found when the pilots touched down and are rolling at 140 or 150 knots, they have to have some kind of directional guidance in low visibility. The centerline lighting is sort of like cat's eyes on the highway. These fixtures, however, are a little better than cat eyes. These are high intensity, 45-watt high intensity inset lights in the runway.

Senator MONRONEY. These are reversible, too?

Colonel HOWTON. Yes, sir. They are bidirectional and very valuable on takeoff particularly in low visibility because you can put the nose wheel down the center line and you need no other visual reference.

COST FACTOR

Senator STENNIS. What does it cost for a narrow gage centerline at one particular runway there, say, at X Air Force Base?

Colonel HOWTON. I would like to refer to our repetitive items. There are two bases, for example, one is Goose Bay.

There is another at Ernest Harmon. The price is quite high for those, but we have a construction factor.

Senator STENNIS. What is the average cost in the United States?

Colonel HOWTON. $350,000.

Senator STENNIS. Is there anything else, Senator?

All right, thank you.

Senator MONRONEY. I have one question.

AUXILIARY POWER LIGHTING

In this one you went over earlier before you got to the repetitive items, I notice you include in there additional emergency power lighting.

Colonel HOWTON. Yes, sir.

Senator MONRONEY. Do you not have emergency power on the base anyway?

Colonel HOWTON. No, sir; we don't have specifically for the approach lighting and the touchdown zonelighting. This is included in each one of the projects, as required.

For example, the cost of the $350,000 project includes augmentation for emergency power that automatically switches on.

General CURTIN. To answer your question a little more specifically, Senator, we do have emergency power on most bases, but it has been tailored to each specific requirement, such as the hospital and night lighting.

Where excess emergency power capability exists, in the area of the runway, it will be used for that purpose. However, generally all of our units are small units on standby for a specific purpose.

Senator MONRONEY. It will be on the field, the emergency power?

General CURTIN. Yes, sir.

Senator STENNIS. Proceed.

Colonel PARKHILL. Mr. Chairman, we have Colonel Nichols from operations, who will give the briefing on radar improvement, gap fillers, and the ground control interceptors.

RADAR IMPROVEMENT

Senator STENNIS. Colonel, we are glad to have you, sir. Proceed in your own way, and we shall ask questions.

Colonel NICHOLS. Sir, a variety of individual items are covered by each of the three projects I will discuss.

This particular radar improvement project calls for a package of $20.9 million.

In 1959 the Air Force embarked upon this particular project. Its objective was to place new, improved high powered radars throughout the A. C. & W. system in Canada and the United States.

The operational purpose of the project was to provide better overall performance in the system, improved reliability, and to increase the resistance of the system to electronic countermeasures, or the enemy use of jamming.

This resistance to jamming was to be provided mainly through the mechanism of having each of the new radars operate at a different basic frequency. It has sometimes been referred to, then, as the frequency diversity radar improvement program.

The new sets are larger in the physical sense. They have bigger antennas. They radiate threefold to fivefold times that power of the older equipment they are replacing.

The funds requested for this particular year are for the towers to house the increased size electrical components and to support the larger antenna and to increase electrical power capacity at the radar sites where the commercial power system does not meet the needs.

TOTAL PROGRAM

The total program calls for 91 search radars, 97 height finders. They will be placed at the locations located on this map.

The funds requested in this particular fiscal project are for the construction support for 17 search radars and 26 height finders at the locations indicated by the red dots.

This is the last major increment of this particular radar improvement project. There may be some individual sites in future time periods, but this is the last major increment.

Senator STENNIS. May I put it this way: Does this increment represent some improvement beyond that which was originally anticipated, or was this anticipated all the time?

Colonel NICHOLS. This was a part of the original program.

You may recall, Senator, in the preceding year this is one of the programs we have scrubbed and scrubbed and scrubbed. This is a part of the preplanned program we had a few years ago.

Senator STENNIS. It seems to me that it represents an increase over the original plan due to advancements in the field, such as the NIKE-HERCULES.

Colonel NICHOLS. These are exactly the same facilities we foresaw in preceding years.

TOTAL APPROPRIATION REQUEST

Senator STENNIS. It will cost about $20 million?

Colonel NICHOLS. $20.9 million is what we are requesting this year, sir.

HEIGHT FINDER RADAR

Senator MONRONEY. I notice you have listed height finder radar.

Colonel NICHOLS. Yes, sir.

Senator MONRONEY. This is not actually three dimensional radar? You can get it on a single plane, but you cannot get it on a whole system coming in; is that correct?

Colonel NICHOLS. That is correct, sir.

Senator MONRONEY. You first get it on the lateral scope and then by focusing on one plane you can determine the altitude of that plane coming in?

Colonel NICHOLS. Right. Range and azimuth with what we call the search radar.

Once the range and azimuth are determined, then we take the second set and adjust its range to that of the target we want the height on.

The second set, the height finder, then provides the height for that target.

Senator MONRONEY. That is not good for aircraft control?

Colonel NICHOLS. Not in the sense I anticipate you are talking about.

The air traffic control need, as I understand it, is to provide common range-height azimuth.

Senator MONRONEY. On the same scope.

Colonel NICHOLS. Right.

Senator STENNIS. Before you turn away, I wish to state that, when you simpy say radar improvement, it does not mean a great deal, although it is all right to use the term. Are you planning to place these improvements in the regular A.C. & W. stations?

Colonel NICHOLS. Yes, sir; these are sometimes referred to as the heavy or long-range or prime sites. Many different names have been applied. These are the aircraft control and warning prime radar sites.

Senator STENNIS. These are part of your full system of warning?

Colonel NICHOLS. All of these radars are primary inputs into the single semiautomatic ground environment air defense system.

Senator STENNIS. Are there any questions?

Senator MONRONEY. You mentioned jamming. This is to prevent jamming only from radio interference; is that right?

Colonel NICHOLS. Sir, these equipments have the capability to cope with electronically generated, radio jamming if you like, and also have improved capability in the weather or clutter rejection as a byproduct benefit.

So they are for both man-generated noise and that generated by nature.

Senator MONRONEY. Have you been able to detect the tinsel and such things that we used during World War II to throw radars off?

Colonel NICHOLS. Yes, sir. This is a specific design objective of these systems, to improve normal performance under, let us call it, the tinsel situation to which you refer.

Yes, sir; they provide significantly increased capability. I would like to insert in the record a detailed statement of this program, and the number of locations proposed to be affected.

(The following information was furnished:)

The Air Force is implementing a program to increase the effectiveness and capability of the air defense system by providing greatly improved radars for the network of A. C. & W. sites in the United States and Canada. The new improved radars, called frequency diversity radars, are higher powered longer range radars, with built-in anti-ECM features. They will be deployed so as to present at any point several different frequencies to an enemy jammer. They will increase the price the enemy will have to pay in complex electronic equipment, weight and space in his attack aircraft which attempt to jam our system. Most of the A. C. & W. sites that will operate in the SAGE system will receive both a frequency diversity search radar and frequency diversity height finder radar. Some of the older radars will be modified and retained. The new frequency diversity radars require the construction of large radar towers to house the radar equipment and to support the radar antennas. These new radars require several times the amount of electric power used by the older types and, therefore, in many cases additional electric power generating capacity and modified electrical distribution systems have to be provided. Wherever possible, commercial power is utilized. Where studies indicate that this commercial power falls below a certain standard of reliability, a backup power plant is provided.

A total of 91 frequency diversity search radars and 97 frequency diversity height finder radars are proposed for the United States and Canada. The fiscal year 1962 MCP represents the final increment of construction support for this program and contains 17 search radars and 26 height finder radars all for the United States.

GAP FILLERS

Senator STENNIS. If there is nothing further, you may proceed to your next item.

Colonel NICHOLS. The next item is gap fillers. The U.S. Air Force has had for some years now a program to provide these small unattended automatic low-altitude-coverage radar sites. As we add these heavy or prime radar sites to the system a gap in the low-altitude coverage comes into being due to the curvature of the earth and terrain irregularities.

These particular installations consist of a power and equipment building, a radar antenna and tower, small plot of real estate, fencing, access road, and supporting utilities.

The request in this program is for the last 19 of these facilities that we have projected for a total program requirement of 192. Forty-five of these, as indicated by the black dots north of the border, will be located in Canada and constructed by the Canadians under the Continental Air Defense Integration, North, agreement.

One hundred and twenty-eight of those located in the United States have been funded in prior fiscal programs.

This last increment of 19 will be placed at the locations located by the red dots.

This will complete the program. I have a detailed statement which I will insert in the record.

(The following information was furnished.)

Due to the curvature of the earth and terrain irregularities, certain gaps exist at low altitudes in the radar coverage provided by the long-range radar sites. To fill these radar gaps at these low altitudes, the Air Force has established a system of automatic unattended radar stations called gap fillers.

A gap filler installation consists of a combined communications and power building, fence, utilities, road, and real estate. A total of 147 of these gap fillers are planned in the United States plus 45 in Canada. In the United States,

128 have been provided from previous MCP's. The Canadian Government under the Continental Air Defense Integration, North, agreement, will construct the 45 gap fillers in Canada. The fiscal year 1962 MCP, which includes 19 of the gap fillers in the United States, is the final increment.

Senator STENNIS. The total involved is $2.4 million?

Colonel NICHOLS. Yes, sir.

Senator STENNIS. Any other questions.

GROUND CONTROL INTERCEPT

Colonel NICHOLS. The third project is associated with the placing of a ground control interceptor GCI capability at the heavy or primary radar sites.

If a major attack occurs against the North American Continent it is expected that an attack by manned bomers will coincide with or follow on after a strike by ballistic missiles.

The control portion of the current air defense system, focused in the soft unhardened SAGE direction centers, will be vulnerable under such a situation.

Certain of the aircraft control and warning sites could be expected to survive due to the fact that they are widely dispersed throughout Canada and the United States. Even though they were to survive the blast and direct effect of such an attack, there would still be the fallout situation to cope with.

If these sites were properly configured to operate under such attack conditions as we have just postulated, then they could direct and control the surviving air defense weapons.

The funds requested in this particular project are aimed at putting these sites in such a proper configuration.

FALLOUT PROTECTION AND POWER CAPABILITY

The specific item requested for fallout protection and power capability where the commercial power would be subject to high possibilities of loss.

The fallout protection that is being requested is shielding for that portion of the operations building where personnel would be expected to operate continuously and a nearby fallout shelter where the remaining essential site personnel would be located under severe fallout conditions.

A total of 50 sites have been selected to receive this fallout protection. This is based upon considerable study accomplished by the responsible operating command, the North American Air Defense Command.

Sir, that completes my portion of the presentation.

ELECTRIC POWER UNITS

Senator SALTONSTALL. Project 17 is electric power. Are those the protection of the buildings which you have just pointed out to us?

Colonel NICHOLS. No, sir; there are certain sites that rely very heavily upon commercial power.

In the event of a major attack these particular locations identified by this number could be expected to have a high probability of loss of their primary or commercial source of power.

We are then requesting therefore, that this amount of money to augment the power generated and power distribution capability at these 17 sites where commercial power is jeopardized——

Senator SALTONSTALL. When the commercial power is gone, the wires are down, et cetera, how would you utilize the power?

Would it require a separate wiring?

Colonel NICHOLS. Yes, sir; this is symbolic to represent an onsite power generating capacity to serve the radars in the operations building and so forth. These would be onstation power units.

Senator SALTONSTALL. We have had a good many of these requests over the past, Mr. Chairman, have we not?

Let me ask you this question, very frankly: If we wanted to cut down any part of this bill, would not these two items that you are now mentioning, have less priority than some of the others?

Colonel NICHOLS. May I answer that within the air defense area, sir, speaking solely on the function of air defense.

Other than the completion of those programs for which we have already bought equipment, we in the field of operations feel this is probably the highest priority, operationally speaking, that we have undertaken right now.

In past years we have taken positions on the hardening or the survivability of the air defense system's capability.

With advent of the ballistic missile into the inventory we feel that this is a key ingredient, to have a survivable air defense capability in this country.

General CURTIN. Senator, might I amplify that a little bit, sir?

This item was particularly covered in the President's amendments to the budget that he released in the latter part of March of this year. It was under the heading of "Improving Our Continental Defense Warning Systems." This was one of the specific add-ons to the program that the President recommended.

Senator STENNIS. May I ask a question following up Senator Saltonstall's thought?

Are these electric power units, which you are requesting, an alternative use in the event that the local power supply is cut off?

Colonel NICHOLS. Yes, sir.

Senator STENNIS. With these fallout shelters, shielding, et cetera, you are trying to survive the initial attack?

Colonel NICHOLS. Yes, sir.

Senator STENNIS. And still function in order to give warning; is that right?

Colonel NICHOLS. Warning, and control surviving air defense weapons, interceptors, if you like.

Senator STENNIS. I think, so far as warning is concerned, that, after the thing has already hit, there is no chance for further warning.

But what other functions will you perform?

SAGE CENTER FUNCTION

Colonel NICHOLS. Sir, in the operational sense, again, we must be able to decide when to commit a weapon against an incoming target and how to direct it to intercept that target.

Today that capability is focused within the SAGE centers. We desire to place that capability back at the aircraft control and warning

sites as well, so that if the SAGE center losses the capability to commit the weapon or to control it to intercept the manned bomber attack, then this configuration will so permit.

Senator STENNIS. By "commit the weapon," do you mean, for example, a TITAN missile at X base, or what?

Colonel NICHOLS. No, sir, I used weapon in the air defense sense. The air defense weapon.

Senator STENNIS. That would be NIKE-HERCULES, for instance?

Colonel NICHOLS. Yes, sir; it would in the commitment sense. These facilities would have the responsibility, or this configuration, to perform the coordination required between the detection and tracking device and the weapon firing device at the NIKE site itself.

General CURTIN. We are talking also of the Air Force fighter interceptors and BOMARC as air defense weapons.

Senator STENNIS. What additional weapons are there? Does BOMARC come in here?

General CURTIN. And the fighter interceptors.

Senator STENNIS. Explain how those fighter interceptors would be committed through this process.

Colonel NICHOLS. Sir, the radar system would provide within this operations building a picture of the air situation. The manned bombers attacking, individuals sitting within this building, the operations building, would have the capability to see this picture of the air situation, then contact the nearby weapon base, commit a weapon to intercept the incoming target they saw, that these individuals saw on the situation displayed.

When the interceptor became airborne someone must see it and the incoming target to vector the two of them together.

That would be the job of the radars, to provide these people a picture. These people must have the capability to see this picture, talk to the interceptor, tell him where to go, and direct him to intercept the incoming target.

Senator STENNIS. The first concept of this was to filter all this information back to the SAGE centers?

Colonel NICHOLS. Yes, sir.

Senator STENNIS. And they would operate from there?

Colonel NICHOLS. Yes, sir.

Senator STENNIS. You are putting an additional story on your building, indicating that you assume those SAGE centers may be destroyed, and you are going to have these units back out in the field, where they can operate independently of the SAGE center; is that correct?

FALLOUT SHIELD

Colonel NICHOLS. With one minor deviation, sir. We have the buildings. We have the equipment. We have the basic displays. We need to shield, put the fallout or radioactive shielding around this building we have.

This is, symbolically, merely to present a shield around the building and that is all we are adding, exclusive of the power units.

Senator STENNIS. This time you are putting in 17 of them with electric power?

Colonel NICHOLS. Right.

Senator STENNIS. But you are going to protect 50 of them with fallout shelters?

Colonel NICHOLS. Yes, sir.

The other 33 involved have an adequate power situation or programed to have it without being added to this particular package. All 50 of them will have the power situation taken care of, but only 17 within this package.

Senator STENNIS. This then will fix up 50 complete units under this plan?

Colonel NICHOLS. Yes, sir.

Senator STENNIS. Are there any questions?

Senator SALTONSTALL. I do not have a question, Colonel, but I do wish to make a statement.

You have here, "approach lighting, runway narrow gage, radar improvement gap fillers." Then you come to the ground control intercept.

My feeling is that you know, and I perhaps know that this year we shall not cut down any of these things because of the tense situation. As I read it, however, the first four items are more important to you, from the point of view of the defense of the country, than this one which is a long-short effect to overcome a possible disastrous attack. That is what it amounts to. The others are more fundamental for our day-to-day missions.

Colonel NICHOLS. Yes, sir. Thank you for the use of that word. The other two that I didn't cover are fundamental.

This reflects an operational need that we feel has been recognized rather heavily throughout the Department of Defense, and in turn by the President's message by his having taken particular note of this capability.

I would like to provide for the record a brief statement which will summarize the urgent need for this project.

(The following information was provided:)

It is expected that a manned bomber attack would most likely follow or coincide with a ballistic missile attack seeking to incapacitate our antibomber defense system. The control portion of the current air defense system comprised of the unhardened SAGE centers, may be vulnerable to the missile attack, but many A.C. & W. sites, dispersed as they are throughout the United States and Canada, would survive. Certain of these A.C. & W. sites which would survive would then be used as a manual backup to SAGE and direct the remaining air defense weapons against the manned bomber attack. While these sites would survive blast damage, some would be in danger from fallout and in some cases, the source of commercial power serving the site would be destroyed. Therefore, in order to insure that these sites will have the capability to operate under these conditions, radiological fallout protection and onsite electric power generating capacity (where it is not already available) will have to be provided. The fallout protection will consist of an underground fallout shelter which will house the site personnel when they are not actually operating, plus protective shielding for certain areas in the existing aboveground operations building where personnel are required to be present at all times. At certain sites in this plan onsite electric power capacity is being provided in connection with the radar improvement program and therefore is not included in this package.

MATERIEL

MULTICUBICLE MAGAZINE

Senator STENNIS. Proceed.

Colonel PARKHILL. Our next speaker, Mr. Chairman, will be Colonel Kelly from Materiel, who will cover seven items in the materiel field.

Senator STENNIS. All right, Colonel Kelly. Come around, sir.

Colonel KELLY. Senator Stennis, the first of seven repetitive items is the multicubicle magazine. Six have been requested at six different locations to meet the storage requirement for weapons scheduled for delivery to offensive and defensive fighter type aircraft.

You may recall that this magazine is the same type as previously approved by this committee. Its theory is that should an explosion occur in any single bay it will not propagate to adjacent bays. Operationally it is an ideal facility in that a ready weapon can be stored in the bay on a trailer for immediate delivery to an aircraft.

In addition, this design has a real estate bonus in that one of these magazines will store as many of the type weapons to be delivered as six or seven conventional igloos. I would like to insert a list of locations where these items are programed.

(The following information was provided:)

Multicubicle magazine storage

Command	Installation	Scope	Amount
		Square feet	*Thousands*
U.S. Forces in Europe	Bitburg	5,455	138
	Incirlik	5,655	99
	Ramstein	5,455	117
	Spangdahlem	5,455	112
Pacific Air Forces	Clark	7,810	169
	Kadena	16,965	299
Total, 6 projects			934

AIRCRAFT WEAPONS CALIBRATION SHELTERS

Colonel KELLY. The next item, "Aircraft weapons calibration shelters," is the same design as approved in previous years. Four of these are requested. Two of them are partial shelters for use on moderate climate bases.

Two are fully enclosed for cold weather operation.

This shelter provides space for scheduled and unscheduled boresighting, calibration, and harmonization of all-weather fighter-interceptor and fighter-type aircraft systems.

The calibration cannot be accomplished in conventional hangars or docks because we need a nonferrous, nonreflecting area in front of the aircraft.

Specifically we need a 1,500-foot clear sighting zone, nonferrous on either side 150 feet, we need a 45-degree clear zone nonferrous reflecting for about 50 feet, and a 70 degree left and right for about 15 feet for personnel protection.

Senator STENNIS. What weapon is this?

Colonel KELLY. This covers most of your later series Century aircraft, the 105, 106, it will cover the 102-type aircraft and 101 also.

Senator SALTONSTALL. This is fundamental?

Colonel KELLY. Very fundamental requirement.

Senator SALTONSTALL. If the airplanes are going to fire accurately, you do have to have these?

Colonel KELLY. Precisely.

Senator STENNIS. Why are you asking for so few?

Colonel KELLY. We have been requesting these for 3 years. This is our current need. We may have four or five more in next year's program. We are simply meeting the requirement as it comes up.

It is an easy-to-build structure.

TOTAL STRUCTURES

Senator STENNIS. How many are you requesting in this bill?

Colonel KELLY. Four.

Senator STENNIS. You need more than that, do you not?

Colonel KELLY. We will probably need four or five more next year.

As the fighter-type aircraft are scheduled for delivery, a minimum of one of these will be requested for each squadron.

We have a computed need of two per squadron at this time.

However, it is our hope that we can improve our techniques and reliability to the point that one per squadron will do.

Senator STENNIS. How many in a squadron?

Colonel KELLY. Eighteen aircraft per squadron.

Senator STENNIS. You have many, many squadrons, do you not?

Colonel KELLY. Yes, sir.

Senator STENNIS. You are just asking for four?

Colonel PARKHILL. Sir, we have been building these in phase with the buildup of the units.

Senator STENNIS. I thought I had seen something very similar to this one. I understand now.

Colonel KELLY. One additional feature. Once we jack the aircraft and level it for boresighting alinement the aircraft is very vulnerable to jet blast and winds so we have to protect it. I will insert a list of proposed locations in the record.

(The following information was provided:)

Weapons calibration shelter

Command	Installation	Scope	Amount
		Square feet	*Thousands*
Military Air Transport Service	Dover (ADC)	5,000	$145
	Travis (ADC)	1,800	80
Strategic Air Command	March (ADC)	1,800	82
	Wurtsmith (ADC)	5,000	150
Total, 4 projects			457

PARACHUTE AND DINGHY SHOPS

Senator STENNIS. All right.

Colonel KELLY. The third item, parachute and dinghy shops, again a very fundamental requirement.

We are asking for eight projects. Two of them for about $468,000 will replace existing unusable shops. Six provide additions to meet mission requirements.

Senator SALTONSTALL. How many of these facilities do you have?

Colonel KELLY. We have one parachute and dinghy shop in some form at every location operating a reasonable number of aircraft. We must in this building pack, inspect, and dry all personnel chutes, all aircraft drag chutes. We take care of all the life rafts, personal equipment, survival equipment, and repairs.

Senator SALTONSTALL. That is personal equipment which may be hurt by the rain or something of that kind?

Colonel KELLY. That, plus age and deterioration. A personnel chute has to be repacked, inspected, washed every 60 days.

Senator SALTONSTALL. Why do you need these? If you have sufficient or surplus equipment so that, for instance, there will be two parachutes available to you personally if you are in one of these outfits? Why do you need so many of these? Why can you not send them out, as one sends a suit to the tailor to be pressed? Why do you need one at every installation? Why can you not have one for every other installation, or one for every three installations?

Colonel KELLY. The type of equipment being processed here is very expensive. Personnel chutes and aircraft drag chutes are expensive.

The aircraft drag chutes must be cleaned and dried at each repack.

We deploy one at each landing. We have 1- to 20-man life rafts, again very expensive.

The amountof equipment we would have to buy would far outweigh the cost. This is not too expensive a facility.

These six additions principally are to raise the towers an additional 15 feet to take care of the larger type chutes—we have gone from 60- to 85-foot chutes—and to provide the longer packing tables, up to 80 and 85 feet, to repack these chutes.

Senator SALTONSTALL. In other words, it is cheaper to build one of these than it is to buy new parachutes?

Colonel KELLY. I am certain of that. The parachute and the survival equipment bill is a rather large one each year because these have an age factor and we are constantly replacing them.

Senator SALTONSTALL. My illustration of a two-suit or three-suit man is opposite to that there. It is cheaper for a two-suit man to have his suit pressed every other day than to buy three suits.

Colonel KELLY. We could furnish for you, if you like, the cost of some of these items and the significance of pipeline times but when you discuss pipeline turnaround times for an average B–47 wing, for example, deploying 15 and 20 parachutes per day, on base, we can shake them out, dry them, repack them in a matter of 48 hours as opposed to shipping them a thousand miles or so and bringing them back. I will provide a list of locations for the record.

Senator STENNIS. All right.

(The following information was provided:)

NEW FACILITIES

Command	Installation	Scope	Amount
		Square feet	*Thousands*
Headquarters command	Andrews	11,525	$288
Tactical Air Command	Luke	7,135	180

ADDITIONS

Alaskan Air Command	Elmendorf	1,968	$120
Air Defense Command	McChord	3,300	67
Strategic Air Command	Carswell	3,000	136
	Dyess	3,698	81
	McCoy	2,500	86
Tactical Air Command	Nellis	5,016	127
Total			1,085

AIRCRAFT MAINTENANCE DOCKS

Colonel KELLY. The next item is fundamental. The same type of item that has been approved in prior years.

Aircraft maintenance docks: 18 large docks and 1 medium dock are requested for the Strategic Air Command and these aircraft docks house 1 aircraft each. Twenty small docks are requested for fighter type operation.

These docks will house two aircraft each.

Of the 19 docks requested for SAC, 11 will be relocated from other stations. Eight are fuel systems specifically designed.

Senator STENNIS. What do you mean by "relocated?"

Colonel KELLY. Building physically picked up and moved to another station.

General CURTIN. These were built under previous programs, Mr. Chairman. We keep constant track of where they are and their utilization so that if a more pressing need comes up we can demount them in their present location and move them to a new location.

Senator STENNIS. It will cost $6.4 million to move them.

Colonel KELLY. Ten docks to be relocated and one new. The 20 fighter docks house 2 aircraft each and are new construction.

Senator MONRONEY. Are these all SAC?

Colonel KELLY. These three locations are Tactical Air Command and one is Training Command, in the fighter dock program. The 19 are all SAC.

The requirement for docks is not based on a request basis. It is a validated formula which considers the number of aircraft to be supported, the flying hour program involved, the number of items or the frequency of the inspection item, the length of time an aircraft has to be covered and the frequency of the requirement as it comes up.

The requirements against this request were validated as of May of this year and are considered current. The docks requested for SAC will bring them up to about 85 percent of their heavy dock requirement.

The fighter docks will bring the fighters up to 70 percent of their computed requirement.

Senator SALTONSTALL. The more diversification we get on bases, the more you will need; is that right?

Colonel KELLY. Yes, sir.

SAC, for instance, has a computed requirement for 7 heavy docks for a strategic wing of 15 B–52's and 10 KC–135's. We continually investigate this to try to keep from asking for more, to hold it down.

Fighter docks we definitely are short by 30 percent. If the B–70 program comes in it will be a new type dock or new design.

Senator MONRONEY. None of those is considered for the B–704.

Colonel KELLY. Not in the present configuration. I doubt also if they can be modified.

Senator STENNIS. On these docks, how are you doing without those at this time? Are you using the old building in some way? Give us the present picture?

General KELLY. The majority of the docks in this area are to meet aircraft that are coming in. We have been staying ahead of these fully equipped stations.

KANSAS STATE UNIVERSITY REFERENCE LIBRARY DEPARTMENT MANHATTAN, KANSAS

Last year, as you may recall, we asked for 34 heavy docks for the total program. The money was reduced to about 17 docks. We placed the 17 docks we could build last year against the urgent need for aircraft physically moving in at that time. These 17 docks are the same as we asked for last year, against slower developing stations.

We will definitely be in critical need of maintenance facilities if we don't build these within the next 12 months for these stations.

In the case of TAC—with their fighter docks, they have been in trouble for several years. They have been operating under adverse conditions which have definitely impaired their operating capability.

I will insert a list of the locations in the record.

(The following information was provided:)

[Dollar amounts in thousands]

Command	Installation (maintenance docks)	Scope	Amount
	LARGE AIRCRAFT		
Air Force Logistics Command	Robins (SAC)	1	$417
	Wright-Patterson (SAC)	1	362
Air Force Systems Command	Eglin (SAC)	1	382
Air Training Command	Mather (SAC)	2	777
Strategic Air Command	Beale	3	1,066
	Blytheville	1	292
	Columbus	2	635
	March	2	775
	Turner	2	606
	Whiteman	1	376
Tactical Air Command	Seymour-Johnson (SAC)	2	719
Total		18	6,407
	MEDIUM AIRCRAFT		
Stragetic Air Command	Turner	1	123
	SMALL AIRCRAFT		
Air Training Command	Perrin	2	517
Tactical Air Command	Cannon	4	753
	Luke	6	935
	Nellis	8	1,305
Total		20	3,510
Total, 16 projects, 39 docks			10,040

AIRCRAFT MAINTENANCE LIGHTING

Senator STENNIS. The next item.

Colonel KELLY. Aircraft maintenance lighting is a new requirement. It is for SAC. Ten locations are requested. This will provide adequate lighting space for night maintenance on the flight lines of SAC.

It will provide between five to eight lighted spaces per base and the cost is about $21,000 per space on the average.

The need for adequate lighting on the ramps at SAC has been apparent for many years. It is becoming increasingly critical as SAC steps up its alert posture and its crew training ratios.

We evaluated the requirement over a year ago and found that SAC was operating about 40 percent of its maintenance personnel outside of the normal 8-to-5 duty period.

With the new alert posture, and I refer here to the March message to Congress by the President, we estimate that about 50 percent of SAC flight line maintenance will be accomplished outside of the normal 8-to-5 duty period.

AFTERFLIGHT INSPECTION

To illustrate the problem, if we take a B–52 under today's situation in SAC and pick any time for the aircraft to land, we have certain functions which must be accomplished. It takes us an average of 2 clock hours, with five maintenance people, to accomplish an afterflight inspection. After this the work orders——

Senator STENNIS. That is afterflight inspection?

Colonel KELLY. Yes, sir.

This is simply to ascertain the status of the aircraft, tie it to the aircrew debriefing and say what do we have to do? At this time 11 clock hours on the average are consumed by armament, electronics, airframe, instrument, hydraulic technicians to accomplish these repairs or inspection or checks.

Upon completion of this it takes us an average of 2 clock-hours with five maintenance personnel to refuel the aircraft. This is fuel, water, hydraulics, pneumatics, and essential items.

The aircraft then is ready to be rearmed. Depending upon whether the aircraft will turn around for a training sortee or go back into the alert line we will spend from one-half a clock-hour to 3 clock-hours, about 11 to 15 people to rearm and configure the airplane.

During this period I have just outlined we consume an average of 30 minutes in repositioning the aircraft to the fuel pits or loading pits. The aircraft then is ready for ground crew preflight to be sure it is ready for the air.

This requires three men 2 additional clock-hours. It is ready for the aircrew then. The aircrew requires 1½ to 2 clock-hours before starting engines. It is impossible to turn the aircraft around without encountering 8 to 10 hours of darkness regardless of the time of day or night. This is a long overdue requirement.

It will cut down on ramp-type accidents. It should give us better maintenance.

We know that it will improve our utilization of manpower. It is a fundamental item for SAC posture.

Senator STENNIS. I think that is clear to all of us. Proceed.

Colonel KELLY. I will insert a list of locations proposed for this item.

(The following information was provided:)

Aircraft maintenance apron lighting

Command	Installation	Scope (spaces)	Amount (thousands)
Air Defense Command	Grand Forks (SAC)	6	$127
	K. I. Sawyer (SAC)	7	148
	Kincheloe (SAC)	6	130
	McChord (SAC)	5	106
	Minot (SAC)	6	128
Air Force Logistics Command	Wright-Patterson (SAC)	6	141
Strategic Air Command	Beale	6	119
	Bunker Hill	8	144
	Glasgow	6	131
	Wurtsmith	6	133
Total, 10 projects		62	1,307

AUTOMOTIVE MAINTENANCE SHOPS

Colonel KELLY. Automotive maintenance shops, again a fundamental requirement. We have a requirement here for seven projects at $1.6 million. Three of these projects will replace existing inadequate facilities and the other four will simply——

Senator SALTONSTALL. How many of these do you have now?

Colonel KELLY. We have an automotive maintenance shop of some type at every operating location with enough vehicles to justify the need.

Now, we do not have a shop if have nothing but a handful of staff vehicles, but on every functioning base we require a maintenance shop.

Senator SALTONSTALL. Why can you not use local people for this work? Here is another item I would think, offhand, was not as high priority as those you have just been talking about.

TOTAL VEHICLES IN INVENTORY

Colonel KELLY. This requirement is oftentimes downgraded. Let me explain it this way. We have 130,000 vehicles in the Air Force inventory. About one-third of those vehicles are of the commercial type, staff cars, sedans, station wagons, quarter ton, half ton, pickups. We, to the maximum extent, do utilize commercial sources, off the shelf parts for this type of maintenance, but the balance of the fleet is special purpose vehicles specifically designed for Air Force need for which there is no off-the-shelf application.

SPECIAL-PURPOSE VEHICLES

Snowplows, runway sweepers, vacuum sweepers, 20-ton cranes, cherrypickers, spray-type trucks, items for which we have no commercial application and no maintenance on a local basis.

In addition we must continue to operate this equipment from 10 to 15 years depending upon the type of vehicle we are talking about. Those vehicles comprise 90 percent of the Air Force maintenance load.

The spare parts of those vehicles for this 90-percent workload are depot furnished, either to the Army or the Air Force supply, depending on the single manager responsibility.

The answer to your question is, If I have a fleet of 25 staff cars and pickup trucks, I need nothing but a gas pump and the ability to check the air in the tires. You give me special-purpose vehicles, I must maintain them to get my lifespan of 10 to 15 years. It is a very fundamental need.

Mr. Chairman, I would like to insert a list of the proposed locations for the automotive maintenance facilities.

(The following information was provided:)

Automotive maintenance shop

Command and installation	Scope (square feet)	Amount (thousands)
Air Training Command: Lowry	16,463	$380
Strategic Air Command: Turner	27,000	375
Tactical Air Command:		
Nellis (addition)	10,000	225
Seymour Johnson (additional)	14,154	184
Aircraft control and warning system: Hancock	10,000	195
U.S. Air Forces in Europe: Incirlik	8,000	175
U.S. security services: Wakkanai	3,200	90
Total		1,624

AIRCRAFT CORROSION CONTROL FACILITIES

Senator STENNIS. All right, sir, the next item.

Colonel KELLY. The last item is aircraft corrosion control facilities. We are requesting a total of six in this program.

One of these is an addition to a facility which is too small to take the B–52. One is a new open facility, again for B–52, KC–135, at Seymour Johnson where the fighter corrosion facility will not house or take care of these.

Four are covered facilities for northern tier operation.

Corrosion control is a very important preventive maintenance function. A dirty or corroded aircraft can hide unsafe conditions, flammable residues on the skin and if we do not clean we cannot properly maintain the equipment.

The treatment on the aircraft ranges from simple washing to chemical application on affected areas where we have encountered corrosion.

Significantly, I feel the airlines recognize this requirement. They clean their aircraft regularly and United Airlines has recently invested over a half million dollars in a covered facility at San Francisco to take care of their fleet.

The need is basic. It is a preventive measure, as I say.

FIGHTER AIRCRAFT IN PACIFIC AREA

I am usually asked, do we have any examples. I have one with me this morning that has occurred over the weekend. The latest problem we have encountered is with fighter aircraft in the Pacific area. We are returning 21 of these aircraft to Ogden Materiel Depot in Utah for 4,000 man-hours each on each aircraft for reskinning the wings and the estimated cost on those 21 aircraft is approximately $610,000.

Senator STENNIS. Do you mean you could have avoided that expenditure, or some of it at least, if you had had the corrosion control facilities, which you are requesting?

Colonel KELLY. If we had had an adequate washing facility—we will have a washing facility for that particular squadron in next year's program. It is a facility you can do without until trouble occurs and then you pay.

I will also provide a list of locations for these facilities.

(The following information was furnished:)

Corrosion control facility

COVERED FACILITIES

Command and installation	Scope	Amount (thousands)
Air Defense Command:		
Minot (SAC)	1	$575
Otis	1	373
Strategic Air Command:		
Dow	1	573
Glasgow	1	583
Total, 4 projects		2,104

OPEN FACILITIES

Strategic Air Command: Schilling (addition) square feet	1,800	36
Tactical Air Command: Seymour Johnson (SAC)	1	263
Total		299
Total, 6 projects		2,403

Colonel KELLY. This concludes the materiel items.

Senator STENNIS. You have given us a very fine presentation, Colonel. You have adopted some of Dr. Carmichael's pattern. He changed the name of the hospital to composite medical facility. You have changed the wash rack to a corrosion control facility. I compliment the Air Force for their resourcefulness.

Colonel PARKHILL. Our next presenter is Major Cloninger on the base communications facilities.

Senator STENNIS. You may proceed.

BASE COMMUNICATIONS BUILDINGS

Major CLONINGER. This program calls for either an enlargement or an expansion or construction of new facilities to base new communications or telephone facilities in. They are at five locations. Three of the locations are to be new facilities. Two of them are to be an extension to existing facilities.

They are required to support the operational standards of dust, humidity, et cetera, for electronics.

Department of Defense policy requires the military department to provide these telephone exchange buildings, underground ducts, et cetera, for the home based telephone system regardless of who owns the telephone equipment, whether Government or commercial.

This policy of course is in accordance with the FCC established tariff rates which do not include the furnishing of housing facilities for the base and telephone systems.

So in effect some of these buildings are World War II type, built during that period, which are completely outdated. They do not meet the latest criteria or the criteria for humidity, dust, and so forth.

Senator STENNIS. How much of this is devoted to what we would ordinarily call a telephone exchange and how much to your special communications Is there any way to approximate it?

Major CLONINGER. Yes, sir. I would say about 75 percent is for the telephone exchange alone.

Then you have associated in these buildings cryptographic facilities.

For example, you have small maintenance particularly for the telephone exchange. You may have small administrative office for the building, supply, the primary purpose is for the exchange, itself.

Senator STENNIS. What did you say about the communications on the base other than just ordinary messages coming and going? Did you say something about a special underground setup?

Major CLONINGER. Right, sir. The Air Force has to provide the building and underground ducting, whether it be commercially owned or Government owned.

Senator STENNIS. Is it all Government owned on the base?

Major CLONINGER. Yes, sir; the building, and the ducts, et cetera.

The telphone company places their equipment in our building.

Senator STENNIS. I thought the Government also furnished the equipment in the building.

COMMERCIALLY OWNED EQUIPMENT

Major CLONINGER. No, sir. In some cases the Government does have Government-owned equipment, but in most cases it is commercially owned equipment.

Senator STENNIS. Do you furnish the operators?

Major CLONINGER. Yes, sir; in most cases.

Senator MONRONEY. They furnish the service, repair, and maintenance?

Major CLONINGER. Yes, sir.

Senator STENNIS. The telephone company does this, if they own the equipment.

Major CLONINGER. Right, sir.

Senator STENNIS. But if the Government owns the equipment, it has to maintain it.

Major CLONINGER. That is true, sir.

Senator MONRONEY. Seventy-five percent for normal day-to-day telephone communications dealing with everyday life of the base.

Twenty-five percent you say is for the specialized, cryptographic, and other things that go into the operational phase of the system?

Major CLONINGER. That is right, sir.

Senator STENNIS. Do you have any questions?

You have thre new ones now and two additions for $595,000?

Major CLONINGER. That is right.

Senator SALTONSTALL. Actually, if we had to consider cutting down, we know that there are telephone facilities at all these places now, but that you need betters ones; is that about it?

Major CLONINGER. Yes, sir; they are not adequate for approved expansions. We have approval to either expand the systems in most instances, and the buildings themselves are just completely inadequate both from a size standpoint and humidity, air conditioning, dust.

Senator SALTONSTALL. There are now telephones in these places?

Major CLONINGER. Yes, sir. Mr. Chairman, I will insert a list of the proposed locations for the base communication building.

(The following information was provided:)

Base communications facility

Command and installation	Scope (square feet)	Amount (thousands)
Air Defense Command:		
Grand Forks (additional)	1,400	$42
Otis	6,880	294
Air Training Command: Sheppard	6,880	192
Air Force Systems Command: Patrick (additional)	8,750	298
Tactical Air Command: Cannon	4,533	133
Total		959

MEDICAL AND DENTAL FACILITIES

Senator STENNIS. The next item.

Colonel PARKHILL. We have Colonel Carmichael from the Surgeon General's Office on composite medical facilities and dental clinics.

Colonel CARMICHAEL. The composite medical facility is a single building in which we integrate to the maximum extent possible the total base medical capability.

As explained in previous years and as depicted on our chart, we have counterparts in the civilian economy which are located in separate facilities throughout the community.

I particularly refer to the drugstore, the dental clinics, the dental offices, the doctors' offices and the various doctors' clinics.

Associated with doctors' clinics in today's civilian practice, you do find X-ray and laboratory capability. We integrate all of these into one facility to provide both outpatient and inpatient care.

In the program you have before you, the requirements have been very carefully studied, particularly in relation to the number of inpatient beds we are providing.

COORDINATION WITH OTHER SERVICES

In each case we formally coordinate with other services to pick up their requirements in the area and program them in our facility.

In addition, we have made a survey of medical facilities in each geographical area, including Government and civilian. In this survey we contacted the operating personnel of each Federal, State, and civilian hospital.

This data was presented to the Office of the Secretary of Defense and the Bureau of the Budget and the number of beds you see reflected in this program is their conclusion.

The scope or the size, the square footage, has been reviewed in the same manner. We have developed a program for design and a basis for design in which we have translated medical workload into square footage required by functional element; in other words, for each individual clinic or the type function we are going to perform.

This, we feel, does give us an adequate facility while at the same time does not overbuild.

The existing facility at each base, where a composite medical facility is programed are inadequate to meet the mission.

In each case we either have structural deficiencies, medical obsolescence, or inadequate scope to perform our mission.

In each case we will destroy the temporary-type construction. If it is a permanent-type building, structurally sound, we will redesignate it for nonmedical use.

The costs reflected in this program are for the total project. It includes the building, site preparation, access roads, necessary utilities, and the required installed medical equipment.

REDUCTION OF COSTS

I would like to review briefly some of the actions we have taken to reduce costs of our medical facilities.

First, we have made a critical review of all installed equipment. We surveyed in each case all available installed equipment for installation in the new facility.

We have reduced drastically the amount of the equipment we are going to put in. We have changed our method of construction where possible to use the most economical methods, such as slab on grade, wall bearing designs, and have reduced the number of windows.

In addition we have made a very critical review of medical procedures in relation to design in an endeavor to reduce both the size and the number of installed medical equipment.

In one instance we are very proud we have been able to change a procedure in our sterilization of equipment and we have been able to reduce approximately $5,000 worth of equipment from each nursing unit. These reductions are continuing with our professional people.

I might add that these changes are not without objections and they are not without problems. But we all realize that holding down the cost is a very critical item. The professional people are cooperating.

Holding down the cost of new medical facilities is particularly difficult with the advances in the practice of medicine which inevitably includes new equipment. We will continue to correlate procedure with design and will attempt to reduce cost concurrently with designing modern facilities.

This program includes two small additions, to two existing composite medical facilities: one being an increase in the dining room; the other an increase in the outpatient department of the clinic.

We have one dispensary in the program for Lincoln Air Force Base.

Senator STENNIS. Tell us where these additions are.

BARKSDALE PATIENT CLINIC

Colonel CARMICHAEL. One of them is at Barksdale where the mission will allow us to use the existing building and update it. This is an outpatient clinic addition.

TRAVIS AIR FORCE BASE

The other addition is at Travis Air Force Base. It was constructed by the Army for us back in 1949 as a 150-bed hospital at that time. It has been enlarged in some areas, but the size of the dining room has never been increased. It is too small.

LINCOLN AIR FORCE BASE

The dispensary I mentioned is at Lincoln Air Force Base. In this case we will only provide emergency inpatient care for military. We will provide clinics for military and dependents.

F. E. WARREN, LITTLE ROCK, AND MARCH AIR FORCE BASES

We have composite medical facilities in the program, at F. E. Warren Air Force Base, March Air Force Base, and Little Rock Air Force Base.

DENTAL CLINICS

Our dental clinics include three separate dental clinic replacement and two small additions. In this case where we have already built a permanent hospital and the dental clinic was not constructed, we are programing a second line item as a dental clinic.

This does not mean that we propose to depart from our procedure of designing and building one building. Even in this case, where structurally possible, we will attach the dental clinic to the existing hospital.

This completes my presentation, sir. I will be glad to answer any questions.

Senator STENNIS. Very good. You will, of course, respecting your three new facilities when we come to them, give the exact amount involved in each one?

Colonel CARMICHAEL. Yes, sir.

BASIC COST FORMULA

Senator STENNIS. You will recall participating in the hearings 2 or 3 years ago, when we finally agreed on a basic formula of cost?

Colonel CARMICHAEL. Yes, sir.

Senator STENNIS. Do all your presentations today come within that general formula?

Colonel CARMICHAEL. Yes, sir; all our costs reflected in this program have been reviewed and are the costs that the Bureau of the Budget and the Office of the Secretary of Defense have given us as program figures.

We are following them right down the line, sir.

AIR CONDITIONING

Senator STENNIS. I suppose we have modern air conditioning in all these facilities in the areas where it is needed.

Colonel CARMICHAEL. We have air conditioning in accordance with the established procedure by geographical area. We do in all cases air condition the surgery and delivery room.

But our patient rooms fall under the same criteria as all other personnel-type facilities for the geographical areas.

Senator STENNIS. Senator, do you have some questions? This is a matter which we have been over considerably during the last few years, and it is presented within the formula established.

Senator SALTONSTALL. The only question I might ask, Mr. Chairman is: Are these units, the CMF units, in fields where there are no hospitals?

Colonel CARMICHAEL. Two of them, sir, are replacements.
One of them is a deficiency.
Little Rock does not have a hospital at the present time.
The other two are replacements for existing deficient items.
Senator SALTONSTALL. For instance, the big one is in March?
Colonel CARMICHAEL. March Air Force Base; yes, sir.
In order to provide in the record a complete list of proposed locations for medical facilities, I will insert this table in the record.
(The following information was furnished for the record:)

Composite medical facilities and dental clinics

COMPOSITE MEDICAL FACILITIES

Command	Installation	Scope	Amount
		Square feet	*Thousands*
Military Air Transport Service	Travis (addition) (dining hall).	2,030	$60
Strategic Air Command	Barksdale (addition) (clinic).	4,240	151
	F. E. Warren	52,967	2,050
	Little Rock	51,000	1,900
	March	130,400	4,327
DENTAL CLINICS			
Air Force Logistics Command	Wright-Patterson	9,241	$372
Air Training Command	Keesler	8,906	275
	Lowry	10,305	371
Strategic Air Command	Barksdale	3,660	151
	Larson (addition)	780	50
DISPENSARY			
Strategic Air Command	Lincoln	26,111	$838
Total, 11 projects			10,545

Senator STENNIS. Thank you, Colonel, very much.
The next item, General?
Colonel PARKHILL. We have Colonel Norvell from personnel, who will brief you on a group of personnel items.
Senator STENNIS. All right, Colonel Norvell, we shall be glad to hear from you.

TRAILER COURTS

Colonel NORVELL. Mr. Chairman, I am going to talk about four items. The first is trailer courts. We have a total of nine projects for a cost of $1,318,000. This will provide space for 701 trailers.
Now, we normally expect our people who own mobile homes to utilize commercial facilities, but where commercial facilities are not reasonably available, we try to construct them ourselves.
Now, we have developed a standard design for construction of trailer courts and we have tried to depict it here, where we develop models of four trailer courts to save money on utilities and on the construction business.
We provide a central facility here for storage and the like, and try to make this comparable to a commercial facility.

Senator STENNIS. If you will pardon the interruption, I remember we were impressed with this last year, and thought you had been doing a mighty good job with it. We were, however, shocked with the idea that, even on a gross production basis, it took about $2,000 for each trailer unit. Do you want to testify about that?

General CURTIN. Yes, sir. We have looked into this very thoroughly. In fact, in our initial attempts to get this program going we had somewhat the same reaction that you have expressed, sir.

However, we have looked into it and we feel that based on trying to get a trailer park that we can maintain, that will be not necessarily fully comparable with commercial standards, but at least acceptable, something of the order of $2,000 to $2,400 a space is a proper price range. That represents something of the order of one-half to two-thirds of what normal good commercial practice spends on its development.

Not that we should use that as a barometer, but our experience shows if we can get these for $2,000 per pad, as we are doing here, we will be doing really well, sir.

Senator STENNIS. Do you own or lease the land?

General CURTIN. Generally it is built on our base, on our own existing land.

TRAILER SPACE RENT

Senator SALTONSTALL. Do you get any rent for them?

General CURTIN. Yes, sir. The rent to be paid for the trailer pad and other utilities is covered by a separate regulation, Senator.

Senator SALTONSTALL. If you put in $2,000 per pad, to use your expression, what would be the annual receipt, the net receipt, that you would get from that?

General CURTIN. It would vary. I would say as an order of magnitude figure only it would run something about $160 to $170 a year, depending on the location.

Senator SALTONSTALL. Net?

General CURTIN. That would be total receipts. The net receipts would be something less. After we took out the cost of the utilities, it would probably run something of the order of a third of that figure, sir.

Senator SALTONSTALL. $50 then?

General CURTIN. That would be an order of magnitude figure. I am corrected back here, a refined figure of $72 is a more precise figure.

Senator STENNIS. You then charge the airman this gross amount, which you have mentioned, out of his allowance. Is that correct?

General CURTIN. They actually pay this. It is not taken from an allowance. They actually pay this as opposed to its being withheld. It is based on rental for the pad, itself, use of the pad, plus utilities.

Senator STENNIS. He draws his quarters allowance, and then pays you this amount, which you have indicated?

General CURTIN. That is right. He draws quarters allowance if in fact he is entitled to it under the law, sir.

Senator STENNIS. Does he own the trailer himself?

General CURTIN. Yes, sir; the individuals own their trailers.

Senator SALTONSTALL. That then, is a net receipt, of 5.1 percent a year. That would mean that it would take you, 30 to 32 years to pay back your $2,000.

General CURTIN. On that basis I think that would be about what it would take, Senator.

Senator SALTONSTALL. I wonder why you could not get a little better rent.

BASIS OF RENTAL RATES

Colonel LUCAS. The rate structure for determining the rental rates for trailer parking space actually was not predicated upon an amortization basis It is based on what was considered an average of the cost per parking site at commercial trailer parks across the country. This rate was not to figure in the cost of utilities, only the parking rent for the slab itself.

The rate averaged out about $6 a month and has been established for the Air Force. This is exclusive of utilities. This will figure out net of $72 a year.

Senator STENNIS. Let me ask this general question:

How does the system work? How do you like it? How do the airmen and those who use it like it?

POPULARITY OF TRAILERS

Colonel NORVILLE. There is a group which have been forced to buy trailers for various circumstances and some of them like to use them. Trailers have improved immeasureably over the last few years. You can have one of these big 50-foot trailers that will provide you with many of the niceties you would expect in a permanent home.

General CURTIN. I think the big point here is that before we started this program there were these people that, as pointed out here, either liked mobile homes or they were forced into them and had them.

Where commercial facilities were not available, we attempted on somewhat of a shoestring basis to provide some facilities.

You may have seen some of these and some of them leave a lot to be desired. Three years ago when this thing sort of mushroomed we got into it and tried to set up standards so that as and if we developed trailer parks they would be standardized.

This has been our feeling. If we are going to have these we ought to have something that is reasonably acceptable. That we are going to have them seems to be a trend that we can do little about.

Senator STENNIS. Did you want to discourage the use of trailers? Is there any objection to letting it only develop to some predetermined point? Of course, you could not give it a runway signal.

General CURTIN. I think you have expressed our views. We are not entirely happy with trailer parks. They do bring to the base problems that you don't have when you have conventional housing to administer.

However, in trying to house our people as adequately as we can we feel this is one of the responsibilities we have to shoulder.

Senator STENNIS. Some of the men like it, do they not?

General CURTIN Yes, sir.

Senator STENNIS. That is what they told me. I thought, up to a point, it would be something that would work out well.

Where though did you get that little figure? Senator Saltonstall is still worried about its being so small.

Senator SALTONSTALL. I just figured it would take you 32 years to pay for it. I do not believe any commercial concern would take it as low as that.

General CURTIN. I believe you are absolutely correct, sir. As to the source of the $6 figure I could not speak to it from personal knowledge.

I do know it has been in existence for some time. I do know it is covered by regulation.

I could insert in the record some of the thinking behind it if that would help, but I could not add any more to what has been said.

Colonel LUCAS. This rate is the bare figure. It excludes such considerations as profit, overhead, cost of operation.

This is the basic cost.

A commercial establishment would have to consider and include these other cost factors because they are in the business to make a profit.

I will insert in the record a statement on the derivation of this rental charge.

(The following information was furnished:)

RENTAL CHARGE FOR TRAILER SPACE

The trailer parking space rental rates were established in 1952 by a Department of Defense Joint Services Committee. The purpose of convening the committee was to develop uniform procedures for determining fair rentals by the three service departments. The $6 flat rate for trailer space was based on a figure considered as an average for commercial trailer camp parking space exclusive of utilities, overhead, and profit. The rate was accepted by the Bureau of the Budget and has been uniformally applied by the three services.

COST OF UTILITIES

Senator MONRONEY. Is their investment per pad comparable to yours?

Colonel LUCAS. It is a little higher.

Senator STENNIS. You do not pay the utilities. It is just the same as living in a rented house, as far as that is concerned.

Colonel LUCAS. That is correct and this is the basic rate. Some of our trailer parks have metered utilities systems; others do not, but they will average approximately $12 a month for utilities exclusive of heat and telephone. They have to arrange for their own telephone charges.

Generally modern trailers use bottle gas for heating, so they buy that as they need it.

Utilities furnished by the Air Force generally consist of water and electricity only.

General CURTIN. The occupant pays $15 to $18, to $20 a month for his basic rental, plus his utilities.

Senator STENNIS. What does the average trailer, which they use, cost, Colonel, if you know?

General CURTIN. About four to five thousand dollars for a good trailer, is the last figures I saw. They gave it normally about a 5- to 7-year useful life.

Colonel LUCAS. You understand all these trailers do have their own sanitation systems within the trailer. In nearly all cases they are modern completely now.

Senator SALTONSTALL. I think it is a good program, but I think your charges are a little low. I should think you should charge $8 a month.

Colonel NORVELL. I will provide a list of proposed locations for trailer courts for the record.

(The following information was provided:)

Trailer courts

Command	Installation	Scope (trailers)	Amount (thousands)
Air Defense Command	K. I. Sawyer	200	$400
	Kincheloe	61	122
	Minot	200	400
Strategic Air Command	Vandenberg	150	215
Aircraft Control and Warning System	Burns	10	30
	Condon	10	30
	Guthrie	10	30
	Hancock	50	55
	Houma	10	36
Total		701	1,318

AIRMEN'S DORMITORIES

Senator STENNIS. The next item, Colonel.

Colonel NORVELL. The next item is airmen dormitories. We have nine projects for $6,785,000. Four of these are replacements for dormitories that are past the point of economic repair. The remainder are to take care of the increased requirements.

We have the standard design for these dormitories that we have tried to show here which provides semiprivate accommodations for our airmen.

The net living space for each airman that he gets after you deduct the hallways, latrines, and what have you, does not exceed 72 square feet. The building is constructed within the statutory limitation of $1,852.

That is all I have on dormitories.

LOCATION OF DORMITORIES

Senator STENNIS. Tell us where they are located, Colonel. Do you have that?

Colonel PARKHILL. Campion in Alaska. That is a deficiency, and at Sparrevohn—on page 53, they are listed—Sparrevohn in Alaska. This will replace temporary facilities.

At Gunther and Maxwell, Ala., to replace World War II deteriorated dormitories.

Lackland at the Air Training Command to replace World War II facilities.

The same at Fort Fisher and North Charleston which are aircraft control and warning stations.

OVERSEA DORMITORIES

And we have projects overseas at Incircik in Turkey, a 200-man unit and at Lakenheath in England.

Senator SALTONSTALL. Why do we need a new one at Lakenheath?

Colonel PARKHILL. This is a deficiency, Senator Saltonstall, and we are short of space for the troops. They are crowded at the present time.

Senator STENNIS. We have been a little slow now on these foreign dormitories, but, if you want to make a special showing on those, you may do so when we get to them.

Colonel PARKHILL. Mr. Chairman, I will provide for the record a complete list of the airmen dormitories.

(The following information was provided:)

Airmen dormitories

Command	Installation	Scope (men)	Amount (thousands)
Alaskan Air Command	Campion (addition)	27	$140
	Sparrevohn	82	705
Air University	Gunter	400	758
	Maxwell	400	802
Air Training Command	Lackland	1,456	3,565
Aircraft Control and Warning System	Fort Fisher	61	158
	North Charleston	21	49
U.S. Air Forces in Europe	Incirlik	200	320
	Lakenheath	210	288
Total		2,857	6,785

Senator STENNIS. The next item, Colonel?

BACHELOR OFFICERS' QUARTERS

Colonel NORVELL. The next item is bachelor officers' quarters. We are asking for eight projects totaling $2,702,000. This is part of our own program to take care of 15 percent of our officers who are unmarried.

Senator STENNIS. Read off the names. That will give us some ideas about where the program is most acute.

LOCATIONS

Colonel PARKHILL. K. I. Sawyer, Chanute, Sheppard, Dow, Glasgow, Turner, Lajes, in the Azores, and Clark in the Philippines. They are all listed out with costs and number of men on page 56 in the blue book.

Senator SALTONSTALL. There, again, you have how many abroad?

General CURTIN. Two, the last two items. Clark in the Philippines and Lajes in the Azores.

Senator SALTONSTALL. It has been called to my attention that this averages at 276 men and $2,702,000, approximately what, $10,000 per man?

General CURTIN. Yes, sir.

Now, the statutory limit of the $8,500 for standard bachelor quarters is geared to the structure, itself, and utilities to the 5-foot line.

FAMILY-TYPE QUARTERS

Now, I would like to make a point here. That while we have shown these at the figures indicated, we now have in process a special pro-

gram of trying to reduce these costs by something of the order of $1,500 per man. This will be by providing equivalent bachelor facilities in what we call a family-type or residential-type bachelor officers' quarters.

In other words, four officers living in a standard 4-bedroom house.

In this program we usually adapt an appropriated fund or a Capehart house which has been built on the base. We assign it to the bachelor officers at three or four to the house depending on how many bedrooms it has. We found this is most satisfactory.

We have to get these approved on an individual basis by the Department and they have been approving these requests so far.

We had a pilot project at Mather Air Force Base in California where we demonstrated we could make these savings.

We feel that subject to the Department's approval for these items that we will reduce these figures somewhat, at least a thousand dollars per man.

Senator STENNIS. That is on page 56 of our special book here.

Is there anything else?

Colonel NORVELL. No, sir. General Curtin covered mine for me very nicely. However, I would like to provide a complete list of proposed locations for the record.

(The following information was provided for the record:)

Bachelor officer quarters

Command	Installation	Scope (men)	Amount
			Thousands
Air Defense Command	K. I. Sawyer	20	$140
Air Training Command	Chanute	40	342
	Sheppard	40	353
Strategic Air Command	Dow	24	255
	Glasgow	24	250
	Turner	48	466
Military Air Transport Service	Lajes	40	420
Pacific Air Forces	Clark	40	476
Total		276	2,702

OPEN MESSES

Colonel NORVELL. The last items are open messes, officers and noncommissioned officers.

Senator STENNIS. Are chapels next?

Colonel PARKHILL. With your permission we would like to change the order and let him cover the last item.

OFFICERS' AND NONCOMMISSIONED OFFICERS' OPEN MESS

Colonel NORVELL. We are asking for a total of 14 officers and noncommissioned officers' open messes for a total of $3,570,000. These, as you well know, are more normally referred to as officers' and NCO clubs. We consider these extremely important to the overall operation of an airbase. It is seldom that we can find a similar facility in a nearby community and even more so that we can find one that our troops can afford.

Senator SALTONSTALL. Here, again, you have two abroad, General?

General CURTIN. Yes, sir; there are two abroad.

Senator SALTONSTALL. Two abroad for the NCO's and how many for the officers, two? Where is Kincheloe?

General CURTIN. Michigan.

Colonel PARKHILL. None abroad. This last one is in Alaska.

Senator SALTONSTALL. That is right.

Colonel NORVELL. Osan is in Korea, Wakkanai is in Japan.

In keeping with existing policy, tht project we have requested here provides the basic building. The furnishings, the equipment, the interior decorations, and other items required are provided from nonappropriated funds generated by the operations of the mess.

The additions we have asked for are at bases where the original construction was planned to support a smaller mission.

We have since added missions, SAC in most cases, and the existing facilities are just not big enough to serve the number of people who use them.

That is all I have, sir. I will provide a complete list of the proposed locations for the record.

(The following information was provided:)

Open mess

NCO

Command	Installation	Scope (square feet)	Amount (thousands)
New:			
Strategic Air Command	Glasgow	7,500	$270
	Turner	14,000	479
Air control and warning	Minot	1,500	62
Pacific Air Forces	Osan	10,017	230
U.S. Security Services	Wakkanai	4,400	117
Additions:			
Air Defense Command	Grand Forks	7,403	205
	Kincheloe	9,600	301
Air Force Systems Command	L. G. Hanscom	4,500	160
Strategic Air Command	Blytheville	4,400	157
Total, 9 projects			1,981

OFFICER

Air Defense Command	Kincheloe	7,500	$300
	Minot	7,375	205
Alaskan Air Command	Ellson	5,358	354
Strategic Air Command	Glasgow	7,500	270
	Turner	14,000	460
Total, 5 projects			1,589
Grand total, 14 projects			3,570

Senator STENNIS. Is there anything further on that one from the Senators.

The next item, then.

CHAPELS

Colonel PARKHILL. We have Chaplain Daniels from the Air Force Chaplain's office, who will cover our last item.

Senator STENNIS. All right, Chaplain Daniels, come around, sir. We are glad to have you here.

Colonel DANIELS. Mr. Chairman, while by tradition we seem to be last in the presentation, we nevertheless have just as urgent and essential requirements as other functions.

Senator STENNIS. We shall vote on this first. I think you will be first when it comes to writing up the bill.

Senator SALTONSTALL. You win, Chaplain.

Colonel DANIELS. Thank you, sir.

We present 18 items, 9 chapels with annexes—you might say in total we call these religious facilities.

However, specifically, the Air Force designates these as chapels and annexes. We have a requirement for nine projects of chapels with annexes, six just chapels without, and six annexes where facilities already exist.

Senator SALTONSTALL. Is that model approved?

Colonel DANIELS. Yes; it is. This has been a standard design with some refinements in the last 2 years and there are some on the way as yet.

Senator SALTONSTALL. Is that of cement construction?

Colonel DANIELS. In some areas of the world it is; in other areas it is brick, in other areas it is frame, depending on local availability and cost.

Senator SALTONSTALL. Is there a bell in that steeple?

Colonel DANIELS. Yes; there is. It is an electronic type.

Senator STENNIS. You do not have to have a bell ringer?

Colonel DANIELS. The 18 projects they originally go back to some 110 projects submitted by the bases. They have been refined and cut back in view of the possible appropriations that your committee and the Congress might appropriate for fiscal year 1962.

Our urgency consists in this, namely, that we have never yet had a base where we have not to resort to other facilities, such as day rooms, cafeterias, service clubs, libraries, in order to even meet the minimal requirements for our religious activities.

This not only falls in the area of formal religious services, but also the instructional classes and other youth groups that must go on throughout the week.

DAILY USE OF CHAPELS

On this point we would like to emphasize this fact, that our chapels are not just used on Saturday or Sunday, but every day of the week. There are services held in the morning before normal work hours; at noontime and beginning from 5 o'clock on.

Our problem also is emphasized in the area of religious education.

KEESLER AIR FORCE BASE

To give you an example, Mr. Chairman, I believe that you are thoroughly at home with Keesler Air Force Base where we have a military population of some 23,000 with a total population of around 38,000, with some 5,000 residing on the base itself.

We have only one standard, this type of facility, which is just a year and a half old. We have another one that is substandard World War II. Two of them had to be demolished within the past year because they simply caved in due to rot and termite activity.

Then we have one small converted facility which houses 98, or had seating in the past of 98. When you begin to analyze this and figure out how you can accommodate a population of that size you run some 28 religious services on Sunday alone, with a total of some 56 religious services, instruction classes, throughout the week. So that is our problem at a large base like Keesler, not to say anything about bases in outermost parts of the earth.

Senator SALTONSTALL. You say a program of 18 out of selection of over 100.

Colonel DANIELS. That is right, sir.

CHAPELS IN ALASKA AND JAPAN

There are two items here that are outside Continental United States. One is in Elmendorf, Alaska, now a State, near Anchorage, Alaska, where there is modification of two World War II existing chapels, and we have a requirement in Itazuke, which is in the greater area of Tokyo, Japan. All we have there is a 40-seat capacity converted-type orderly room plus the use of a theater which is highly unsatisfactory without any elaboration.

Senator STENNIS. Well, you have made a very impressive statement. My face is a little red, as a member of this committee and the Congress, for not having pushed your needs more and providing more nearly the minimum requirements. I think we shall take care of your requests in this bill satisfactorily. I believe we shall.

Senator MONRONEY. It averages about $200,000 per chapel with annex.

Colonel DANIELS. That is right, sir.

Senator STENNIS. That is an attractive new design. I have partly become reconciled to this post-World War II modernization in the house of worship. I thought it was scandalous at first, but I have discovered that the architects' influence is gradual: Do you approve that design?

Colonel DANIELS. Yes; it is highly functional and it meets the varying religious requirements we have to cope with.

Senator MONRONEY. For what are the annexes primarily used?

Colonel DANIELS. Religious classes, Sunday schools, denominational use, Protestant, Jewish, Catholic, Holy Name societies, altar guilds, sodalities. They must meet there.

Senator STENNIS. Thank you, very much.

Colonel DANIELS. I will provide a complete list of the locations for the record.

(The following information was furnished:)

Chapels

CHAPELS WITH ANNEX

[Dollar amounts in thousands]

Command	Installation	Scope	Amount
NEW			
Air Defense Command	Minot	11,580 square feet	$382
Tactical Air Command	Nellis	do	350
Air Force Logistics Command	Robins	7,525 square feet	250
Air Force Space Systems Command	Patrick	11,110 square feet	332
Air Training Command	Keesler	15,000 square feet	418
MODIFICATIONS			
Air Training Command	James Connally	Lump sum	200
Strategic Air Command	Blytheville	do	193
	Columbus	do	197
Tactical Air Command	Cannon	do	209
Total, 9 projects			2,531

CHAPELS

Alaskan Air Command	Elmendorf (modification)	LS	$120
Air Defense Command	K. I. Sawyer	7,525 square feet	287
Pacific Air Forces	Itazuke	5,400 square feet	174
Total, 3 projects			581

CHAPEL ANNEX

Air University	Gunther (modification)	2,814 square feet	$86
Strategic Air Command	McConnell	4,130 square feet	134
	Whiteman	3,716 square feet	122
Aircraft control and warning system	Adair	2,470 square feet	69
	Topsham	2,600 square feet	94
	Truax	do	85
Total, 6 projects			590
Grand total, 18 projects			3,702

Senator STENNIS. Does that complete your repetitive items?

Colonel PARKHILL. Yes, sir.

Senator STENNIS. We shall be back at 2:30.

Colonel PARKHILL. With your permission, we would like to insert this in the record as backup for what we covered this morning.

Senator STENNIS. Let us put it in the file.

Colonel PARKHILL. Fine.

Senator STENNIS. We shall have it available just the same.

If it is agreeable to all, we shall now take a recess until 2:30.

(Thereupon, at 12:45 p.m., the subcommittee was recessed, to reconvene at 2:30 p.m., same day.)

AFTERNOON SESSION—MONDAY, JULY 17, 1960

DORMITORY REPLACEMENT AT SPARREVOHN

Senator STENNIS. We had finished our special presentation and were over in Alaska, page 42.

General CURTIN. That is correct, Mr. Chairman.

Senator STENNIS. I shall have an interruption in a few moments, because a gentleman is coming here to see me, but I am ready to start now.

Colonel PARKHILL. We are requesting one item at Sparrevohn for a dormitory replacement. We covered this generally in the repetitive item briefing. This particular item is to replace some deteriorated temporary structures that were beyond economical repair.

Senator STENNIS. What is this, just an A.C. & W. station alone?

Colonel PARKHILL. A.C. & W. station with a White Alice communication activity.

Senator STENNIS. Of course we must take care of the men up there, but how many are there?

Colonel PARKHILL. We have a total military of 157.

General CURTIN. This station, Mr. Chairman, was put together rather hurriedly back in 1951 and 1952. These barracks were actually produced at that time on a very minimum scale. Since that time they have deteriorated quite badly and really they are in very urgent need of replacement. This site is very remote and living there is extremely difficult.

Senator STENNIS. Turn over to page 44, where you have another item, water supply.

Colonel PARKHILL. Yes, sir; this is another heated water storage item similar to the one we discussed this morning.

AIR DEFENSE COMMAND

GRAND FORKS AIR BASE

Senator STENNIS. That takes us over to Grand Forks.

Colonel PARKHILL. The Air Defense Command, page 47. We are requesting eight projects, $930,000. The important point here, Mr. Chairman, is that this base was originally built as a small fighter interceptor station. Since that time we have added a SAC bomber and tanker mission and a SAGE mission. Although we started conversion in 1957, converting for B–52's, we still have some support items that need to be expanded, improved upon, to completely support the new mission. All of these nine items are aimed specifically at that point, supporting new missions.

Senator STENNIS. What main mission are you supporting here?

Colonel PARKHILL. The SAC, Strategic Air Command, bomber, and tanker mission and also the SAGE mission.

The first item is a repetitive type that we covered this morning. It is an addition to the base communications building. The second item is an additional fire station to house the increased number of crash trucks required to support the new mission. The third project will provide an addition to the operations building, also support the new mission. The fourth item is a repetitive type, apron maintenance lighting. The fifth will provide a shop for refueling vehicle maintenance. We have no facility for this at this time. The sixth item will provide an addition to the civil engineering maintenance shops. The seventh item will provide for open storage for refueling vehicles. We have no ramp for them at this time. The eighth item, open mess, NCO, a repetitive type item. We need to add to the existing facility.

Senator STENNIS. Is this going to put you in business, or will you need anything next year on this one?

Colonel PARKHILL. This will essentially complete our requirements. It is possible that we could have additional increments in the following years.

Senator STENNIS. While it seems that all these matters would be nice to have, it does not appear that any of them are required. Now what about that?

Colonel PARKHILL. Sir, we feel we need all of these items to effectively support the new bomber mission. A lot of these were held off from prior programs because they are short leadtime items and they could be put into this program in order to match the actual arrival of the aircraft.

Senator STENNIS. If there is nothing else on that which you wish to say, let us go to the next item.

K. I. SAWYER AIRBASE, MICH.

Colonel PARKHILL. Page 56, K. I. Sawyer, Mich. We are requesting $1,468,000 for six projects. Here again we have the same condition. We built this base originally for a small fighter squadron. Since that time we have added a SAC, bomber and tanker missions. The first item would provide for a parking apron for the transient and base flight aircraft. We have no ramp for the activity. The second item will provide an additional to the base operations building to support the new mission. The last four items are repetitive-type items, maintenance lighting, trailer court, officers quarters and a chapel.

Senator STENNIS. The maintenance lighting was the type you described this morning.

Colonel PARKHILL. Yes, sir.

TRAILER COURT

Senator STENNIS. You are going to use trailers up there in that area of the country?

Colonel PARKHILL. Yes, sir. Housing is very critical. There is not much in the way of community support. This is one of the few places where we feel it is urgent to construct a trailer park.

Senator STENNIS. What kind of heat do they use in the trailer in Michigan in the wintertime?

Colonel PARKHILL. I imagine they would use bottle gas.

Senator STENNIS. If you do not know, let us ask someone who does know.

Colonel LUCAS. That is the type of heat they have. It is forced warm air and the energy source is bottled gas.

Senator STENNIS. Does it do the job all right?

Colonel LUCAS. It seems to be effective, yes, sir. They are pretty well insulated.

Senator STENNIS. Probably better than a house.

Colonel LUCAS. As well as, probably.

Senator STENNIS. The next item, gentlemen.

KINCHELOE AIR FORCE BASE, MICH.

Coonel PARKHILL. The next base is on page 63, Kincheloe Air Force Base, Mich. We are requesting nine projects for $1,476,000. Here again the base was originally built for a small fighter interceptor squadron. Since that time we have added a BOMARC defense missile mission and a SAC bomber and tanker mission.

The first item is a repetitive-type item, apron maintenance lighting for SAC. The second item will provide for a storage shed for vehicles. This is a very cold climate and we would propose to keep one-third of our vehicles under cover. The fourth item, civil engineer maintenance shop would provide for expansion to support the added misison.

CIVIL ENGINEER MAINTENANCE SHOP

Senator STENNIS. I do not understand what a civil engineer maintenance shop is.

Colonel PARKHILL. This is where the base maintenance activity takes place. You have plumbing, electrical, carpenter, and paint shops, where all the work is done relative to maintaining the pavement, the utilities and the buildings.

Senator STENNIS. Is it purely a housekeeping matter?

Colonel PARKHILL. Yes, sir.

General CURTIN. Geared into the preservation and repair of facilities on the base as well as the operation of them.

Senator STENNIS. Thank you.

STORAGE FOR FOOD SUPPLIES

Colonel PARKHILL. The fifth item, storage base subsistence, would be for the storage of food supplies and support the messhall and commissary store. They have no facility at this time. They are borrowing space in the messhall.

TRAILER COURT AND SALES STORE

The sixth item, a repetitive item, trailer court. Seventh item, sales store which would support the increased mission. We have only one-third of the required space.

The last item is repetitive, open mess, NCO, and open mess, officers.

Senator STENNIS. All right.

MCCHORD AIR FORCE BASE, WASH.

Colonel PARKHILL. Page 73, McChord Air Force Base, Wash. We are requesting four projects costing $404,000. Here again the base was originally built to support a fighter interceptor squadron. Since that time we have added a SAGE direction and combat center, a SAC tanker unit and three troop carrier squadrons.

The first item would provide for shoulder stabilization along a portion of the taxiway. The second item would provide the apron maintenance lighting for SAC. The third item is also repetitive, parachute and dinghy shop addition, and the fourth item, steam heat mains will connect the fighter hangers to the central heating plant.

They are presently using old heating units that were built in World War II and they are badly deteriorated.

Senator STENNIS. Let me ask you one question about the second item there. Maintenance apron lighting. Was that what you illustrated this morning?

Colonel PARKHILL. Yes, sir. We had a picture of that.

SHOULDER STABILIZATION

Senator STENNIS. Shoulder stabilization, $55,000. I suppose that means just what it says, you want to stabilize the shoulder.

Colonel PARKHILL. KC–135 outboard engines extend out over the edge of the taxiway. This particular section of the taxiway is on a steep grade. The aircraft has to use excessive power in order to negotiate the grade. As a result the blast has eroded the earth from around the edge of the taxiway.

Senator STENNIS. Why do you have to get a line item authorization, gentlemen, for a purpose of that kind, involving the small amount of $55,000?

Is not that part of your maintenance and operation and upkeep?

General CURTIN. I would submit, Mr. Chairman, that your question is a very good one. However, it has been standard practice over the years that anything that is a physically identifiable piece of real property going into the inventory, such as this would be in terms of a new piece of pavement, has to be subject to authorization and, or covered under the minor construction provisions of the appropriation. If it is urgent, and it has to be done today and with a cost under $200,000 then with the Secretary of Defense approval we could do it with that appropriation but that is the only technique we have of accomplishing it, Mr. Chairman.

Senator STENNIS. This looks to me as though it is wear and tear. Do you have to come in and present proof, requiring the Congress to pass on $55,000?

General CURTIN. It is a marginal item. However, I do point out it is the sort of thing that the General Accounting Office has been constantly after us on. These marginal areas where you do get differences of interpretation of what the intent of Congress is have been troublesome.

Senator STENNIS. All right.

MINOT AIR FORCE BASE, N. DAK.

Colonel PARKHILL. Page 78, Minot Air Force Base, N. Dak. We are requesting $2,877,000 for 10 projects. Here again the base was built for a fighter interceptor squadron and we have added a SAGE direction center and a SAC bomber and tanker mission.

OPERATIONS, BASE

The first item, corrosion control facility, was covered in the repetitive item briefing. The second item, operations, base, would provide an addition to support the added SAC mission.

Senator STENNIS. What does "operation" mean? You know each service has a different term. Does that refer to the main administration building?

Colonel PARKHILL. No, Mr. Chairman. I think you have been in a lot of these buildings. It is a building you usually go into after you get out of the airplane. It is the central management building on the line where they have weather and operations control people.

Senator STENNIS. It is operations for flying.

Colonel PARKHILL. Yes, sir.

Senator STENNIS. All right.

Colonel PARKHILL. The third item, an apron maintenance lighting, one which we covered this morning. The fourth item is civil engineer maintenance shop. Cold storage, again an addition to store the food for the increased strength of the base. Sixth, a warehouse, again an addition to support the mission. Seven, eight, and nine are repetitive items, trailer court, chapel, and officers mess open. The next item is heating plant, additional boilers are needed to support the new construction. On top of these we have the new item that General Curtin mentioned this morning as being included in the President's letter, the 300 units of family housing, to bring our station total up to $8,067,000.

Senator STENNIS. Those items are all understood.

The next item.

OTIS AIR FORCE BASE, MASS.

Colonel PARKHILL. Page 89, Otis Air Force Base, Mass. This base supports a fighter interceptor squadron, a BOMARC squadron, three airborne early warning squadrons and a SAC tanker squadron. We are requesting three projects costing $853,000. The first two are repetitive type items, corrosion control facility and a base communications building. The third item, warehouse supply and equipment, would be an addition and it is required to support the added SAC air refueling mission.

Senator STENNIS. That certainly has grown to be a large installation up there, at Minot, since 1959.

General CURTIN. Yes, sir. You know it has recently been announced that it is a missile base also. This makes the last item, the housing item, most important.

Senator STENNIS. The next group.

Colonel PARKHILL. Page 93, Suffolk County Air Force Base in New York. This base supports fighter interceptors and a BOMARC squadron.

Senator STENNIS. I did not get the first part. Let me look at Otis airbase on page 89.

Colonel PARKHILL. I covered the Otis item, Mr. Chairman. Did you have any particular question?

Senator STENNIS. No, I just wanted to look at it. Communications is primarily your telephone exchange.

Colonel PARKHILL. Yes, sir.

WAREHOUSING

Senator STENNIS. You have corrosion control, and then warehouse. Are you just making an addition to this warehouse?

Colonel PARKHILL. Yes, sir. We have two-thirds of our requirement. We are proposing here to fill out our necessary warehousing.

Senator STENNIS. It seems to me that out of $118 million assets, you ought to find a little space there for the warehousing equipment, so that you would not have to spend $186,000 additional. Cannot you find some space there to take care of that need? If it is out in the rain, that is a different thing, but you have a lot of buildings there.

Colonel KELLY. Mr. Stennis, one of the problems we had in moving the SAC mission into Otis was the knowledge that 25,000 new line items of supply would have to be moved in to support them. Those items have been moved in and are isolated and scattered and not accessible to the aircraft. Part of the basic concept of the SAC mission is that a part must be available to a mechanic within 30 minutes. We cannot meet this and it has hampered the mission.

AIR REFUELING SQUADRON

Senator STENNIS. That is an air refueling squadron?

Colonel KELLY. Yes, sir.

Senator STENNIS. Medium squadron?

Colonel KELLY. Yes, sir.

Senator STENNIS. Does that mean B–47?

Colonel KELLY. These are KC–97's at this time.

Senator STENNIS. What are you refueling?

Colonel KELLY. B–47's will be the primary customers.

Senator STENNIS. Well, they are going out, are they not?

Colonel KELLY. Not immediately, sir. This particular squadron will in all probability ultimately convert.

Senator STENNIS. Will what?

Colonel KELLY. May be ultimately converted to new tanker type aircraft, KC–135's.

Senator STENNIS. All right.

SUFFOLK COUNTY AIR FORCE BASE, N.Y.

LAND ACQUISITION

Colonel PARKHILL. Page 93, Suffolk County, N.Y. This base supports a fighter interceptor squadron and a BOMARC squadron. We request one item of $43,000 to purchase 24 acres of land around the fighter interceptor alert shelter to provide a safety zone. The local community has been building in the direction of the base and we feel that as a safety measure we should provide protection around this alert shelter which houses armed aircraft.

Senator STENNIS. How many acres are involved?

Colonel PARKHILL. Some 24 acres.

Senator STENNIS. It will cost $43,000?

Colonel PARKHILL. Yes, sir.

General CURTIN. That includes the improvements as well as the land.

Senator STENNIS. What improvements?

Mr. GIBBENS. The improvements are costed out at about $34,000. They are two sets of buildings, seven frame buildings altogether, fair to good. There are two ownerships involved in the buildings. About 3 acres are classified as residential and are zoned residential by the county. The rest of the acreage is agricultural.

Senator STENNIS. Why are you buying it?

Mr. GIBBENS. We are buying it, sir, to establish a buffer zone or a safety zone around the alert hangar at the end of the runway. The hangar is within the boundary of course, but the 950-foot radius does go beyond the boundary.

Colonel PARKHILL. Mr. Chairman, here is a sketch which shows the area.

Senator STENNIS. All right.

Senator Saltonstall, we are now in these installations that are requiring some different items. For instance, up in Minot, which is one of the borderline, you know, there is a list of items on page 78 typical of the various additions they are having to make. There are not any of them that cost a great deal, but, when you add this all up, it runs into money.

We are over here to a small item in Suffolk. You can look those over and maybe you will want to ask some questions. Look over Otis. One justification for Otis that impressed me is when they moved SAC in there they had to bring 25,000 different parts and they did not have room for them and therefore they need this extra space.

You are on page 93, $43,000 for——

Colonel PARKHILL. Yes, sir, we just covered that, the fee for the purchase of the land around the alert shelter.

Senator STENNIS. I am greatly in sympathy with anybody who was there when you arrived, if your operations gave them trouble, but I do not have much sympathy for anyone who came in there after your arrival, unless there is some needed protection. On what do you base this request? On what do you justify it, General.

QUANTITY DISTANCE CRITERIA

General CURTIN. The requirement for land is based on actually what we call the quantity distance criteria to reduce the potential danger to people in the area. Normally, we try to do this by providing an easement which would require that the owner of the land not develop habitable buildings on it. In this case we are faced with a condition where the buildings actually exist.

Senator STENNIS. I thought you based it on the idea you wanted protection for some special weapons you had around there.

Mr. GIBBENS. No, sir. What we are buying is protection against claims from a possible explosion by the people who would be within a certain distance. We feel that the distance that we are specifying here is a safe distance to exclude any habitable buildings.

Senator STENNIS. All right.

General CURTIN. In a certain sense, Mr. Chairman, this is really insurance against possible claims in case there were an accident.

Senator STENNIS. The next item.

Colonel PARKHILL. Page 95, Norad, at Colorado Springs. This item is covered in detail in volume 5 in the classified book.

Senator STENNIS. All right. That is a classified matter. You do not want to go into it at all at this time?

Colonel PARKHILL. No, sir.

Senator STENNIS. All right.

AIR FORCE ACADEMY

Colonel PARKHILL. Page 98 is the next page. Air Force Academy. We are requesting $1,189,000 to make final payments on claims in connection with the Air Force Academy construction.

General CURTIN. You may recall, Mr. Chairman, that for this item, the fiscal year 1962 military construction authorization act provides $2 million authorization. The figure of $1,189,000 relates to those claims which have been currently held valid and for which we will have to make payment. The difference between the $2 million and this figure is our estimate of potential residual claims that we may have to face up to at a later date.

Senator STENNIS. The difference between this figure and the $2 million?

General CURTIN. Yes, Mr. Chairman.

Senator SALTONSTALL. General, why should this all not come out of the money for construction which we provided?

General CURTIN. The authorization for construction, as I recall the figure, was $139,600 or eight-tenths of a million. This authorization has all been used up, Senator. Included in the use of it was the settlement of all the claims that we could settle within that total amount. These claims will run us over and above that authorization figure. So, in essence, this year's authorization act added $2 million more to the previous authorization and this appropriation would give us the additional dollars to go with part of that authorization.

Senator STENNIS. Is this going to be final?

General CURTIN. No, sir; this amount will not be final. We estimate the difference between this and $2 million may well be validated later.

Senator STENNIS. Will the $2 million authorization be all the authorization you will require?

General CURTIN. To the best of our ability to estimate today, based on all the claims which have been submitted.

Senator STENNIS. What would happen if we held up these claims until next year? Would they bear interest?

VALIDATED CLAIMS

General CURTIN. I would assume we would be liable since these claims have been validated, sir. I am not competent to speak on this but this is my understanding of it.

Senator STENNIS. What do you mean by validated? Do you mean established in a court of claims, or approved by you?

General CURTIN. In the Armed Forces contract review board which has reviewed these claims and adjudicated them. They have found in favor of the contractors in the total amount shown here.

Senator STENNIS. In other words, we are appropriating money here to pay money which has already been spent, to pay bills where you have already run over the line, is that right?

General CURTIN. You might say it that way.

Senator STENNIS. This is after the fact.

General CURTIN. It does not involve additional work but it reflects an argument over the price of the work.

Senator SALTONSTALL. I do not think we want to be rough on legitimate claimants. On the other hand, if you gentlemen are going to come up again next year with an additional request for authorization and an additional request for more money, then I think we shall just have more and more difficulty. I am wondering if we should hold up all of these until we know the final amount so that you could come forward and say this is an actual obligation.

General CURTIN. Senator, knowing how these things develop over a period of time and recognizing that these contractors always have, I think, 6 years in a court of law to establish claims, what we have tried to present here is our best considered judgment of the claims picture as we see it now. This is in an effort to provide a backdrop so that we can pay those claims which have been validated.

OVEROBLIGATIONS

Senator STENNIS. I thought that ordinarily you did not have authority to obligate the Government until the Congress had authorized the item. How was it that you could obligate the Government to pay this money when it had not been authorized?

General CURTIN. In our view we did not obligate it. I don't mean to be technical, Mr. Chairman. We entered into a contract with a contractor to do certain things. During the implement phase of the contract we interpreted the terms of the contract as permitting us to make certain modifications to it, or deviations from it. In some cases this was done with the understanding that in our minds it would cost a certain amount additional. These were all taken into account. However, as the situation developed later on, the contractor takes the position that, under the terms of the contract, he should be allowed additional pay for this or additional allowance for this. It represents, really, a difference of view between the contracting officer and the contractor that develops during the implementation of the contract. Lots of times you just cannot put a good price on these differences of views until the work is over and all the bills are in. This is somewhat inherent in practically any construction job. Much the same as trying to build a private home, you may squabble with the contractor on how much you are going to pay for a requested change.

Senator STENNIS. This is why we allow this 5 percent.

Mr. SUFIT. We did not have an overrun in the Air Force Academy construction authorization. We had a total authorization of $139,797,000.

Senator STENNIS. You could not use your ordinary 5 percent?

Mr. SUFIT. No, sir.

Senator STENNIS. That is a good argument to bring to us.

I don't recall your ever having done this before, unless it was with respect to some very extraordinary experimental project of some kind.

General CURTIN. That is correct, sir. We really have done very well in operating within the flexibility that the law has permitted. Once in a while we do get caught up particularly on a job of this type, of this magnitude.

Senator STENNIS. Thank you.

The next item.

Air Force Logistics Command

Griffis Air Base, N.Y.

REAR ACCESS TO FIGHTER ALERT SHELTERS

Colonel Parkhill. The next command, Mr. Chairman, is the Air Force Logistics Command, formerly known as the Air Materiel Command. The first base is Griffis, N.Y., page 101. We are requesting $160,000 to provide apron access to the rear of the fighter alert shelters. When these shelters were first designed they were designed with front and rear doors with the idea of bringing the aircraft in from the rear and taking them out through the front. We thought at first that we could delete the rear access to save some money. But experience has shown that the aircraft have suffered damage as a result of trying to push them in backwards and we feel now the time has come when we should provide this rear access.

Senator Stennis. Will it cost $160,000 just to put in a door?

Colonel Parkhill. No; the doors are already in the hangars. The rear access pavement is what we are asking for here.

Mr. Chairman, I accidentally skipped 100–A, Gentile.

Senator Stennis. Take it up next.

Gentile Air Base

AIR CONDITIONING OF LOGISTICS FACILITY DEPOT

Colonel Parkhill. We are asking for $420,000 to air-condition the logistics facility depot. This is a large warehouse building that has been converted to office space. We have 1,800 people working in this building principally doing accounting work, using computers, processing supply accounts for our most modern weapons system. This building is extremely difficult to heat and to ventilate or to cool. The workload has been increasing sharply. They have only 60 square feet per person. We feel this is an urgent requirement.

Senator Saltonstall. Will that do the trick?

Colonel Parkhill. Yes, sir.

Senator Saltonstall. Will that eliminate the odors?

Colonel Parkhill. Yes, sir; this will provide a modern effective heating and cooling combination system that will make this a place——

Senator Saltonstall. Just by keeping it cool in summer, will you eliminate the odors?

Colonel Parkhill. Yes, sir.

Senator Saltonstall. I don't quite understand that, but I shall take your word for it. I think you are a little doubtful yourself.

Colonel Parkhill. No, sir. This is a large warehouse-type building. It is configured for warehouse work, not for office space. Most of the people who work inside are away from the windows. It is a large, square-type building. It is just very difficult to keep the air circulating properly or to get fresh air either heated or cooled, into the interior part of the building.

Senator Stennis. Is it office space?

Colonel Parkhill. It is now an office activity.

Senator Stennis. Why not build a separate building? What would that cost?

Colonel PARKHILL. This would be far more expensive, Mr. Chairman.

Senator STENNIS. You are going to heat and cool with this addition?

Colonel PARKHILL. Yes, sir.

Senator STENNIS. Let us take the next item.

HILL AIR FORCE BASE, UTAH

Colonel PARKHILL. Page 103, Hill Air Force Base in Utah.

This supports the air munitions surveillance activity of the Air Force, MINUTEMAN depot maintenance and the Ogden Air Materiel area headquarters. We are requesting $1,820,000 for seven items. The first is the repetitive type, approach lighting. The second item will provide standard calibration laboratory. This will involve modifying a World War II bombsight building to provide for the calibration of instruments which are used in the maintenance adjustments of the missile guidance and fire control systems. The third item will provide a guided missile radiographic laboratory. This will be an X-ray laboratory for inspecting solid propellant rockets up to the size of the MINUTEMAN. The fourth would provide additional storage for liquid fuel. They are currently very short of this storage. The fuel turns over so fast it does not have time to settle out and results in contaminated fuel going into the aircraft.

The fifth item will provide for modification of four munitions igloos to simulate arctic and tropical conditions for rockets and to provide for environmental testing.

Sixth, electric distribution lines, will provide additional underground cables and ducts that are required because of the increased power demand of the new missile maintenance activities.

HEATING PLANT

The seventh, the heating plant addition is to provide central heat to existing buildings that are now using open flame-type heaters which are uneconomical to maintain. In addition, we have 300 units of family housing for $5,190,000 that was mentioned this morning in connection with the President's message, for an installation total of $7,010,000.

Senator STENNIS. This is the one designated in the bill.

General CURTIN. Yes, sir, this was specifically authorized in the bill.

Senator STENNIS. With respect to the heating plant, which will cost over a half million dollars, are you making an addition? Of what does that take care?

Colonel PARKHILL. This is to provide central plant heat to buildings which are now using open flame, unit type heaters which were built during World War II and are highly deteriorated and expensive to maintain.

Senator STENNIS. Are you going to put this modern heating in there?

Colonel PARKHILL. Yes, sir.

Senator STENNIS. If the buildings are deteriorated?

Colonel PARKHILL. The buildings are all right.

KELLY AIR FORCE BASE, TEX.

Senator STENNIS. The next item.

Colonel PARKHILL. Page 111, Kelly Air Force Base, Tex. This particular item is for the security service. The security service headquarters is located on Kelly Air Force Base property. It is actually about 6 miles away from the base proper. This item was discussed here last year. It was denied by the Congress. We feel that it is a very urgent requirement. It will provide a small industrial-type building in which they can disassemble and assemble and check out the electronic gear that they use in the oversea locations for the collection of intelligence information.

This they are now doing out of doors or in borrowed office space. With the new equipment coming along this is not going to work. We feel this is a very important facility.

Senator STENNIS. What would be the primary use of it?

General CURTIN. For specialized equipment the security service brings it into this area, assembles and tests it out more or less making a package out of it. They have to do this to meet the peculiar requirements of each of their oversea locations. Then it is disassembled and packaged and shipped to their oversea areas.

Colonel PARKHILL. The engineers who work in the security service headquarters are the same people who design and develop these items. A lot of the equipment is bought off-the-shelf, as much as possible. We feel it is important that these same people get a chance to actually check this equipment out themselves before they ship it to these remote areas because if they don't they will find that after they set it up in the oversea locations they have problems that delay the operational date.

Senator SALTONSTALL. This is a consolidation of certain efforts along this line, is it not?

General CURTIN. To the extent that they are using some temporary facilities to accomplish a portion of this now, yes, Senator.

Senator SALTONSTALL. I recall that you appeared before us for the authorization bill on this.

General CURTIN. That is correct.

Senator SALTONSTALL. Let me ask this question: The Hill Air Force Base, which was just discussed by the Congress, had left out a certain number of items which you requested. Is that not correct?

General CURTIN. I believe you have reference to the Hill Range.

Senator SALTONSTALL. Yes.

General CURTIN. Yes, sir. Those were left out of the authorization bill.

Senator SALTONSTALL. Is there enough left in the budget request so that that missile will be of value to you, if we appropriate for all your request?

General CURTIN. These appropriations that you would make as a result of these line item requests here are related to the base proper and not the range. It was the range across the lake that was left out. These items are required on the base. In addition we felt we had a very valid requirement of course for those on the range.

To a certain extent these functions are mutually interlocked. However, the items on the base are basic to the mission.

Senator SALTONSTALL. Thank you.
Senator STENNIS. Have you finished up on 111?
Colonel PARKHILL. Yes, sir.

McCLELLAN AIR FORCE BASE, CALIF.

LABORATORY FOR QUALITY CONTROL

Page 113, McClellan Air Force Base, Calif. This base supports an air materiel depot and a weather reconnaissance group. We are requesting $1,465,000 for five items. The first would provide taxiway lighting. This would satisfy a deficiency. The second is a laboratory for quality control. We would modify an existing permanent type building to provide for the quality control analysis of materials that are purchased by the depot and used in depot maintenance.

AVIATION GASOLINE STORAGE

The third item is shop communications and electronics. This would add additional shop required to support additional workload assigned to the depot. The fourth, aviation gasoline storage, would provide a 10,000-barrel storage to alleviate a shortage. They have one-third of the requirement.

INDUSTRIAL WASTE INCINERATOR

The fifth item would provide an industrial waste incinerator to comply with the California smog and air pollution laws. They presently are using and have been using for many years an old lumber mill type burner and it has caused quite a bit of trouble in the local area.

Senator STENNIS. What do you mean?
Colonel PARKHILL. It creates a smog.
Senator STENNIS. With respect to this storage for the aviation gasoline, I thought we stocked up all over the world a few years ago enough fuel and all to run a while. What is this? You say you have a shortage here.
Colonel PARKHILL. We found in the last few years we have had quite a bit of fuel contamination. We have found that one of the causes is the lack of settling time in the tanks on the bases. So we feel that with the additional storage here we can bring the fuel in and allow it to settle properly before pumping it into the aircraft.
Senator STENNIS. How much storage do you have there now?
General CURTIN. 21,162 barrels, Mr. Chairman.
Senator STENNIS. You propose to add to that 10,000 barrels?
General CURTIN. Yes. That is against a total calculated requirement of about 62,000 barrels. This would bring us up to about half of the ideal situation.
Senator STENNIS. What about the additions to your electrical shop, $301,000?
Colonel PARKHILL. This is in addition to the existing shop to support the increased requirements for depot overhaul for guidance systems, for missiles, and a control system for SAGE. We would actually extend the mezzanine in an existing building.

Colonel KELLY. I might add that Sacramento is a depot which has also assumed responsibility for support of all radio inertial and launching tracking devices for satellite and guided missiles which has added significantly to the depot workload. This is in direct support.

Senator STENNIS. Is that in connection with launchings on the west coast?

Colonel KELLY. Worldwide responsibility on tracking stations, direct support of radio inertial and guidance stations on the west coast.

Senator STENNIS. Is there anything else about that, gentlemen, before we move to the next item?

OLMSTEAD BASE, PA.

AIR TERMINAL BUILDING

Colonel PARKHILL. Page 118, Olmstead Base, Pa. This is an important depot. We are requesting three items costing $1,639,000. The first item, terminal air freight, would modify an existing building to provide a modern air terminal to support the increased worldwide support by air. The building that we are replacing is a small aircraft maintenance hangar which is needed for aircraft maintenance.

INSTRUMENT REPAIR DEPOT

The second item: shop, instrument repair depot, would modify a World War II bombsite building to provide for maintenance and calibration of the complex instruments and computers used in modern weapon systems.

Senator STENNIS. Why does that show up at this place? What kind of installation is this?

Colonel PARKHILL. This is a major depot in the Air Force system where they do depot overhaul.

STANDARD CALIBRATION LABORATORY

The third item, standard calibration laboratory, would modify an existing building to provide for calibration of instruments used in the maintenance and calibration of the missile guidance systems.

Senator SALTONSTALL. This may be way off the beam, but in Pennsylvania several years ago, didn't we give up a great big logistics storage plant shortly after World War II and decide it was no longer necessary?

My question is, if this is a logistics storage effort, and an aircraft hangar and all these items are necessary to make it more practical, do you happen to know what has become of that other great installation which was sacrificed?

General CURTIN. I can't place that one by name, Senator. I will make this observation and then I will check on the other point. You will notice all three of these projects at Olmstead are actually modifications of existing facilities. Presumably, if another facility were available that same modfication or something very closely akin to it would be required.

Let me check on that other point.

Colonel PARKHILL. On the second and third items we need a very high degree of environmental control, dust control, conditioned air and very precise features relating to this high precision equipment. This is mainly what we are concerned with here in modifying these buildings.

General CURTIN. I don't have a direct response to your question. However, if I may I would like to look that up and insert it in the record.

(The following information was furnished:)

The Susquehanna Ordnance Subdepot, comprising 7,400 acres in Lycoming County, Pa., was declared excess by the Department of the Army and was reported to the General Services Administration for disposal in 1956.

Senator SALTONSTALL. I wish you would. I may be way off the beam. I recall the big argument we had over there. Whether it is 3, 4, or 5 years ago, I don't remember. As I remember it was a Navy installation that was sacrificed or given up. It was a great big storage base.

I just wondered why it was given up, if we are going to spend all the money on this one.

General CURTIN. We have the base. To keep another base we would have to double overhead. I will be glad to check that out.

AIRFREIGHT TONNAGE

Senator STENNIS. Colonel, did you wish to say something further?

Colonel KELLY. If I may, sir, in response to General Curtin's comment, too, the airfreight terminal there is obsolete. We have three basic facilities that you are talking about. The airfreight tonnage has risen from about 13.1 million pounds per year to 60 million pounds per year at Middletown. It is an obsolete terminal. We are doing nothing more than putting mechanization in this terminal to keep pace with the requirements. The instrument repair shop needs updating. The $755,000 modification will update space to meet precise weapons systems such as the B–58 astrotracker, which is an extremely precise piece of equipment and other astrotracker devices. The calibration laboratory is part of the same program that we have been talking about to this committee for 3 years. It is to update the entire calibration program of the Air Force to meet present-day weapons systems. Any other space available in the area would not be applicable since this is part of that depot's mission.

Senator STENNIS. You have $55 million worth of property out there already in inventory. You are asking now for $600,000 new hard dollars to build an addition to your airfreight terminal. Do you not have space there in which you could take care of this requirement without having to build another building, or build an addition onto the one you have?

Colonel PARKHILL. This will actually modify a large, existing building.

Colonel KELLY. It will modernize cargo handling. As a result of a similar modification accomplished at Oklahoma City depot about 3 years ago, again with increased tonnage, the handling efficiency of cargo was estimated to be increased by 20 percent. The emergency capacity was incerased 20 percent without additional manpower.

Handling costs were reduced from $18 per ton to $13.70 per ton. Yearly savings at Oklahoma City was over a quarter of a million dollars. It paid for itself in 2 years.

This is an identical type project. We are trying to modernize an overstressed cargo handling system which was obsolete several years ago.

Senator STENNIS. From where is this airfreight coming, and where is it going? What is "airfreight" under your terms?

SOURCE AND DESTINATION OF AIRFREIGHT

Colonel KELLY. Airfreight has been increasing by leaps and bounds over the past 10 years as we ran into increased costs for components. We now buy as few items as we can. We call this the high-value system. The higher the value, the less we try to buy and this places a larger burden on air shipment.

Middletown, in the instrument and tracker business, is handling an extremely large number of very costly assemblies. We must move them fast to prevent buying large pipeline quantities.

Senator STENNIS. Tell us what are the items of airfreight. Are they little tanks, or big rifles, or what?

Colonel KELLY. We airfreight everything from high-cost instruments to whole aircraft engines, any item that is worthwhile moving. We prefer not to move soft goods, such as blankets, rifles, and ammunition, choosing instead priority-type cargoes.

Senator STENNIS. Where are you taking them? To Europe, Oklahoma, or where?

Colonel KELLY. They will be distributed on a worldwide basis. Worldwide requests will come into Middletown for instruments, trackers, or other devices that they overhaul and repair. They will ship from Middletown east, west, north, or south. In turn, some items must come through Middletown to be transshipped to other locations as the feeder lines cross.

Senator STENNIS. Is that the most economical way to transport these items about which you are talking, omitting the emergency ones?

Colonel KELLY. Hundreds of millions of dollars have been saved in spare parts procurements because of the increased emphasis on airfreight. Engine buys, for example, have been drastically reduced each year.

Senator STENNIS. Engine what?

REDUCTION IN ENGINE BUYING

Colonel KELLY. Spare engines. We have reduced our buy tremendously in the past 5 years as we improved our method of handling and shipping.

Senator STENNIS. Why is that?

Colonel KELLY. A few years ago when we bought the B–47 engine, for example, we bought it on a surface pipeline concept of about 90 to 120 days. Now, we are buying on a 15-day pipeline. When we talk engines in terms of $100,000 to $200,000 each, it becomes readily apparent that a day of pipeline is millions of dollars.

Senator STENNIS. You mean you save money by transporting them so rapidly by airfreight that you do not have to have as many in the pipeline; is that it?

Colonel KELLY. Precisely.

General CURTIN. It reduces the engine buy and this had a significant impact on the Air Force's ability to close down a lot of its oversea logistics installations. In addition, Mr. Chairman, this contributed materially, in my opinion, to the combat readiness of a lot of our oversea units. As Colonel Kelly points out, where you used to have to wait 90 to 120 days for a critical item, you can now get it in 6, 7, or 8 days.

Senator STENNIS. This is a field about which I do not know anything, but it seems to me that, if that much money could be saved, Mr. Ford and General Motors would be airfreighting their parts to Texas where the cars are assembled. Except for an emergency basis, I just cannot see where you save money by airfreight, with great tonnages.

Senator MONRONEY. We went into this very thoroughly on the air cargo hearings, both commercial and military. There is a saving of inventory because, instead of having a large stockpile of engines that will become obsolete very rapidly—a 2- or 3-month supply—you need only a week's supply. So you eliminate the vast amount of inventory. You get the engines back and they are repaired and on the way back over there by air. Actually, I think that oversea repair parts and cars are now moving that way to avoid the large backup of stock required to maintain American-made cars abroad.

A couple of GI's by pooling shipments of automobile parts, have made pretty good money in the freight-forward business. When you get into instruments and that kind of material, there is really fabulous savings.

In my judgment, they don't use enough airfreight.

COMMERCIAL AIRFREIGHT

Senator STENNIS. It also gives you something to do. You need to keep them busy, men who want flying time. Is it MATS which does the airfreight business? Do you do this through MATS, or do you do it through the private companies?

General CURTIN. Both, sir. Commercial as well as through MATS.

Senator STENNIS. What percent of it is commercial?

Senator MONRONEY. About $75 million a year is set aside in the bills for the general development of civilian lift to take over the regular routes if MATS is suddenly called off.

Senator STENNIS. I thought that included personnel.

Senator MONRONEY. $75 million is strictly a set-aside for private.

Mr. SUFIT. MATS augmentation.

General CURTIN. I would not want to overlook the fact that while we have the pipeline reduction in inventory, the airfreight provides increased support to combat units overseas. It has done remarkable things for them in terms of keeping their aircraft and equipment in operation. I think this is a factor on which it is very difficult to put a price tag.

MOVEMENT OF PARATROOPERS

Senator STENNIS. We should also be able to move our paratroopers on the shortest time and notice. What coordination is there between this program we are talking about and the defense portion of our troops? Do you know anything about that?

General CURTIN. In terms of total equippage that is committed and can be used for both purposes, certainly the aircraft, their location and their utilization is logged on a daily basis. To the extent that they can be used for drops and the drops may take priority over other loads, this would be coordinated. But the whole fleet, whether it be cargo or passenger, is controlled or monitored.

Senator STENNIS. It takes, as I understand, a lot of prior training for that. You could not take a load of cargo one time and take a load of men the next.

General CURTIN. This is true, sir.

Senator STENNIS. As far as you know, is there no coordination between these two activities?

General CURTIN. Well, I would say they are coordinated to the extent that they can be.

Senator STENNIS. You mean they are not trained. The training does not blend.

General CURTIN. This is correct, but certain of the supplies that they can carry and set down can be used to support troops that have been previously airlifted.

C–141 PROGRAM

Senator MONRONEY. It falls in two different categories. One, MATS is competent to move material or men. Supplemental carriers can move material or men. Some are convertible planes. If they go over with cargo they store the seats in the belly of the plane and carry people back. On a troop carrier there is no arrangement for cargo. We are now in this billion dollar program for the C–141, which we think will be a joint-purpose plane, men and materiel, landed ready to fight with all drop capabilities as well.

Senator STENNIS. That is the new concept?

Senator MONRONEY. Yes.

Senator SALTONSTALL. What this does, then, is to make your inventory smaller and keep it up to date?

General CURTIN. It does that and with a much smaller inventory you can do a better job of supporting the troops. That is what it amounts to.

Senator SALTONSTALL. In other words, it keeps your engines modern and keeps your equipment the most modern.

General CURTIN. That is right. You are running a great risk of obsolescence when going from one aircraft model to another.

Senator STENNIS. You have not, in past years, asked for any great sum of money in connection with this airfreight, have you? I do not remember any great sums.

General CURTIN. Over the last 2 or 3 years we have had one or two of these terminals on a priority basis to try to modernize them.

GROUND HANDLING COST

Senator MONRONEY. I have seen the counterpart of this at Kincheloe Field. It is an amazing operation. When you lower the air-traffic cost, unless you lower the ground-handling cost too, air transportation will not be competitive with surface. So you have to have a certain amount of automatic sorting. This thing works on closed circuit television. They load out each load on a conveyor.

Senator STENNIS. With deference to all others, I think the best operating base I ever was on was Tinker Air Force Base, some 7 or 8 years ago.

General CURTIN. Thank you, sir. It is still a wonderful base.

Senator STENNIS. They have a wonderful organization. I am sure you have many more wonderful organizations. Is Olmstead a German name, or Dutch, or just what is it? We have an expert on this subcommittee. We will ask him first.

Senator SALTONSTALL. Anglo-Saxon, I would think.

General CURTIN. Mr. Chairman, this depot was named after Lt. Robert S. Olmstead, who was a balloon pilot killed when his balloon was struck by lightning over Belgium in September 1923.

Senator SALTONSTALL. From where did he come?

General CURTIN. This note does not identify his hometown, sir.

Senator SALTONSTALL. I simply want to have support for my answer.

Senator STENNIS. I was just attracted to that name.

All right, gentlemen. The next one is Robins.

ROBINS AIR FORCE BASE, GA.

Colonel PARKHILL. Page 121, Robins Air Force Base in Georgia. We are requesting $1.524 million for nine items. The first item will provide for modification of the building to be used for quality control laboratory. The second item would provide additions to the air freight terminal. It is required to support the projected increased air freight tonnage. Third is repetitive type item, a large maintenance dock to support the Strategic Air Command mission.

The fourth item will provide a refueling vehicle shop to support all the missions on the base. The fifth item is for air conditioning of a depot logistics facility. This is similar to the item that we discussed at Gentile, where we have taken an old warehouse and converted it to office space and we find it very difficult to ventilate, heat, or cool.

The sixth item will provide for air conditioning of a printing plant. The seventh item is a reptitive type item, chapel annex. The eighth would provide an industrial waste disposal plant to bring the standards up to satisfy the Georgia State law. The last item would provide for an extension to the loading, the truck loading and unloading platform at the warehouse area to support increased truck traffic.

Senator STENNIS. That seems to have a different page number.

General CURTIN. Page 121, Mr. Chairman.

Senator STENNIS. Two items have been typed in. Is there anything you want to emphasize about that? I think you had better do more than just read them.

Colonel PARKHILL. All right, sir.

Senator STENNIS. You have another air freight terminal for one thing. What is your first item?

QUALITY CONTROL LABORATORY

Colonel PARKHILL. The first item, modifying an existing building to provide a quality control laboratory. This is to perform tests on materials and the pieces of equipment that are purchased from contractors by the depot and used either in maintenance or shipping out to

the field. In the case of the air freight terminal, here we can add to our existing facility.

Senator STENNIS. I think you have covered that subject matter. I imagine it is about the same?

Colonel PARKHILL. Yes, sir, the same problem.

MAINTENANCE DOCK

Senator STENNIS. Your maintenance dock—there is $217,000 for maintenance docks. That is a large amount.

Colonel PARKHILL. This would provide a large dock for the B–52's that support the SAC mission. This provides for moving a dock from another base and erecting it at Robins.

Senator STENNIS. What would be the cost of it new?

Colonel PARKHILL. It would be more than that, sir.

Senator STENNIS. About how much more; twice as much?

General CURTIN. Not quite.

Senator STENNIS. Will this be large enough for the entire machine to move into it?

Colonel PARKHILL. All but the tail.

Senator STENNIS. Colonel, do you want to answer that question? I have a question I wish to ask.

Senator SALTONSTALL. He was going to give the cost.

Senator STENNIS. He said it was large enough for all except the tail.

General CURTIN. As I recall, the figure was about $600,000 for a new one with apron utilities but all of these are movements of docks from their present locations to new locations. I would have to furnish you a good figure on that, Mr. Chairman.

Senator STENNIS. All right. Call it to the special attention of the clerk.

Senator SALTONSTALL. This morning we discussed some maintenance docks, and we had some chapels. I had the impression that those were all the maintenance docks and all the chapels which you were requesting this year. Are there many more such as this, where you have them on bases, in addition to what you had this morning?

Colonel PARKHILL. No, sir, these are the same.

General CURTIN. These are the same items. Now, we are encountering them as we reach the individual bases on which they are located.

Senator SALTONSTALL. Thank you.

Senator STENNIS. This is the bill of particulars.

Colonel PARKHILL. In our 1961 program the new, standard, large docks cost $480,200 each. The relocated standard, large dock price came out at $349,400 each. This is the experience in 1961.

Senator STENNIS. You are getting $417,000 over here?

Colonel PARKHILL. Yes, sir. It will vary from base to base depending on the amount of access pavement, support utilities, and special conditions involved.

Senator STENNIS. It does not seem as if you are going to have much saving after all.

General CURTIN. We have not encountered as much saving as we originally anticipated, Mr. Chairman.

Senator STENNIS. You have to put in a freight service to save a lot of time, and give yourself credit for that. I suppose it presents a lot of problems—take down, move, and construct.

General CURTIN. It does, sir. All the parts have to be numbered. Invariably, some are damaged.

Senator STENNIS. Let us move along then.

Colonel PARKHILL. The next base?

Senator STENNIS. No. I am talking about the next item here.

Senator MONRONEY. May I ask a question?

Senator STENNIS. Yes.

Senator MONRONEY. Is this new work on Robins Air Force Base on the B–52?

Colonel PARKHILL. This is a SAC unit that is a tenant on the base. This is an actual fighting unit.

Senator MONRONEY. They do their early echelon maintenance and then go back for major overhaul to the other places?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. Is Robins Air Force Base engaged in maintenance on the B–52's?

Colonel KELLY. Would you repeat the question, sir?

PRIMARY OVERHAUL MISSION

Senator MONRONEY. What is Robins' primary overhaul mission?

Colonel KELLY. Aircraft propellers, supply, maintenance, and specialized overhaul. They do a considerable amount of work on the new gas turbines. They are prime for supply, maintenance, and some overhaul on some of the lighter missiles. They do a considerable amount of overhaul and specialized repair on bomb navigation systems for all aircraft.

Senator MONRONEY. They do not do major aircraft overhaul?

Colonel KELLY. The C–130 comprises their primary airframe load this time. They are also responsible for inservice transports such as the DC–6 or C–118.

Senator MONRONEY. That is not as big as the B–52, and their docks would not be interchangeable; is that right?

Colonel KELLY. The C–130's use a medium dock with minor modifications.

INDUSTRIAL WASTE-DISPOSAL PLANT

Senator STENNIS. What about this industrial waste? It seems, all of a sudden, that you are having to buy some expensive machinery. You do not have any smog.

Colonel PARKHILL. No, sir. This is a problem relating to a local river. We have been pouring the industrial waste into this river and causing pollution in excess of that allowed by the State. The adjacent cities have cleanup programs and we are attempting to comply with the local requirements.

Senator STENNIS. The next item.

TINKER AIR FORCE BASE, OKLA.

Colonel PARKHILL. Page 129, Tinker Air Force Base, Okla. This base supports the Oklahoma City depot, a Sage and three transport squadrons. We are requesting four items, $881,000.

FUEL PIPELINE

The first is a pipeline which will connect the existing fuel storage areas. This will permit transfer of fuel between areas which is presently being done by tank truck, which is expensive, and we feel this pipeline will amortize itself in 2 years.

Senator STENNIS. All right.

Colonel PARKHILL. Liquid fuel and defuel aircraft. This is related to the overhaul of the B–52 and C–135 aircraft. During the overhaul cycle they have to be fueled and defueled several times. This is a very time-consuming operation, done under the present system of using tank trucks. We feel that the installation of a proper system will very materially cut down the amount of time that these aircraft are tied up in the depot.

Senator STENNIS. You want to pump it in and pump it out quickly; is that it?

Colonel PARKHILL. Yes, sir.

Senator STENNIS. All right. The next item.

MAINTENANCE FOR AIRWAYS COMMUNICATIONS SERVICE

Colonel PARKHILL. The third item will provide for consolidated maintenance for the airways air communications service. This is a special activity on the base which maintains mobile communications and navigational aids that the Air Force uses throughout the world.

INDUSTRIAL WASTE TREATMENT AND DISPOSAL PLANT

The fourth is an industrial waste treatment and disposal plant. The present system is causing excessive stream pollution in violation of State laws.

Senator STENNIS. We have been so sparing of Tinker heretofore, that I think we should allow this.

Wright-Patterson.

WRIGHT-PATTERSON AIR FORCE BASE, OHIO

CONTROL TOWER

Colonel PARKHILL. Page 134, Wright-Patterson Air Force Base, Ohio. This base supports the headquarters of the logistics command. The Wright Air Development Center, a Strategic Air Command heavy bomber and tanker and the USAF Institute of Technology. We are requesting six items costing $1.973 million. The first will provide for replacement of an existing control tower. The old tower is too small for the modern equipment. It is located on top of a hangar; it cannot be effectively or economically expanded to support the modern equipment.

Senator MONRONEY. That is a separate base from the regular Dayton base, is it not?

Colonel PARKHILL. This is Patterson.

Senator MONRONEY. Wright Field is a civilian field?

Colonel PARKHILL. No, sir. We have the two military fields that are side by side. Patterson Field is the old depot field. Wright Field has the systems command.

Senator MONRONEY. Do they use the same runways?

Colonel PARKHILL. No, sir. They are separate air bases.

Senator MONRONEY. You could not have joint control?

Colonel PARKHILL. No, sir, there is joint control through the two towers, but they are about 8 miles apart.

The second item is a repetitive type item, apron maintenance, lighting for the SAC unit. The third item is a repetitive type item, maintenance dock. This will also provide for moving a dock for SAC from another base.

MODIFICATION OF MATERIALS LABORATORY

The fourth item is science lab material. This is over on the Wright Field side of the base, will modify an existing building to provide for research leading to the development of materials that will withstand extreme temperatures.

COLD STORAGE PLANT

The fifth item, cold storage plant, will modify a part of the warehouse to replace a cold storage plant that recently burned down.

The sixth is a repetitive type item, dental clinic. This will replace some temporary deteriorated buildings that were built during World War II.

Senator STENNIS. Do you have anything else, Senator?

Senator MONRONEY. I have nothing else.

AIR FORCE SYSTEM COMMAND

ARNOLD ENGINEERING DEVELOPMENT CENTER, TENN.

AEROSPACE SYSTEMS ENVIRONMENTAL CHAMBER

Colonel PARKHILL. The next command is the Air Force System Command. The first base is on page 142, Arnold Engineering Development Center in Tennessee. The item we are asking for here is the aerospace systems environmental chamber, $18.5 million. We have with us Colonel Lyon, who was the project officer on this project up until a year ago. Since that time he has been in the headquarters. He is intimately familiar with this. I would like him to present the project.

Senator STENNIS. All right, Colonel. We are glad to have you here, sir. I understand that you have a prepared statement that you wish to insert in the record. This will be agreeable to us.

(The statement referred to follows:)

STATEMENT OF LT. COL. HERBERT A. LYON

AEROSPACE SYSTEMS ENVIRONMENTAL CHAMBER, MARK I (FISCAL YEAR 1962 MCP)

I. BACKGROUND

(*a*) One of the prime problems of the Air Force space effort today is to increase the reliability of its military satellites. The Mark I chamber will make possible achievement of this objective economically and in minimum time. Mark I is a ground test facility which will have the capability of testing full size complete satellite vehicles in simulated space environmental conditions. It is part of the Air Force's overall program to develop an adequate ground test capability for space systems.

(*b*) Early in 1959, the Air Force undertook an engineering study to determine what ground tests would be needed to support development of space weapon systems and to establish the feasibility of providing a suitable facility. The study was aimed at meeting the requirements through the 1970 time period. The resulting concept for a very large space chamber was clearly a facility of the future. It was beyond the state of the art to produce some of the environments a spacecraft experiences in flight on a large enough scale. In other instances no means was known to even produce these environments properly on the ground. At the same time the Air Force was faced with the problem of providing a ground test capability to improve the reliability of the current generation of satellite systems, SAMOS, MIDAS, SAINT, ADVENT, and TRANSIT. As a result, the Mark I was proposed as a practical approach. It has been designed within the state of the art and includes the significant space environments. This is the facility proposed in the fiscal year 1962 MCP. In the meantime, study and research is continuing toward a separate future facility which has been designated Mark II. Mark II is intended to meet the test needs of the larger manned space systems of the next generation.

II. DESCRIPTION

(*a*) The design criteria used for Mark I included the requirements that the facility must:

(1) Accommodate the present generation of satellites; that is, satellites which can be launched on ATLAS and TITAN type boosters and satellites of the size and weight to be launched on the SATURN-booster, such as APOLLO.

(2) Be a complete test facility on its own.

(3) Make maximum use of existing utilities and support at Arnold Engineering Development Center.

(4) Be designed within today's state of the art.

(*b*) The major components of Mark I are:

(1) A 40-foot-diameter by 80-foot-high vacuum tank with a clear interior working space of 35 by 65 feet.

(2) A cryogenic refrigeration system to cool and circulate cold gas to produce the low temperature and pressure of space.

(3) A thermal radiation system to simulate various heat sources in space.

(4) A vibration system.

(5) A test article mount and handling system.

(6) Buildings and utilities to provide a complete facility.

(*c*) The space environments which Mark I can simulate are:

(1) Space vacuum of 1×10^{-8} millimeters of mercury with the chamber empty and 1×10^{-7} millimeters of mercury with a satellite under test. This is equivalent to the pressure in a 200- to 300-mile orbit.

(2) The cold of space at —313° F.

(3) Solar thermal radiation of 1,400 watts per square meter with a very close match of spectral distribution.

(4) Albedo—the reflection of the sun from the earth's atmosphere.

(5) Earth radiance—the heat energy that the earth radiates to space.

(6) The vibration transmitted to the satellite by the booster during launch and by the orbit engine during orbit maneuvers.

(7) The pressure change versus time experience during launch from sea level to about 70,000 feet altitude.

III. TEST CONCEPT

(*a*) By producing these environments in the same sequence and combinations that would be experienced by a satellite in flight, it will be possible to put a spacecraft through a complete simulated mission while on the ground. All of the components and equipment in the satellite will be operated exactly as they would be operated in orbit. Because the satellite can be directly observed during this test and because relatively unlimited instrumentation can be used, much more information can be gained on the performance of the vehicle in a given time and at less cost than can be in flight test. When failures occur exact reasons can be pinpointed and corrective action taken. In addition, by testing on the ground, a failure does not mean the loss of the vehicle as it often does in flight.

(*b*) The space tests which can be conducted in the Mark I are:

(1) Accommodate vehicles up to 30,000 pounds in weight, 10 feet in diameter and 40 feet long.

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(2) Determination of heat balance and equilibrium temperatures of the entire vehicle and its components.

(3) Determination of the functional adequacy of mechanical equipment such as camera shutters, unfolding antennas, etc.

(4) Determination of the performance of solar sells, solar energy collecting devices, electronic and sensing equipments for long periods of time.

(5) Determination of the effects of outgassing, cold welding, and changes in physical properties on exposed materials and parts of the vehicle.

(c) Perhaps the most important aspect of the type of testing which can be done in Mark I will be to uncover the unexpected influence that the combined space environments will have on the satellite. As of today, not enough is understood about the space environments themselves or their influence on a satellite to analytically determine with a high degree of certainty the best design for a vehicle. The only proof of design is to operate the vehicle in the space environments and see if calculations were correct. The ability to do this on the ground under controlled conditions will greatly speed up the rate at which knowledge can be gained about these effects and more adequate design data for spacecraft be developed.

(d) The testing of unmanned systems will demand full-time use of the Mark I for the foreseeable future. An access airlock has been included on the chamber through which a man could enter the chamber while it is pumped down to space vacuum conditions. The use of this lock to enter the chamber during the test is something for the future. The purpose of entering the chamber will be either to make repairs or adjustments on the test vehicle or the chamber or to actually test a crewmember as part of the satellite. The ability to do this will depend upon the successful development of space suits and protective devices for the man in the chamber. Studies and research are underway to achieve this capability as part of the continuing program for a larger chamber which was mentioned above.

(e) It should be clearly understood that the type of tests to be conducted in Mark I complements the testing presently accomplished. This type of testing is a necessary addition to the present test program. Parts and pieces, subassemblies, and components are now tested separately. Testing of complete systems is limited to nonenvironmental ground tests and flight test. The ability to test vehicles in the Mark I will give the needed capability to shake down a complete system before committing it to the high-risk, high-cost processes of flight testing. In this way it will be possible to both speed up the development process and save considerable cost in the overall development program.

IV. EXPERIENCE WITH SATELLITES

(a) What this means can be seen by reviewing some examples of experience in the Discoverer program.

(1) This significant and successful program has placed satellites in polar orbit, maneuvered the satellite vehicle in orbit and achieved recovery from orbit. Still, in this program, costly failures have occurred due to insufficient knowledge of how a vehicle and its components react in space. For some failures no satisfactory answer is available as to what went wrong.

Item: Discoverer V. The satellite did not respond to commands to correct attitude in orbit and capsule recovery was unsuccessful. The reason for lack of response is unknown.

Comment: The control of the satellite in orbit requires a sequence of electronic, electrical, and mechanical actions which results in the operation of small gas jets. With the limited instrumentation which can be carried in orbit, there is no way to determine where in this sequence a breakdown has occurred. Testing in Mark I would permit observation of this type of failure first hand and give the ability to determine the specific source of failure and take corrective action.

Item: Discoverer VII. Electric power failed after the satellite attained orbit. This is believed to be due to overheating of battery compartment which caused the electrolyte to boil out.

Comment: This was a result of unpredicted interactions of operating equipments and materials in the low temperature and low pressure encountered in orbit. Insufficient knowledge exists to make accurate theoretical analysis and calculations for maintaining all interior temperatures of a satellite within the operating limits of the equipment. In the Mark I, it will be possible to produce the significant environments encountered in orbit and observe the interaction

of these environments with the operations of the equipment in the satellite. In this case, it is necessary to ascertain the reason for the overheating of the battery compartment. It could be due to the effect of other nearby equipment, the surface of the satellite absorbing excess radiant energy from the sun, the compartment retaining too much of its own heat. The interaction of the parts of a complex assembly containing different materials, paints, and operating equipments located in close proximity in the space environment can only be determined experimentally.

(2) It must be realized that even a small satellite is a very complex mechanism often consisting of as many as 10,000 components and as much as 7 miles of wiring with a multitude of connections. Essentially it is flying at a 300-mile altitude with the cockpit on the ground. It is impossible to provide the number of telemetry channels which will allow monitoring all parts in a flight test. The only way to overcome this deficiency and pinpoint failures is to have a simulation device which gives access to the satellite after testing has shown that a deficiency exists. In this way it will be possible to remedy deficiencies economically. Otherwise it is necessary to restort to continued expensive flight testing and cut-and-try methods.

V. WORKLOAD FOR LARGE VACUUM CHAMBERS

(*a*) Tests of satellites in Mark I will be of extended duration. It is anticipated that most will take several months and some may require up to 1 year in occupancy in the chamber. The systems needed to achieve national objectives in space will require all the time that can be made available in planned vacuum-testing chambers. Senior staff members of DOD and NASA have conducted a detailed study which verifies the extensive workload for Mark I, as well as the facilities planned by NASA. This analysis of approved satellite programs shows that each agency will have a substantial requirement for testing in such facilities.

(*b*) The formal findings of the Department of Defense, National Aeronautics and Space Administration, Aeronautics and Astronautics Coordinating Board on the Mark I is quoted from the minutes of the February 14, 1961, meeting of that body:

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"REPORT OF THE AD HOC COMMITTEE FOR COORDINATION OF DOD–NASA FISCAL YEAR 1962 FACILITIES

"Mr. Macauley, chairman of the ad hoc committee, briefed the Board on the results of the NASA-Air Force joint evaluation of the high-vacuum environmental test facilities appearing in the fiscal year 1962 budget.

"The committee concluded that the cost difference between the two proposed facilities was reasonable and justifiable in view of different test requirements. The committee also concluded that both facilities are required in the same time period because of each agency's test workload as predicated upon presently approved programs.

"Based upon Mr. Macauley's report, the Board was of the opinion that the two facilities in question were justifiable and necessary to meet the unique requirements of NASA and the Air Force. Copies of the committee's report will be made available to the Board members for comment."

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(*c*) The workload is of such magnitude that the real problem is one of careful scheduling to insure best use of available test capability. Tests in Mark I will be scheduled to assure that the DOD programs for ADVENT, TRANSIT, MIDAS, SAMOS, and SAINT and the NASA programs for NIMBUS, Orbiting Astronomical Observatory, Orbiting Geophysical Observatory, and Orbiting Solar Observatory are supported in consonance with their national priority.

FUNCTION OF TANK

Colonel LYON. Mr. Chairman, the aerospace systems environmental chamber Mark I, is simply a large steel vacuum tank in which we can simulate most of the significant conditions that a satellite experiences in orbit at 200 to 300 miles. We will use this tank to test

our military satellites under the environmental conditions of orbit, to run all of their systems and components in order that we can examine the satellite, determine what sorts of failures we have, and make corrections and retest the satellite.

We feel this will be a very significant addition to our ability to improve the reliability and the performance of these satellite systems.

I have a picture of this chamber which I would like to leave with you. This is a picture of a wooden model which gives you some idea of the appearance of it and the size. You will notice the silhouette of a man here in the upper right-hand corner [indicating].

Senator MONRONEY. This is good on missiles as well, or is this only for satellites?

Colonel LYON. This is only for testing the orbiting portion of the vehicle. The systems that we would test would be SAMOS, MIDAS, SAINT, ADVENT, TRANSIT, vehicles of this kind.

Senator MONRONEY. Is that $18.5 million all for this one item?

Colonel LYON. Yes. That includes a nine-story building to house the chamber and the area in which we will prepare the item for test and the necessary administrative and shop space to go with it. It includes the complete laboratory building with the chamber inside.

Senator STENNIS. Has this already been made?

Colonel LYON. The wooden model has, sir.

Senator STENNIS. I mean the item.

Colonel LYON. No. The item is designed. We have the design complete.

Senator STENNIS. It will take much longer to make it than it will to build the building, will it not?

General CURTIN. We think it will take about 15 to 18 months' construction time, Mr. Chairman.

Senator STENNIS. What are you going to do with it after you get it? Are you going to simulate these conditions? But you already have your satellite going around through those actual conditions, have you not, these communications satellites?

Colonel LYON. This is correct. We have satellites in orbit. We are experiencing failures which in many cases are mysterious to us. We don't have the means of examining the satellite after a failure occurs. It is very expensive in terms of the cost and in terms of the booster that you use. By being able to test in the chamber, we can observe the satellite directly. We can have it much better instrumented than we can in orbit. We can examine it after failure occurs and we can try corrective action to improve the performance of the vehicle. These are things which cost us a great deal of time and money to do by flight testing alone.

General CURTIN. Mr. Chairman, if we could save a launch or two of the THOR-AGENA by getting reliability through this means we would save for each launch failure $7 million a copy. Seeking out the reasons for failures by having to launch and then determine what went wrong, is a pretty expensive means as opposed to trying to do the same thing on the ground.

Senator STENNIS. You are going to run down these matters which have been adversely affecting your various satellites?

Colonel LYON. This is the intent.

General CURTIN. This becomes particularly true in our efforts to speed up these space programs.

Senator STENNIS. What is the situation respecting this chamber, the building and the chamber which you will build? Do you envisage some additions to this, perhaps, or what do you plan along that line?

COMPLETE FACILITY

Colonel LYON. This facility will be complete in itself. We have no plans for additions to it. It will be limited in its ability to test systems only by the phyhical size of the satellite that you have under consideration.

General CURTIN. There are some preliminary studies underway, Mr. Chairman—I think this is what you are after—for a future system that would be much larger than this, perhaps, and probably have a larger range of environmental conditions that we could test vehicles in. This is only in a preliminary study stage at the present time. This Mark I system, as has been pointed out. has been completely designed. We are ready to go to construction with it and it will handle most of the present vehicles that we are confronted with. But the future is another problem and only preliminary studies have been done on that.

Senator STENNIS. How tall is this object which we have?

Colonel MILLER. Forty-two by eighty is the outside dimension.

Senator MONRONEY. This has nothing to do with the motors. It has only to do with the capsule.

Colonel LYON. That is correct. We cannot operate the motors in the chambers. We will simulate the vibration of the motors through vibration drives to the test vehicle. In this way we hope to stimulate or be able to test the effect of motor operation in orbit.

Senator MONRONEY. But the main effect of this will be to permit you to pretest and experiment on your electronics in the capsule.

Colonel LYON. This is correct. The idea is to simulate the entire mission profile in the chamber. You will run the capsule and all the equipment itself through the same sequence of events through which it would run in orbit.

Senator MONRONEY. Could you run the same test on a man, if you ever wanted to put a man in orbit?

AIRLOCK FOR TESTING MANNED CAPSULE

Colonel LYON. We have an airlock on this chamber with the idea that sometime in the future we could test a manned capsule in the chamber. We have no plans to do that initially, however, in that we do not have any man satellites in development for the Air Force, nor do we have adequate means of protecting the man in the chamber at this time.

That airlock is included on the chamber as an economic factor since we feel that eventually it will be desirable to test people in the chamber.

SIMULATION OF ORBITAL FLIGHT

Senator MONRONEY. You think eventually, then, you can put an astronaut through some of the simulation of orbital flight down here; is that correct?

Colonel LYON. Yes, sir. It will call for additional equipment in order to provide adequate protective devices for the man at such time as we wish to do that type of testing in the chamber.

Senator MONRONEY. Does this get down to the vacuum?

Colonel LYON. Yes, sir. It simulates vacuum of 200 to 300 miles. The pressure we can achieve with a test item in the chamber will be 1×10^{-7} millimeters of mercury.

Senator MONRONEY. What would that be?

Colonel LYON. That is approximately 200 miles.

Senator MONRONEY. You will have satellites far beyond 200 miles, won't you?

Colonel LYON. This is correct, but at this pressure you experience most of the significant effects of high vacuum on the operational characteristics of the vehicles.

Senator MONRONEY. At about 100 miles you leave space, don't you?

Colonel LYON. It depends on the specific thing you are interested in. Below about 1×10^{-7}, all the significant things we are aware of have occurred because of vacuum.

Senator MONRONEY. Is there any simulation as to the meteorites or anything in this chamber?

Colonel LYON. No, sir. We do not simulate meteor particles. The things we do simulate are the high vacuum, the thermal radiation from the sun, the albedo of the earth, which is the reflection of the sun's light from the earth's atmosphere. We simulate the radiance of the earth. Since the earth is a warm body it has an influence on the temperature of the satellite that is near it. And we simulate the pressure change of ascent, we simulate the vibration of engine operation in orbit and we simulate heat sink of space.

We do this latter one by cooling the walls with liquid nitrogen.

Senator MONRONEY. That gets it down to way below?

Colonel LYON. Approximately minus 315° Fahrenheit.

Senator MONRONEY. The whole chamber would be down to that?

Colonel LYON. The interior walls would.

Senator MONRONEY. That would eventually lower the test to about that temperature, too?

Colonel LYON. No. The test article will stabilize at a higher temperature. It receives energy from the solar source and gives it off to the walls. This is what we call the thermal balance of the vehicle.

RELATIONSHIP WITH NASA

Senator MONRONEY. What is your relationship between this utilization for yourselves and NASA?

Colonel LYON. We have explored this very thoroughly with NASA, specifically with regard to the facility they are proposing to be built at Goddard, and the workloads that are apparent for both of these chambers certainly justifies the existence of both of them.

Senator MONRONEY. Will they both do the same thing?

Colonel LYON. Essentially they do the same type of testing.

Senator MONRONEY. In other words, only because of the heavy load is it necessary to have two?

Colonel LYON. That is correct.

Senator MONRONEY. There is nothing scientifically beyond what this will do that Goddard will do; is that correct?

Colonel LYON. That is correct. The type of test we will conduct will be a very long-duration test in terms of the time the facility is tied up to test one vehicle.

Senator MONRONEY. The next item, sir.

BEANE FIELD, ST. LUCIA ISLAND

REHABILITATION OF TRACKING STATION

Colonel PARKHILL. The next item is on page 144, Beane Field on St. Lucia Island. This is part of the downrange tracking system. Beane Field is up north of Trinidad. We are proposing to use $258,000 here to rehabilitate an existing tracking station which has been on a standby basis for 2½ years.

Senator MONRONEY. You mean it has not been used for tracking for 2½ years?

Colonel PARKHILL. No, sir. It was deactivated at one time. We need it again to support the DYNA-SOAR program primarily.

Senator MONRONEY. You have to have a quarter of a million dollars to put it back in shape?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. Is that mainly for basic construction? I notice most of it appears to be sewage systems, water distribution, road repairs, rehabilitation of instrument buildings, rehabilitation of cold storage buildings. Replace 100 feet of washed out roads.

Colonel PARKHILL. Yes, sir.

General CURTIN. Replacement and rehabilitation is a large portion of it.

Senator MONRONEY. You want to come back and ask for more money for electronics?

Colonel MILLER. Not at this time, sir.

Senator MONRONEY. This is just the beginning?

Colonel MILLER. This supposedly takes care of the requirement insofar as the tracking aspect is concerned.

Mr. SUFIT. The equipment is procured from another appropriation.

Senator MONRONEY. This won't be the total cost then?

Mr. SUFIT. This is the real estate portion. The equipment is part of the procurement appropriations.

Senator MONRONEY. This is part of DYNA-SOAR, you said?

Mr. SUFIT. Yes, sir.

Senator MONRONEY. Is that because of the nearness of this location to Cape Canaveral?

Colonel MILLER. In the DYNA-SOAR program there is requirement for a tracking and handling area about 1,500 miles downrange. This fits in that pattern.

Colonel PARKHILL. It is just north—I can show you on the map.

Senator MONRONEY. Do we own the land on which it sits?

Mr. GIBBENS. The land that Beane Field occupies is one of the "Destroyer Agreement" bases that we got back in 1941—a 99-year lease.

Senator MONRONEY. The next item, sir.

CAPE CANAVERAL, FLA.

AUXILIARY OPERATION BUILDING

Colonel PARKHILL. Page 146, Cape Canaveral, Fla. We are requesting $7,942,000 to provide these facilities. The first is an auxiliary operation building. This is required to support the ground electronics engineering installation agency which has been permanently assigned to this base. They are now using some old frame houses and other temporary facilities.

Senator MONRONEY. Is that one of these telephone exchanges?

Colonel PARKHILL. No, sir. This ground electronics engineering installation agency is the agency that actually does most of the design, planning, supervision of construction on the ground electronics equipment.

MISSILE SUPPORT STRUCTURE

The second item is for a missile-support structure required to provide facilities at a centrally located area for all missile propellant services and high pressure gas storage. We are now using scattered, inadequate buildings. This is hazardous. We propose to build on a new, efficient site.

MISSILE ASSEMBLY BUILDING

The third item is for the modification of a missile-assembly building, assembly checkout, test for the DYNA-SOAR. Here we will actually modify the old THOR building.

INSTRUMENT CABLE TERMINAL BUILDING

The fourth item would be an addition to the instrument cable terminal building required to consolidate communications functions in a communications center.

The fifth item would provide——

Senator MONRONEY. Is this related to the testing?

Colonel PARKHILL. Yes, sir. All of these items are related to the expanded, accelerated program of testing at Cape Canaveral.

Senator MONRONEY. It would give greater utilization and eliminate slowdowns?

Colonel PARKHILL. Yes, sir. These would generally improve the effectiveness of the whole complex.

ENGINEERING RESEARCH LABORATORY

The fifth item is an engineering research laboratory required to accommodate the missile contractor in relation to DYNA-SOAR.

Senator MONRONEY. Why do you have to have new facilities for the DYNA-SOAR?

Colonel PARKHILL. In most cases, we are modifying existing facilities. In case of the engineering lab, we are just running out of space down there.

Senator MONRONEY. Don't you drop off obsolete ones as you take on new ones? I mean, you don't have much more on THOR, do you?

Colonel PARKHILL. No, sir. We are using that building.

Colonel MILLER. The problem is to house personnel that are still in there and will remain. To clear the buildings out we have a requirement for space for some engineering-type personnel.

Senator STENNIS. What is that you said would remain, the THOR personnel?

Colonel MILLER. This missile-assembly building L, which has been the old THOR building has had personnel in it associated with that project. We still have a requirement to take care of 130 Douglas, North American, Aerojet, and space electronics personnel. They will still remain there and be associated with work at the base.

Senator STENNIS. What kind of work is that? Is it some current project?

Colonel MILLER. Yes, sir. In addition we will have personnel directly associated with the DYNA-SOAR project in the area.

Senator MONRONEY. In other words, you are moving out of building L the present tenants which are North American, Douglas, Aerojet, and space electronics; is that right?

Colonel MILLER. That is right, sir.

Senator MONRONEY. This is to take care of the 130 employees of Douglas, North American, Aerojet, and space electronics.

Colonel MILLER. That is correct.

Senator MONRONEY. Are they still doing testing there, these companies?

DATA COLLECTION REPORTING STATIONS

Colonel MILLER. Yes, sir.

Colonel PARKHILL. The final items are data collection reporting stations in support of DYNA-SOAR, the modification of the old type launch complex 19, which is the big money item, $4.7 million. This will be for launching DYNA-SOAR. Then the 9th and 10th items would provide for a control center for DYNA-SOAR launching and DYNA-SOAR research laboratory.

Senator STENNIS. Give us some descriptive information respecting DYNA-SOAR. Describe the DYNA-SOAR operation to us.

Colonel PARKHILL. Could we bring that up again in a classified section?

Senator STENNIS. All right. I think we will have to come back to this item, too, in classified; $4.7 million just to put up this building; I think you had better justify the whole thing.

Senator MONRONEY. Are you doing this primarily for NASA or for yourself?

Colonel MILLER. This is a program where we are providing the support.

DYNA-SOAR PROJECT

Senator STENNIS. DYNA-SOAR is Air Force, is it not?

Colonel MILLER. That is right. DYNA-SOAR is an Air Force project.

Senator MONRONEY. It might be in their budget——

Senator STENNIS. It is their project?

Mr. SUFIT. It is an Air Force program.

Senator STENNIS. We shall take all that up in executive session, if that is agreeable to you gentlemen. With respect to the other items

which go with it: There is a $4.7-million-plus for other projects connected with DYNA-SOAR.

General CURTIN. Yes, sir.

Senator STENNIS. Take them all up together, justify the money, and describe the project to us clearly.

CAPE CANAVERAL TRANSMITTER ANNEX

Colonel PARKHILL. Then the next item is page 155, Cape Canaveral transmitter annex at Matabar, Fla. This is 35 miles south of Cape Canaveral. It is an abandoned naval air station. We are proposing to use the land there to construct a remote transmitter building and antenna farm to eliminate the interference and radiation hazards encountered on the cape.

Colonel MILLER. Mr. Chairman, I think the principal point there is that at the present time we are limited to about 12½-kilowatt transmitter power and to cover the distance which we are going now and get the coverage we should have we should be up in the neighborhood of 45. That requires remoting it out from the cape to eliminate interference hazards which would take place.

Senator STENNIS. In other words, you have so much around Cape Canaveral that you just have to get away from there?

Colonel MILLER. That is correct, sir.

Senator STENNIS. The next item.

Colonel PARKHILL. Page 157 at Coolidge we have two items but they are also related to DYNA-SOAR. Page 160, Mayaguana in the Bahamas, again we have a project related to DYNA-SOAR. We will come back to that in the classified section.

Senator STENNIS. All right.

WIDEAWAKE FIELD, ASCENSION ISLAND

COMMUNICATIONS AND OPERATIONS BUILDING

Colonel PARKHILL. Wideawake Field, page 162. This is at Ascension Island. This will be for a new communications and operations building to handle new equipment, expanded communications activities, and this is required to support all of the range firings, including DYNA-SOAR.

Senator STENNIS. All right.

EDWARDS AIR FORCE BASE, CALIF.

PROPULSION ENGINEERING LABORATORY

Colonel PARKHILL. Page 164. Edwards Air Force Base, Calif. We are requesting $1,885,000 for six items. The first item would be for an addition to the propulsion engineering lab out at the rocket test site. This is required for research and development in connection with the development of propellent systems for rockets. Here again we have an expanded activity that we need to support.

AIRCRAFT TEST FACILITY

The second item is for an aircraft test facility required to support the testing of the XB–70.

TESTING DYNA-SOAR GLIDE VEHICLE

The third item will provide for modification and rehabilitation for testing of the DYNA-SOAR glide vehicle.

TRANSMISSION LINE TO ROCKET SITE

The fourth item will provide a new transmission line from Kramer substation south to the rocket site to provide for increased use of electricity and the testing schedules there.

WATER WELL AT ROCKET SITE

The fifth item will be for a new water well out at the rocket site to meet the increased water requirements in the test firing.

WATER STORAGE TANK

The sixth item will provide for a water storage tank to alleviate a deficiency in water storage at the main bays.

PROPULSION LABORATORY

Senator STENNIS. What about that first one, propulsion laboratory? Is that one of your main requirements?

Colonel PARHILL. Yes, sir; this is a vital requirement to the rocket site. We have a requirement for 62,191 square feet. We have 31,371. We have just about half the space we require.

Senator STENNIS. For what are these transmission lines for? I thought we put in all kinds of facilities out there not long ago.

Colonel PARKHILL. No, sir. The electrical demand of the scheduled new testing out at the rocket site has overloaded the present system and we need to construct additional lines.

Senator MONRONEY. Why is it? Because of so many men out there? The test itself is using propellants; is it not?

This is three-quarters of a million dollars in new current transmission lines. I would like you to relate how this vast amount—it is a static test; is it not?

Colonel MILLER. Yes, sir. I think, sir, if you will remember, NASA has built a large stand now which is coming in the picture. All of these take a lot of cooling water, a lot of pumping; you have a lot of electrical energy associated with it.

Senator MONRONEY. This will be civilian. This does not go into the military requirement to the missile. This will take care of people who work there.

General CURTIN. People, associated equipment. To support a complex. It really is a growth proposition from 20,000 kilovolt-amperes to 30,000. It is to support test equipment, preparing missiles for firing, pumping, all the devices that would be found in one of these complexes.

Senator STENNIS. The next item on page 171.

EGLIN AIR FORCE BASE, FLA.

Colonel PARKHILL. Yes, sir; Eglin Air Force Base in Florida. We are requesting $727,000 for two items. This base supports the Air Proving Ground Center and also a SAC bomber mission.

RELOCATION OF INSTRUMENT LANDING SYSTEM

The first item calls for relocating the instrument landing system from the old runway to the newly constructed and designated main runway.

Senator STENNIS. Colonel, why the relocation? It has not been long since we put it up there.

Colonel PARKHILL. We built a new B–52 runway, completed several years ago. In collaboration with FAA we have reconfigured the air traffic pattern so that the instrument approaches can be made to the new longer runway.

NEW MAINTENANCE DOCK

Senator STENNIS. All right, you need a new maintenance dock. Is that one of the large ones?

Colonel PARKHILL. Yes, sir; that is one of the large ones for SAC.

Senator STENNIS. The next item.

LAWRENCE G. HANSCOM FIELD

RADIATION PHYSICS ELECTRONIC LABORATORIES

Colonel PARKHILL. Page 174, Lawrence G. Hanscom Field, $3,980,000 for eight items. This base supports a family of research and development activities. The first item is for a radiation physics electronic laboratory. In here we will conduct studies of radiation effects on electronic materials.

DATA COLLECTION LABORATORY

The second item is for an addition to the data collection laboratory which is located on Sagamore Hill, 25 miles northeast of the bay. This will house new equipment for the antenna operation of the radio and space physics observatory.

COMPUTATION LABORATORY

The third item is a special computation laboratory and this will house special computers and auxiliary equipment needed to support all the scientific programs on the base.

Senator MONRONEY. What are the scientific programs on the base?

Senator STENNIS. Give him a little history on this whole project.

PRIME MISSION OF LABORATORY

Colonel MILLER. The prime mission of the laboratories there are the electronics and the geophysics areas. They are working in experiments generally associated with the transmission of voice or electrical means for command of forces, be it on the ground or in the air or in the future out into space. The requirement we have for electronic computer capability is that the equipment we now have on hand is

just too small to do the work. There is a valid requirement for modern up-to-date computer with large capacities similar to what you will find in many of the Air Force installations, the one we commonly refer to as the IBM–7090. There are others of that type.

Senator MONRONEY. Is this for purchase?

Colonel MILLER. This would be a rental.

Senator MONRONEY. That is a special laboratory, that $1,212,000 just to put the rental machine in; is that right?

Colonel MILLER. That is correct. We have two machines of smaller capacity available. This would bring the whole thing into one centralized complex where we would have the complete computing capability.

Senator MONRONEY. About a $4 million total item.

Senator STENNIS. I think we had better take that one up later. What do you have for Patrick?

PATRICK AIR FORCE BASE, FLA.

Colonel PARKHILL. Page 183, Patrick Air Force Base, Fla. This is adjacent to Cape Canaveral. We have two repetitive-type items.

Senator STENNIS. Telephone exchange and chapel?

Colonel PARKHILL. Yes, sir.

Senator STENNIS. I think we will leave Hanscom; carry that over until our next sitting.

General CURTIN. We can review that base at your convenience.

Senator STENNIS. Yes; I think you had better get up something for background on it.

Gentlemen, we have an unusual week here. I do not believe we can get to any other days this week unless it is Friday. Can you be ready Friday subject to call?

General CURTIN. Yes, sir.

Senator STENNIS. Do you have any special witnesses on this case?

General CURTIN. We will review that if it is agreeable to you, sir, and be ready to take that up the first thing on Friday, if you should meet that day.

Senator STENNIS. I wanted Senator Saltonstall to be present.

General CURTIN. We will plan on that.

Senator STENNIS. Include it, if you can; but if he is not here, we shall let it go.

Thank you very much, everyone. I am glad to have you here.

We shall recess subject to the call of the Chair.

(Whereupon, at 4:40 p.m. Monday, July 17, 1961, the committee was recessed subject to call.)

MILITARY CONSTRUCTION APPROPRIATIONS FOR 1962

MONDAY, JULY 24, 1961

U.S. SENATE,
SUBCOMMITTEE OF THE
COMMITTEE ON APPROPRIATIONS,
Washington, D.C.

The subcommittee met, pursuant to recess, at 10 a.m., in room 1114, New Senate Office Building, Hon. A. S. Mike Monroney, presiding.

Present: Senator Monroney.

DEPARTMENT OF THE AIR FORCE

STATEMENTS OF BRIG. GEN. ROBERT H. CURTIN, DEPUTY DIRECTOR FOR CIVIL ENGINEERING OPERATIONS; JOHN R. GIBBENS, DIRECTORATE OF CIVIL ENGINEERING; COL. WILLIAM H. PARKHILL, DIRECTORATE OF CIVIL ENGINEERING; COL. H. A. LATSON, DIRECTORATE OF CIVIL ENGINEERING; COL. CLYDE R. KELLY, DIRECTORATE OF MAINTENANCE ENGINEERING; COL. JACK C. CARMICHAEL, OFFICE OF THE SURGEON GENERAL, USAF; COL. WILLIAM C. KINCAID, ELECTRONICS SYSTEMS DIVISION, AIR FORCE SYSTEMS COMMAND; LT. COL. WILLIAM G. ASHLEY, OFFICE OF AEROSPACE RESEARCH; AND LT. COL. FREDERICK BOCKELMAN, JR., DIRECTORATE OF PERSONNEL PROCUREMENT AND TRAINING

AIR FORCE SYSTEMS COMMAND

HANSCOM FIELD, MASS.

Senator MONRONEY. The Subcommittee on Military Construction will resume its hearings.

I believe we were to pick up with Hanscom Field this morning.

Colonel PARKHILL. Mr. Chairman, this base supports the Electronics Systems Division and the Cambridge Research Laboratory. We have with us Colonel Kincaid from the staff at Hanscom and he is intimately familiar with the organization. I would like him to tell you of its purpose.

Senator MONRONEY. Exactly where is Middlesex?

Colonel KINCAID. It is just west of Boston.

Senator MONRONEY. How far?

Colonel KINCAID. Middlesex includes Cambridge which is practically in the middle of Boston and extends west about 15 miles, I would say.

Senator MONRONEY. It is not an airfield?

General CURTIN. There is an airfield there.

Senator MONRONEY. But its primary purpose is more in the nature of electronic systems development and testing; is that correct?

Colonel KINCAID. That is correct.

PROBLEMS AT HANSCOM

Mr. Chairman, I left the Pentagon about 2 years ago to go up to Hanscom Field. General Burke was Chief of Staff. Since I have been there, we have had about two reorganizations, and I would like to tell you about what we are doing up there and what some of our problems are with respect to construction.

As you know, in the Boston area and principally centered at Hanscom, the Research and Development Command has had research and development in electronics ever since World War II. There are two R. & D. facilities there; i.e., the Lincoln Laboratory which belongs to the Massachusetts Institute of Technology. It does electronics R. & D. for all three services, principally for the Air Force, however. It has about 1,600 people, and it has developed radars, computers, and I am sure you remember the SAGE system that they developed.

Also, the Cambridge Research Laboratory which has been mentioned is up there. They have about 1,000 people and they are concerned primarily with Air Force research in the electronics field.

Also, we have about 2,500 people in the base support wing.

About 3 years ago, General Burke went up to Hanscom and organized ADSD which was an integration division for air defense. They were mainly concerned with planning and analysis.

At that time, we had about 250 people and we were concerned with getting the air defense integrated. We took some people from Lincoln Laboratory. I think this is the main reason we went up into that area to set up a planning organization in electronics, because the talent existed up there in the Lincoln Laboratory.

NEED FOR TECHNICAL ASSISTANCE

In the Air Force, we found we needed a lot of technical assistance when we started dealing with these radars and communication devices, computers, and display consoles. I think the problem has gotten out of hand a little bit. It is sort of like wives, I guess. You cannot get along without them, but you have a lot of problems with them, and this is what we go into in the air defense business. We had to have radar so we could see what was going on over the United States. We had to have a lot of fancy communications gear to put in the control center and we had to process and we had to have data to display to see what was going on.

After we built this, we found if you wanted to change any procedures or organization, you had to go back to the fellow who designed it in order to do any reorganizing.

Probably the best way to describe what we are doing up there in building ground electronics equipment is to compare it with the wiring in a house. We are designing the house wiring but other people

are putting in toasters, washing machines, and so on. This works fine until you start loading up the system and then you have to redesign the entire activity. This is the kind of environment we are in.

Senator MONRONEY. Does FAA participate with you in joint use of the warning system for possible aids in air traffic control?

COOPERATION WITH FAA

Colonel KINCAID. Yes. We have the RCAF, an FAA detachment, some Army people, and all of us are working together, not only the developers but the commands which are going to use it. We learned that we were getting into everybody's business. The operating people had to send people in there, the training command had to send people, the logistics command had to send people, and we have a lot of different commands working together because of the interrelationships.

Senator MONRONEY. Thank you very much. Is there anything else you would like to add?

AMOUNT REQUESTED

Colonel PARKHILL. We are requesting $3,980,000 for eight projects. The first three projects, Electronics Lab Radiation Physics, Science Lab Data Collection, and Spec Lab Computation are directly in support of the various scientific programs.

We have with us Colonel Ashley from the Office of Aerospace Research who is intimately familiar with the functions of these three activities.

FUNCTIONS OF ACTIVITIES

Colonel ASHLEY. The Electronics Lab Radiation Physics is to complete an experimental center for the Air Force electronics radiation program at Hanscom. Any vehicle moving outside of the atmosphere is subjected to various kinds of radiation, such as from the Van Allen belt, the cosmic radiation and radiation from solar flares. These radiations can be extremely damaging to equipment and components of equipment. The communications equipment, control equipment, navigation and guidance equipment in a space vehicle are extremely sensitive. Under certain radiations, it is possible that transistors can turn to cheese. We have got to find out what radiation exists in space, what energy levels, what types of radiation there are. We have to build equipment that can live in that radiation environment.

CONCENTRATION ON ELECTRONIC EQUIPMENT

At Hanscom, we are concentrating on electronic equipment. It is not sufficient to build equipment, send it up into space and hope it works. This does not give us the answers and it is extremely costly. If it works, we do not know why it works, and if it does not work we do not know why it went wrong. Frequently we cannot tell where a navigation system is going to develop difficulties and we cannot tell whether it is doing the fantastic job which is required of it. We are making a two pronged attack, one in the geophysics and the other in the radio astronomy program. We are trying to learn everything we can about the radiation that exists and, too, in our experimental center there, we are trying to examine the basic materials from which

the electronics equipment and the component parts are made so we will know in advance whether this material is suitable for space vehicles, whether it will exist in a radiation environment, and so on.

EQUIPMENT AND CAPABILITY

We have the radiation facilities there; we have a 3 mev Vandegraff, a 10 kilocurie cobalt source of gamma rays and 1 mev accelerator. We can examine the effects of radiation chemically. The facility we are requesting is to examine the effects of radiation physically. We want to know, for instance, what is the radiation damage to this material. What does this mean electronically? What can we do about it? How can we get around or protect or shield or alter this material so it is suitable to operate in a radiation environment?

In this experimental center, we will have the capability to administer precisely controlled doses of radiation to a given material. We can administer and examine it under the extremes of temperature conditions. We can examine it under control combinations of radiation. We can examine the behavior of the material after it is irradiated, after closely controlled conditions. In this way, we feel that we will be able to get at the source of information needed to build equipment that can satisfactorily operate in space.

QUESTION OF DUPLICATION

Senator MONRONEY. Will this duplicate any work that is being done by the Army, Navy, or NASA?

Colonel ASHLEY. The combination of the work is unique. Any given piece of equipment, any one facility is not unique. Certainly there is research going on in radiation and chemistry of materials under radiation, and there is research going on in physics, but here we are taking a lead in bringing to bear all of this technology on the electronics problems.

Senator MONRONEY. Will this be made available to other agencies that are operating various space programs?

Colonel ASHLEY. Yes, sir; it will be.

Senator MONRONEY. It is carried in the military budget but the results will be available just as though they themselves were conducting it?

Colonel ASHLEY. Yes, sir.

Senator MONRONEY. In any research, there is duplication and people approaching the same problem through different methods which, of course, is the heart of research, but it will be coordinated so that it will not be withheld from other services or civilian agencies?

Colonel ASHLEY. Yes, sir.

Senator MONRONEY. That is the Electronics Laboratory radiation facility.

SCIENCE LABORATORY DATA COLLECTION

What is sciences laboratory data collection?

Colonel ASHLEY. That is to give us a transmitting and data reduction capability at our radar observatory at Hamilton, about 35 miles northeast of Hanscom. We now have an 84-foot radio antenna there, and a 150-foot antenna under construction. We share in a nationwide, in fact in a worldwide program of radio astronomy. Our

primary interest is in secure communication and in detection and in control.

RELATION TO SUGAR GROVE FACILITY

Senator MONRONEY. Does this tie in with what the Navy is doing in Sugar Grove, W. Va.?

Colonel ASHLEY. It is basically the same type of facility. In our case we can receive signals and the Navy will be able to transmit and receive signals. You might liken it to a highway system communicating by statically transmitting signals from one radio antenna to another. For example, we received the first moon bounce shots from Jodrell Bank, England. We will work and transmit and receive from the new ARPA experiment, a 1,000-foot dish at Aerociba, P.R., and we will transmit and do receive from the Stanford research antenna, a 150-foot antenna——

Senator MONRONEY. That is an integral part of all of the work that is being done and this is an open spot that needs to be done?

Colonel ASHLEY. Yes, sir; we need to talk back.

Senator MONRONEY. Now you are only able to receive?

Colonel ASHLEY. Yes, sir.

SPECIAL LABORATORY COMPUTATION

Next is the special lab computation which will be at Hanscom. With the accelerated operations, command, and control centers on the earth, ground based and in our space activities, we have got to be able to process, reduce, and use data many times faster than we are able to do now. There are really two purposes for this special laboratory computation. One is to reduce data. We will have some computers there to actually reduce data and solve problems we have on hand and we will continue to accumulate to get the answers of data we already have. Until we get that data in usable form, we might as well not have conducted the experiment.

The primary function of the facility, however, is to learn better methods of reducing data. I am not talking about the computation that the computer performs on that data. I am talking about getting it into a computer in usable form and getting it out of a computer in usable form. A general scientific computer has speed, accuracy, and storage capacity, but it requires laboratory programing to get the information into the computer and your results come in the form of tables and figures which you have to examine and reduce to usable information. With the problems we have facing us, we literally have to be able to talk to the computer in ordinary speech and get displays out of it so we can make instantaneous decisions. There is a lot said about real time use of the computer. By that we mean we reduce the data and use it while the event is happening.

Senator MONRONEY. This, however, is merely construction and it does not include the complicated equipment.

Colonel ASHLEY. This is the construction of the laboratory.

Senator MONRONEY. What will the equipment cost?

RENTED EQUIPMENT

Colonel ASHLEY. The equipment we are renting now, an IBM 650 computer, and we will rent a 7090-type computer. I have the cost

figures here. One shift of the 7090-type computer, for example, including their operating it, will run around $832,000 a year. It is on a sliding scale.

Senator MONRONEY. The major part of the equipment will be rented?

Colonel ASHLEY. The general purpose computers will be rented, Mr. Chairman, but the experimental equipment we either have or will procure as the experiments progress.

Senator MONRONEY. Next item.

STORAGE BASE, LIQUID FUEL

Colonel PARKHILL. Next is "Storage base, liquid fuel." We are requesting funds to rehabilitate a badly deteriorated base fuel storage facility that was constructed to temporary standards during World War II.

Senator MONRONEY. Is this just ordinary fuel oil?

Colonel PARHILL. Yes, sir; this is fuel for the aircraft.

Senator MONRONEY. How many aircraft do we have based there?

TOTAL PLANES BASED

Colonel PARKHILL. We have 16 C–119's in the troop carrier wing plus a variety of support aircraft, T–19's and the T–29's.

General CURTIN. Including something of the order of 60 to 70 aircraft. That will probably be the order of magnitude of aircraft that are based there.

HEADQUARTERS BUILDING

Colonel PARKHILL. Next is the headquarters building. Colonel Kincaid is intimately familiar with the details. I will call on him to discuss this one.

Colonel KINCAID. I know it is rather difficult to get this kind of space. However, in the last couple of years with the organization of the Electronics Systems Division, we moved about 600 to 800 people into Hanscom. We brought them from Wright-Patterson and from New York City. The way we got them in was by transferring out a fighter squadron and by putting half the people we brought in over at the former Army Murphy Hospital, about 6 miles away over in Waltham. We have them pretty well packed in and I know this because in this reorganization I have been in charge of trying to get the people in and it has been really tough.

The problem although it is really tight now is that we just can't put any more people there and what we are doing looks like it is going to expand. We have what the President said in the budget message. We are going to have a national control command system to tie in the JCS and the unified commands and we know we are going to be in the middle of that because of what we are doing. It means we are going to have to have a more elaborate environment, and we have our fingers in this problem here.

Taking a look at what we have been doing and what we are forecast to do, there is going to be a steady growth up there to handle this command and control problem. Right now we are about 72,000 net square feet short of space. We really have people packed in to get them in. If we grow as it looks like we are going to grow, we are

going to reach the point where in a few years, by the end of 1964 we are now forecasting, that we are going to need something like 255,000 net square feet of space to get all of these people in. We are going to be growing more.

FUNCTION OF OFFICES

Senator MONRONEY. What do these people do in these offices?

Colonel KINCAID. These are management-type people.

Senator MONRONEY. It has nothing to do with the scientific research?

Colonel KINCAID. Not the Electronics System Division. It is management. We are buying and planning and we are in charge of development, but the development is being done in laboratories in the field.

Senator MONRONEY. This is the bookkeeping, the accounting, the receiving of bids, the writing of specifications, and that sort of thing?

Colonel KINCAID. That's right.

Senator MONRONEY. It is all ancillary to the basic work that is being done there. It is part of the overhead.

TOTAL PERSONNEL

Colonel KINCAID. We forecast by about the end of 1964 we will be up to close to 4,000 people tied up into this sort of thing.

Senator MONRONEY. Are these military people or civilians?

Colonel KINCAID. They are military and civilians.

Senator MONRONEY. Is there any other space available? Where is this one building going to be?

Colonel KINCAID. We have located the building down on the flat area right close to the wing headquarters building, right in the middle of the base. We have enough room there to expand into a complex of headquarters building, and pull it all together as we build.

General CURTIN. You asked the question whether this was base overhead and I think the answer was yes. I think this should be corrected. In my opinion the reply was fully responsive.

MAJOR HEADQUARTERS

Colonel KINCAID. Rather than being base overhead, this is a major headquarters. At Wright-Patterson you have airplanes; on the west coast you have missiles; at Boston and Hanscom we are the major headquarters for the development of electronic ground environment, so it is a U.S.-wide activity involving procurement all over the country. This type of planning is going on in this headquarters and these are the type of people I am talking about.

Senator MONRONEY. Does this support the Hanscom Field operations or is it related to the 50 States or worldwide procurement of the electronics that you finally decide to buy?

Colonel KINCAID. It is a worldwide operation. We have BMEWS up in the north; we have electronic systems going on in Europe and over in the Pacific area; we have the continental SAGE system.

Senator MONRONEY. Does it supply the parts for those?

Colonel KINCAID. We develop them, see that they are developed, and we buy them using industrial contractors.

Senator MONRONEY. But you don't handle them yourself?

Colonel KINCAID. No, sir; we buy them, they are delivered by the contractor to the sites all over the world, installed, and we turn them over and operate them.

MAINTENANCE TRAINING

Senator MONRONEY. Do you train any maintenance people?

Colonel KINCAID. We have a detachment of the Training Command who are sitting there. There are about 11 people there at the present but the main training people are at the Training Command down all over the South.

Senator MONRONEY. I am not sure I know what these 994 people do.

Colonel KINCAID. At the present time we do not have them. At the present time we are talking about 3,200. We have 1,600 people right in the headquarters.

Senator MONRONEY. What do they do? Do they write specifications and gear into procurement the things that are learned in the rest of the base?

Colonel KINCAID. Yes, sir; included in this 1,600 are the managers for these individual systems that I am talking about, plus their overhead, their bosses, and up to and including general purchasing. We have planning. We have scientific development under technology and we have the systems management under the systems management section. These are the three things that are in the headquarters.

In addition we have people at Mitre who are giving us technical assistance and working in this area. These are the people who are technical consultants who help us tie this together.

Senator MONRONEY. What is the next item?

OPEN MESS, NONCOMMISSIONED OFFICERS

Colonel PARKHILL. "Open mess, noncommissioned officers." We have a club which is one half the proper size.

Senator MONRONEY. How many noncommissioned officers do you have there?

Colonel PARKHILL. We have 500.

Senator MONRONEY. What is their function? This is apparently not a very big operational base as far as flight activities are concerned.

Colonel PARKHILL. We have 1,321 airmen, a total of 2,218 military that come from all of the organizations that make up the base complex, including the organizations that Colonel Kincaid discussed.

Senator MONRONEY. This is located right in the heart of Boston?

Colonel PARKHILL. This is right out at Hanscom.

Senator MONRONEY. But it is not an isolated post, by any means?

General CURTIN. It is just outside of the circumferential highway, No. 128, going out around Boston.

Senator MONRONEY. What facilities are they using now?

Colonel PARKHILL. They have a club, 5,540 square feet. It is too small for the projected strength. We are proposing an addition.

AIR-CONDITIONING SYSTEM

Senator MONRONEY. Next item.

Colonel PARKHILL. This is the air-conditioning system which will provide additional capacity to the central air-conditioning plant that supports the Laboratory. We have a capacity for 2,300 tons to serve

the existing labs and the labs under construction and proposed in this program. We have a present capacity of 1,540 tons, and we propose to construct 770 tons of additional capacity.

Senator MONRONEY. This will supply only the Laboratory? Is that correct?

Colonel PARKHILL. That's right.

Senator MONRONEY. That will be in addition to the air conditioning that is done in the new buildings?

General CURTIN. Yes, sir; in addition to it.

Senator MONRONEY. Is the cost of air conditioning those buildings in the original cost estimate? In other words, you have in these two or three large buildings the $160,000 open mess for noncommissioned officers; you have a building, the headquarters building, of nearly a million dollars; $1,212,000 estimate on special laboratory computation; and then another building for $183,000 for Sciences Laboratory collection and another one at $182,000. What I am asking is, Is the air conditioning built into these buildings?

Colonel PARKHILL. No, sir; there are costs shown for the air-conditioning equipment for these individual buildings. However, the item we are talking about will put in the additional capacity in the central plant and the chilled water will be distributed from a central plant to these buildings and processed through the air-conditioning equipment.

General CURTIN. To the extent that these buildings in the 1962 program may not be built, Mr. Chairman, then there would be a downward adjustment in this central plant in order to adjust for the total requirements through fiscal year 1962.

EASEMENT CLEARANCE

Senator MONRONEY. Next item.

Colonel PARKHILL. The last item, land easement clearance. This will provide for standard clearances in the approach zones to the runways.

Senator MONRONEY. How much land does that involve?

Colonel PARKHILL. 366 acres and $92,000.

Senator MONRONEY. How wide a clearance are you getting?

General CURTIN. 1,000 feet wide at the end of the airfield boundary and then flared out in the normal approach zone on a 50:1 glide angle.

Senator MONRONEY. You are not buying it; you are merely getting 15-year tenancy?

General CURTIN. It is clearance easement, as it is frequently termed.

Senator MONRONEY. Are there any other users of the field, like Civil Aeronautics?

Colonel KINCAID. The base itself belongs to the Massachusetts Airport Authority; that is the flying field. We use it.

Senator MONRONEY. Is it a municipal field?

Colonel KINCARD. It is sort of a joint use operation.

Senator MONRONEY. Can you not get the State to use that? If you are going to use it, it will revert to them anyway.

Colonel PARKHILL. Fifteen years ago the State had the easement and the agreement reached then was when that lease expired the Air Force would have to provide its own clearance easement.

Senator MONRONEY. How much will that buy?

Mr. GIBBENS. The easement we are requesting here will be a perpetual easement. The easements formerly on these parcels were 15-year easements obtained by the State. The flying field itself is leased to the Government for $1 for the term and the term is through 1977. We anticipate if we still want to use it after that there will be no difficulty, but one of the terms of the lease from the State on the flying field was that we would pick up the clearance easements when they expired.

USE OF FIELD

Senator MONRONEY. Do these planes using the field engage in testing or are they merely used in keeping up flight time and weekend testing?

Colonel KINCAID. Both. We have a Reserve wing there.

Senator MONRONEY. Is it Federal or State?

Colonel KINCAID. It is a reserve which is Federal, flying C–119's, we have CRT flying, combat-ready training.

Senator MONRONEY. For your pilots to keep up their flight time?

Colonel KINCAID. Yes, sir, and we also have experimental planes, KC–119's down. We have experiments going to Aurora and everythink dealing with geophysics and electronics.

Senator MONRONEY. There is some flying on these fields directly related to the scientific research?

General CURTAIN. Yes, quite a bit, but those planes are not all based there.

Colonel KINCAID. We have three KC–135's there which we spent quite a bit of money building for scientific tests.

AIR TRAINING COMMAND

BROOKS AIR FORCE BASE, SCHOOL OF AVIATION MEDICINE

Colonel PARKHILL. The first command is the Air Training Command and the first base is on page 187, "Brooks Air Force Base, Tex., the School of Aviation Medicine." We are requesting $2,673,000 for two items. The first item, School of Aviation Medicine, will provide two additional buildings to the existing permanent school complex. The first building will provide laboratory space for research in the cellular physiology. The second building will provide laboratory space for dental research. We have Colonel Carmichael from the Surgeon General's Office who can answer questions on this item.

Senator MONRONEY. How many buildings do you now have in the aeromedical research area?

Colonel CARMICHAEL. I can get you the exact number. We built five in 1959 and we have five under construction at the present time.

The two buildings for which we are requesting appropriations this year complete the research complex for the school. The cellular physiology as noted in the justification form is for fundamental research connected with all Air Force operations. Primarily they are interested in very minute amounts of drugs, chemicals and environment contaminants as they affect the personnel in the operation of their duties. The dental research laboratory which we propose encompasses the total research capability in the Air Force. It is

primarily related to the effects of the dental health on the flyer both in conventional aircraft and in future space operations.

TYPE OF RESEARCH PROJECTED

Senator MONRONEY. This is regular dental research or supplemental research which is in addition to that which I presume the Air Force does at other installations?

Colonel CARMICHAEL. No, sir, this is the total dental research capability in the Air Force.

Senator MONRONEY. In other words, this is not strictly related to aeromedical research in space. You have found no evidence that space affects a man's teeth?

Colonel CARMICHAEL. It is oriented toward that. In preventive dentistry, as in all other aspects of medicine, we do not know what small amounts of contaminants will do, for example, we do not know how a man will react under such exposure in the environment of space flight. This is where our research has to differ from the research normally found in a civilian institution.

Senator MONRONEY. You do not have any other dental laboratories?

Colonel CARMICHAEL. We are conducting some dental research now in temporary buildings. This would provide permanent facilities for them and it would also expand their capability.

Senator MONRONEY. What about your regular medical research, your aeromedicine? Is that being duplicated elsewhere in the normal dental research?

Colonel CARMICHAEL. No, sir. The Office of the Secretary of Defense compiled quite a study on medical research activities in the services. This report was filed with Congress and it did clearly delineate our responsibilities at the school and validated our functions.

LOCATION OF MEDICAL CENTERS

Senator MONRONEY. Then you are the medical research center for the Air Force, is that right?

Colonel CARMICHAEL. We are one of five that conduct medical research throughout the country and the military.

Senator MONRONEY. Where are they located?

Colonel CARMICHAEL. At the School of Aviation Medicine, Pensacola. I misunderstood the question, I was giving you the Department of Defense. I will now orient my answer to the Air Force alone.

Senator MONRONEY. Then give me the Department of Defense after that.

AIR FORCE RESEARCH

Colonel CARMICHAEL. In the Air Force, we conduct our medical research activities at the USAF Aerospace Medical Center, Brooks Air Force Base, Tex. The Aerospace Medical Laboratory at the Wright Air Development Center, Dayton, Ohio. Those are the primary Air Force locations. We have other medical research as they relate to individual weapon systems at Kirkland and Holliman Air Force bases.

DEFENSE DEPARTMENT RESEARCH

To answer your second question, Mr. Chairman, in the DOD, in addition to the Air Force capability, the Navy operates the U.S. Naval Medical Acceleration Laboratory, Johnsville, Pa.; the USAF School of Aviation Medicine, Pensacola, Fla., and the U.S. Navy Air Crew Equipment Laboratory in Philadelphia. These are the five major ones I mentioned. To clarify—I am afraid I added some confusion there earlier—the five major ones are the Aerospace at Brooks, our Aerospace Medical Laboratory at Dayton and the three USN laboratories I just mentioned.

Senator MONRONEY. This will complete your complex and bring you up to date on everything that you plan at the Brooks School of Aviation Medicine; is that correct?

Colonel CARMICHAEL. This completes all major known research items. Any add-ons will be new missions as they develop.

TRAINING FACILITY

Senator MONRONEY. Is this a training facility?

Colonel CARMICHAEL. We train our doctors as flight surgeons and we train flight nurses and we train some technicians who require the type of instructors that we have at this center. This is to delineate from the type of technician instruction provided at other locations.

Senator MONRONEY. The staff advised me this was authorized in 1959. Why has it not been up for appropriations earlier?

Colonel CARMICHAEL. Mr. Chairman, we requested appropriations for this item at the same time it was authorized. As I remember, Mr. Kilday and Mr. Johnson actually introduced the items on the floor.

Senator MONRONEY. Was it requested by the Air Force in their presentation?

1961 REQUEST

Colonel CARMICHAEL. In fiscal year 1961 we requested $8,505,000 to construct the five buildings which are currently under construction. This did not include appropriations for the two items you see before you today. We did design the entire complex and we did plan on the follow-on action in the fiscal year 1962. We tried to phase the lead-time, the construction time, so they would all be finished at approximately the same time.

Senator MONRONEY. Does this $2.6 million include furnishings?

Colonel CARMICHAEL. This includes installed equipment. It would include all of our installed laboratory equipment; for example, an exposure chamber, where it is an installed piece of equipment. It will not include portable research equipment such as microscopes, special benches, and that type of thing in this amount of money.

ANIMAL BUILDING

Senator MONRONEY. I see you have an animal building facility for 94 animals at $194,000. Will this provide for humane care?

Colonel CARMICHAEL. Yes, sir. This is a dog colony which is used to collect our animals for standardization before we allot them out for specific research projects. It will be designed in accordance with all humane considerations.

Senator MONRONEY. Will animals undergoing these various tests and operations be given humane care?

Colonel CARMICHAEL. Absolutely. In fact, in our laboratories per se we provide holding facilities for the individual animals under tests.

Senator MONRONEY. Do they get enough exercise and so on?

Colonel CARMICHAEL. In the cases we have before you, they are provided a dog run where the dog can go outside in the open air and have its exercise. In addition, they provide an inside shelter, plus feeding facilities.

Senator MONRONEY. Next item.

SERVICE CLUB

Colonel PARKHILL. The next item is the service club. We were proposing to replace the existing service club which is in a hangar built in 1918. This building is badly deteriorated and it is uneconomical to maintain.

Senator MONRONEY. What large city is that located near?

Colonel PARKHILL. San Antonio, 6 miles southeast.

Senator MONRONEY. This is part of the servicemen's club which I think the papers say runs somewhere in the neighborhood of $8 million in the United States.

Mr. SUFIT. It is $5 million. This is all types of facilities. It is not only servicemen's clubs. They included in there BOQ's, PX's and everything else.

Senator MONRONEY. There are no other facilities or buildings on the base that could be utilized?

Colonel PARKHILL. All of the buildings that could possibly qualify are very old, temporary type buildings.

Senator MONRONEY. The base itself is for the primary school, is it not?

General CURTIN. Aviation medicine.

Senator MONRONEY. Is that all that there is there?

General CURTIN. There is no flying there.

Colonel PARKHILL. We have 1,300 total military.

Senator MONRONEY. This will be an enlisted men's club?

Colonel PARKHILL. Yes, sir; for the lower grade airmen.

Senator MONRONEY. Next item.

CHANUTE AIR FORCE BASE

Colonel PARKHILL. Page 191, Chanute Air Force Base. We are requesting $342,000 to provide a 40-man officers' quarters. The present facilities are extremely crowded. The student officers are either crowded into airmen's dormitories or required to find rooms in the surrounding territory.

Senator MONRONEY. This is a technical training center. Is this the MATS base?

Colonel PARKHILL. No, sir; not MATS.

General CURTIN. You are thinking of Scott Field.

TYPE OF TRAINING

Senator MONRONEY. What type of training is there?

Colonel PARKHILL. Aircraft and missile maintenance, aircraft accessories and weather training.

Senator MONRONEY. This will provide for how many officers?

Colonel PARKHILL. This will provide for 40 officers.

Senator MONRONEY. Are these officers given quarters allowances?

Colonel PARKHILL. Not when they are in these quarters.

General CURTIN. They have a quarters allowance which they forfeit if they live on base.

Senator MONRONEY. If they live on base the quarters allowance is not payable. So this would be comparable to Capehart housing if it were privately financed, and if the quarters allowance were forfeited, it would help amortize the structure.

General CURTIN. Insofar as Government bookkeeping is concerned you could look at it that way. The quarters allowance is not applied against the construction nor does it amortize it if the construction is directly appropriated.

Senator MONRONEY. Next item.

JAMES CONNALLY AIR FORCE BASE

Colonel PARKHILL. Page 193, James Connally Air Force Base, Tex. This supports a navigator school. We are requesting $427,000 for two items. The first was described in the repetitive item briefing at the beginning of the hearing. It is a chapel with annex. In this case we propose to modify and rehabilitate an existing World War II type mobilization chapel and add a new annex.

Senator MONRONEY. This is primary, basic navigation. Is this the only one of these navigational schools that you have?

Colonel PARKHILL. No, sir.

Colonel BOCKELMAN. At the present time, we have two primary basic navigation schools, one at Harlingen and the other at James Connally.

Senator MONRONEY. Are any of these marked up for discontinuation?

Colonel BOCKELMAN. Yes, sir; Harlingen is.

Senator MONRONEY. This will take over the Harlingen load?

Colonel BOCKELMAN. Yes, sir.

BASE PERSONNEL

Senator MONRONEY. What is your base personnel? It shows 616 officers and 3,630 total military. Is the student load included in that figure?

Colonel BOCKELMAN. The student load is included in the figure which shows transient and rotational, 577. That is under the officers' column.

Senator MONRONEY. Do you train only officers?

Colonel BOCKELMAN. At the present time, yes. When we close Harlingen and move the training to James Connally, we will be training both officers and aviation cadets.

WATER WELL

Senator MONRONEY. I have no questions about the chapel. I was wondering about the necessity for the water well.

Colonel PARKHILL. We are required now to provide a new large-diameter well to replace two existing wells now running dry, due to

the lowering of the water table. We are proposing a new 16-foot-diameter well with pump. The present wells are only 580 feet deep and will only produce 400 gallons per minute.

General CURTIN. The problem has been the gradual lowering of the water table over the years.

Senator MONRONEY. Is there no municipal water supply available? Is there really a need for additional well?

General CURTIN. The only source of available water is these three wells. Since each of them has been installed, we have had to gradually lower the pump level to get the capacity out of it.

Senator MONRONEY. Is there any municipal water you could use instead of spending a quarter of a million dollars for your own well?

General CURTIN. No, sir; the local communities are in as bad a fix as we are, or worse.

Senator MONRONEY. What is your next item?

KEESLER AIR FORCE BASE, BILOXI, MISS.

Colonel PARKHILL. Dental clinic and chapel with annex at Keesler Air Force Base, Biloxi, Miss. This base supports a training center. Both items are covered in the repetitive item briefing.

The first is a dental clinic to replace a clinic that is too small, badly deteriorated, and beyond economical repair.

The second item will provide a chapel and annex.

TYPE OF TRAINING

Senator MONRONEY. This is marked as a technical training center. What type of training is done there?

Colonel PARKHILL. Radar and electronic equipment maintenance.

Senator MONRONEY. Your rotation there is very high, is it not? That would be the figure of 12,991?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. What is your next item?

LACKLAND AIR FORCE BASE, TEX.

General CURTIN. Page 199, Lackland Air Force Base, Tex. This is the basic military training school for all recruits that come into the Air Force. It also supports cryptographic training and junior officers training.

TECHNICAL TRAINING

The first item is technical training. This will provide an addition to the cryptographic school. The present facility provides one-half of the space required to train the thousands of operators and maintenance men required for our worldwide communications systems.

Senator MONRONEY. This is not air traffic control, is it? This deals more or less with coding and decoding, and so on, does it not?

Colonel PARKHILL. Yes, sir.

HEADQUARTERS SQUADRON BUILDING

The next item is the headquarters squadron which will provide a small building adjacent to the recruit training housing building which is now under construction. This is required for administrative

and supply functions and support of the recruit training and housing activity.

Senator MONRONEY. Is this an office building?

Colonel PARKHILL. It is a combination administrative and supply building.

Senator MONRONEY. It will be occupied by 27 personnel?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. Is that office space?

Colonel PARKHILL. Office space, clothing and supply required by the recruits.

Senator MONRONEY. Do you not have warehouses for the clothing and supplies and things of that nature? This does not seem to be big enough to be much of a warehouse.

Colonel PARKHILL. No, sir; it is basically for the people who actually control, on an hour-by-hour basis, the housekeeping of the troops that occupy this training facility.

Senator MONRONEY. Where are they operating from now?

Colonel PARKHILL. They are operating in the older area and they are in old, deteriorated World War II-type buildings. We want to locate the commander and his instructors and supply people adjacent to the new building.

RECRUIT TRAINING AND HOUSING FACILITY

The next is recruit training and housing, $3,500,500. This will provide a combined housing and training facility for 1,456 recruits. It will replace World War II temporary barracks that are deteriorated beyond the point where they can be economically rehabilitated.

Senator MONRONEY. Will this supply all your needs for housing of these recruits?

Colonel BOCKELMAN. This is not the total requirement. As the figure indicates, if we can construct these, there will still be a deficiency. We have approached this problem more or less on an incremental basis. We had some in last year's program and we have some more in this year's program. There is a good possibility that we will ask for more in the future. We have taken the approach that we would rehabilitate all dormitories that could be rehabilitated at Lackland. Having done this, we still have a requirement for new construction. Our rehabilitation program in fiscal year 1961 was quite extensive. We rehabilitated in excess of 5,300 dormitory spaces. This is part of the overall program for updating and modernizing.

Senator MONRONEY. This will reduce the deficit in dormitory space by 50 percent. This is the incremental reduction if this is approved?

Colonel BOCKELMAN. Yes, sir.

TRAINING AND CLASSROOM SPACE

Senator MONRONEY. You have an item in there for training space as well as dormitory space, do you not?

Colonel BOCKELMAN. Yes, sir.

Senator MONRONEY. And classroom space, $383,000?

Colonel BOCKELMAN. That is correct.

General CURTIN. This is a composite facility in which the men not only live but there are classrooms built into it. The structure is raised off the ground with a paved area under it so in inclement weather

training that would normally be conducted outdoors can be conducted in this area under the structure. This cuts down travel time to and from a multitude of dispersed training sites.

LOWRY AIR FORCE BASE, DENVER

Senator MONRONEY. What is your next item?

Colonel PARKHILL. Page 203, Lowry Air Force Base, Denver, Colo.

SHOP BUILDING

This is a technical training center. This base also supports a SAC missile wing. We are requesting funds for two projects totaling $751,000. This will replace a smaller deteriorated temporary shop building with a larger shop required due to the increased number of vehicles associated with the addition of the TITAN squadrons.

Senator MONRONEY. Are there any facilities there that could be used on Lowry Air Force Base?

Colonel PARKHILL. No, sir; we have investigated this very thoroughly. The one shop is so badly deteriorated that it should be replaced, and we have not been able to find additional facilities. Most of the space that was available was used by the TITAN activity.

General CURTIN. The present facility is right in the heart of the base, and it has been built up all around it over the years, and it has no capability for examination to take on any added missions.

Senator MONRONEY. What is your next item?

DENTAL CLINIC

Colonel PARKHILL. The dental project. This project will replace two clinics built in World War II. They are temporary buildings and this will also modify a portion of the permanent building to provide for a chrome cobalt laboratory.

Senator MONRONEY. You have permanent base personnel of practically 5,600 and then a transient population of 4,000; is that correct?

Colonel PARKHILL. That is correct.

Senator MONRONEY. Will this serve all of them?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. What is the next item?

MATHER AIR FORCE BASE, CALIF.

Colonel PARKHILL. The next item is on page 206, Mather Air Force Base, Sacramento, Calif. This base supports a navigator training school and also a SAC heavy bomber and tanker wing.

BOMB NAVIGATION TRAINING BUILDING

We are requesting $1,852,000 for three items. The first item is in support of the navigation training. This is for the bomb navigation-training building. It will replace 10 World War II temporary buildings that are deteriorated. They are also too close to the B–52 parking area; consequently, the very high noise level interferes with the training.

Senator MONRONEY. Will the other buildings be destroyed?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. There are no other facilities on the base that could be adapted?

Colonel PARKHILL. No, sir.

Senator MONRONEY. This would be a building of fireproof construction or temporary?

Colonel PARKHILL. No, sir; it will be fireproof construction.

SHOP FOR FIELD MAINTENANCE

The next item is shop field maintenance. This will replace seven deteriorated World War II buildings. Some of the buildings that we will give up will be used for storage and the majority of them will be demolished.

The last item will provide two large aircraft maintenance docks.

Senator MONRONEY. Before you leave page 208, is this field maintenance only?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. Is this on the SAC wing again?

Colonel PARKHILL. This will support the SAC wing and the navigator training school.

Senator MONRONEY. This is still temporary field maintenance that is being done?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. The Strategic Air Command is apparently moving more and more into a higher degree of maintenance on its own planes. Is that correct?

Colonel KELLY. That is correct. The base self-sufficiency program as we label it is pushing toward a higher level of maintenance at base level than we have done heretofore. In these shops, instruments, starters, generators, various aircraft components will be recycled and returned to service whenever possible with the tools and technicians we have.

Senator MONRONEY. This eliminates some of your turnaround time; does it not?

Colonel KELLY. That is correct. Our B–52 turnaround cycle now is 3 years back to the depot, barring unforeseen modifications or problems.

Senator MONRONEY. You have a considerable number of them this year; do you not?

Colonel KELLY. On the B–52's, we do.

MAINTENANCE DOCKS FOR SAC

Colonel PARKHILL. The last item provides maintenance docks for SAC. We will construct one new fuel cell repair dock and we plan to move a dock from another base and erect it for general maintenance.

Senator MONRONEY. You have a figure in there for $255,000. Does it cost that much to move that dock?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. A new one will cost $565,000?

Colonel PARKHILL. That is right. We did not get as much economy out of this idea as we had expected.

NUMBER OF PLANES

Senator MONRONEY. How many planes do you have there?

Colonel PARKHILL. There are 15 B–52's and 10 tankers, and 58 T–29's in support of the navigator training school, and 17 miscellaneous support aircraft.

Senator MONRONEY. These facilities will be used not only for the B–52's but the KC–155's and training programs?

Colonel PARKHILL. The docks are primarily for the B–52's and the KC–135's.

Senator MONRONEY. Other types of maintenance will have to be done elsewhere?

Colonel PARKHILL. The shop will support all of the units.

Senator MONRONEY. What is the next item?

PERRIN AIR FORCE BASE, TEX.

Colonel PARKHILL. The next item is on page 210, "Perrin Air Force Base, Grayson, Tex., Advance Flying Pilot Training Intercept." The first project is for a maintenance dock for fighter aircraft. This base is scheduled to receive additional training aircraft, the F–102's, and these docks with associated shop space are required to support this increased mission.

The second item is related to the same mission.

Senator MONRONEY. Related how?

Colonel PARKHILL. It is related to the introduction of the F–102's, storage, base, rocket assembly for rocket storage and assembly of weapons. We have one-third of the required space.

Senator MONRONEY. What is the next item?

RANDOLPH AIR FORCE BASE, TEX.

Colonel PARKHILL. The next item is on page 213, "Randolph Air Force Base, Tex." This base supports the headquarters of the Air Training Command and three flying training missions: the jet qualification course, the basic instructor's course, and the instrument-pilot instructor school.

RUNWAY REPAIR

We are requesting $1,256,000 for three projects. The first is "Runway, parallel." This project will repair one of the two existing runways. This runway has many broken slabs and is too rough for use by the fighter-trainer aircraft. We propose to repair the slabs and to overlay the runway with a leveling course.

Senator MONRONEY. Would you say that again, please.

Colonel PARKHILL. We are proposing to repair the broken slabs and to overlay the runway with a leveling course.

Senator MONRONEY. Will this then be a good runway?

Colonel PARKHILL. Yes, sir; this will give us a very good runway for the purpose intended.

Senator MONRONEY. It is merely repairs to the existing one; is that correct?

Colonel PARKHILL. That is right.

Senator MONRONEY. I am certainly in favor of spending some of this money to keep our runways repaired. We are glad to see some items in here that go to the operational function, such as the improving of the World War II-type runways that were built for much lighter and much lower powered airplanes. This will bring this principal runway up to full utilization, then, will it not?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. How long do you think it will last?

Colonel PARKHILL. We think it should last indefinitely with the missions I have outlined, the fighter-training activities.

Senator MONRONEY. What type of plane do you use?

Colonel PARKHILL. We have the T–33's, the T–38's.

Senator MONRONEY. Will this be improved enough to where you could use airplanes such as the F–104?

Colonel PARKHILL. Yes; it will support that type of aircraft.

Senator MONRONEY. Will it support a KC–135?

General CURTIN. I shall make this comment without knowing the foundation conditions that exist, but I would say it would be extremely marginal. This will not, in my opinion, support sustained channellized traffic of the heavier loads. This will considerably increase the strength and also the surface smoothness of the runway.

Senator MONRONEY. This is a patchwork job and I wonder how much we are getting by spending $14,000 on it when perhaps completely redoing it might be just as well.

General CURTIN. A complete re-do by present standards for B–52's and KC–135's would run us something on the order of $5 million to $8 million. This is for the missions that we can see out in the future.

Colonel PARKHILL. It will support heavy transports on a limited basis. It will do everything but provide for continuous operation of the very heaviest aircraft.

APPROACH LIGHTING

Senator MONRONEY. Your next item is approach lighting?

Colonel PARKHILL. Yes, sir; to provide 3,000 feet of standard approach lights with the strobe beacon flashers. We presently have a thousand feet of nonstandard lights.

The third item will provide——

Senator MONRONEY. Do you think your cost of $250,000 is realistic on that?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. However, it does not include the land; does it?

Colonel PARKHILL. No, sir; no land is required.

Mr. GIBBENS. The land would not be included in this price. Any land that we require will come out of our minor land acquisition. I do not think we need enough to have it in the program as such.

Senator MONRONEY. I am all in favor of this high-intensity approach lighting. I wonder if the $250,000 that does not include land is a realistic figure. Where did you get that cost estimate?

Colonel PARKHILL. These are based on preliminary designs.

Senator MONRONEY. You would be using the same standard approach fighting that the FAA uses and which has been approved jointly by the Navy, Air Force, and civilian agencies. Does this compare with their cost estimate figures for equipment?

General CURTIN. I cannot speak for their figures, but this is the same equipment we are talking about installing.

ITEMS INCLUDED IN COST

Senator MONRONEY. I am trying to get at something the committee can check. In other words, I would like to know if the $250,000 is a primary item of the electrical equipment and not mixed up with your emergency power generation and other things.

Colonel PARKHILL. Yes, sir; this cost will include everything but the land, complete installation.

Senator MONRONEY. In other words, you are going to remove a 100-kilowatt power unit and install 250-power emergency generating equipment; is that correct?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. You are located close to San Antonio. Does it require the emergency generator? Do you have the secondary source of power there?

Colonel PARKHILL. No, sir; this is a standard item for these lights in case of commercial power failure.

UTILITIES

Colonel LATSON. There is $56,000 in here for utilities.

Senator MONRONEY. That is included in the primary items?

Colonel LATSON. Yes, sir.

Senator MONRONEY. And $56,000 for the utilities?

Colonel LATSON. Yes, sir; the basic approach lighting runs $180,000.

Senator MONRONEY. That will be only on one end of the runway; is that correct?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. With the prevailing winds, you can get by with one, can you not?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. What about your other items?

Colonel PARKHILL. Taxiway lighting would be provided for lighting the outer edge of the ramp which is in effect a taxiway. This has never been provided. We feel that is particularly essential now with the three training missions going on.

Senator MONRONEY. You are not putting in any narrow gage runway lighting, are you?

Colonel PARKHILL. No, sir, not at this place.

(The following was subsequently submitted:)

(1) Randolph Air Force Base has two parallel main runways separated by the base complex. Runway 32R is the primary instrument runway equipped with a 1,000-foot obsolescent overrun lighting system. This project is to provide a standard 3,000-foot approach light system with strobe beacons for the primary instrument runway. While this area is noted for general good flying weather, frequently instrument weather occurs on short notice caused by the northwest movement of warm air from the gulf creating a low stratus fog condition. All gulf coast areas are influenced by this weather characteristic. This low stratus will form or drift in rapidly and is difficult to accurately forecast. Thunderstorm activity also creates a similar local stratus condition.

(2) This project will use components of the obsolescent overrun lighting system where possible, in the construction of the 3,000-foot standard system.

(3) This is a key long-term training base for advanced student training using supersonic and subsonic jet training aircraft.

REESE AIR FORCE BASE, TEX.

Colonel PARKHILL. The next item is on page 217, Reese Air Force Base, Lubbock, Tex., consolidated pilot training.

We are requesting $135,000 for an ILS system. This supports a consolidated pilot training activity.

Senator MONRONEY. What about your lighting on the field? Do you have that already?

Colonel PARKHILL. Yes, sir; I believe the lighting is adequate on Reese.

Senator MONRONEY. What is your next item?

SHEPPARD AIR FORCE BASE, TEX.

Colonel PARKILL. The next item is on page 219, Sheppard Air Force Base, Wichita, Tex.

This base supports a technical training center and also a SAC heavy bomber squadron. The first item is base communications. This will replace a badly deteriorated World War II temporary building that is too small for the new telephone exchange equipment being added to support the SAC heavy bomber mission.

TELEPHONE EXCHANGE EXPANSION

Senator MONRONEY. This is another telephone exchange, and there is no connection other than base facilities?

Colonel PARKHILL. That is right, expansion of the telephone exchange.

Senator MONRONEY. What is the next item?

OFFICERS' QUARTERS

Colonel PARKHILL. The officers' quarters. The average load of student officers attending training courses is 730. We are deficient 379 spaces, requiring that the airmen and officers crowd up in the airmen dormitories.

We propose a 40-man officers' quarters to partially alleviate the crowded conditions.

Senator MONRONEY. What is your next item?

SEWAGE TREATMENT AND DISPOSAL

Colonel PARKHILL. The last item is for sewage treatment and disposal. This provides for replacement of the part of the system which has deteriorated. It also expands the treatment plant and it will serve the recently completed 500 units of Capehart family quarters.

Senator MONRONEY. What is the next item?

WEBB AIR FORCE BASE, TEX.

Colonel PARKHILL. The next item is on page 223, Webb Air Force Base, Howard, Tex.

This base supports a consolidated pilot training wing and an Air Defense Command fighter-interceptor squadron. We are requesting $152,000 for one item. That is a flight-simulator training building required for seven T-38 flight simulators.

Senator MONRONEY. Is there any other space on the base which could be used for this purpose?

Colonel PARKHILL. No, sir; they are converting the aircraft from T–33's to T–38's. The T–33 flight similator is very small, whereas the T–38 similator requires much more space; it requires a building with a high ceiling and heavy floor loading capability and air conditioning. We have not been able to find a suitable building for this.

Senator MONRONEY. What is your next item?

GUNTER AIR FORCE BASE, ALA.

Colonel PARKHILL. The next item is on page 226, Gunter Air Force Base, Montgomery, Ala.

This base supports the School of Aviation Medicine, a field printing plant in support of the Air University, and a SAGE mission. We are requesting $844,000 for two items.

Senator MONRONEY. I understood when we were talking about Brooks and Wright that those were the only two schools of aviation medicine that you had.

Colonel CARMICHAEL. We were talking about research, Mr. Chairman, or at least I was talking about research.

Senator MONRONEY. I thought you said general medicine training of air surgeons and air nurses and various technicians.

Colonel CARMICHAEL. Yes, sir. At Brooks we train the medical officers as flight surgeons and we train the nurses as flight nurses.

MEDICAL TECHNICIAN TRAINING

At the school at Gunter, we primarily devote this capability to the training of technicians in the various career fields needed in support of the total medical service. I am relating now to training of laboratory technicians, pharmacy technicians, preventive medicine technicians, and the like. We also conduct our new officer indoctrination courses where we bring the young officers in from the various professions and literally indoctrinate them into the ways of the military. These are indoctrination courses as distinguished from the flight surgeon technical courses we conduct at Brooks.

Senator MONRONEY. I do not quite see why both schools could not serve the same purpose.

Colonel CARMICHAEL. This has been thoroughly studied and the present arrangement is considered to be the most feasible and economical.

Senator MONRONEY. What type of medical facilities do you have there?

Colonel CARMICHAEL. We do not have a hospital-type operation. It is a training facility.

Senator MONRONEY. How can you train technicians when you do not have actual patients?

Colonel CARMICHAEL. We use simulated procedures and techniques. We teach them by classroom techniques.

Senator MONRONEY. The request for this money, is that for airmen in the Aviation School of Medicine or for the combination of all?

Colonel PARKHILL. It is the combination of all. It supports all of the base missions and it will replace World War II deteriorated buildings.

The last item here will build a chapel annex.

MAXWELL AIR FORCE BASE, ALA.

The next item is page 228, Maxwell Air Force Base, Montgomery, Ala.

The principal missions are the headquarters of the Air University, the War College, Command and Staff College, and the Squadron Officers School.

AIRCRAFT ARRESTER

We are requesting $2,413,000 for six items. The first will provide for the installation of aircraft arrester barriers on each end of the main runway.

Senator MONRONEY. What types of planes do you have there now?

Colonel PARKHILL. We have 109 T–33's, which would be primarily related to this item. In addition, we have T–29's and C–47's.

SHOP BUILDING

Senator MONRONEY. You have $58,000 for the barrier on the runway. Then here is another shop building. It seems like we are spreading out these shops in almost every place where we have military installations of any kind and although you have your same number of Air Force depots or materiel commands.

Colonel PARKHILL. I think you will find the shop additions or expansions only at the new locations where the new missions are being established. In this particular case, we are not adding shop space. We are modifying the building to provide for fire protection features.

Senator MONRONEY. Are there no other hangars or space on this big base which could be utilized?

Colonel PARKHILL. No, sir; this is the shop we have been using for some time and from a safety point of view we are proposing to construct interior firewalls and to put in fire-rated partitions and various other features aimed at fire protection.

AIRMAN'S DORMITORY

The next is dormitory, airmen. We will construct a 600-man dormitory to replace World War II temporary buildings.

Senator MONRONEY. Are these for the regular base personnel?

Colonel PARKHILL. Yes, sir; this is for the support of all of the base missions.

Senator MONRONEY. Will this bring your dormitory facilities up to standard?

Colonel PARKHILL. No, sir; we will still have a deficiency of 211 spaces.

Senator MONRONEY. What is your next item?

Colonel PARKHILL. The next item is dining hall, airmen. We propose to modify an existing building to replace two antiquated dining halls that cannot be effectively modernized.

Senator MONRONEY. This will be for airmen?

Colonel PARKHILL. Yes, sir.
Senator MONRONEY. What is your next item?

OFFICERS' QUARTERS

Colonel PARKHILL. Officer' quarters. This project will air-condition ten 3-story permanent BOQ's. We house the students in these BOQ's. We feel it is important that we air-condition these particular buildings inasmuch as the students are required to do quite a bit of their studying in these particular buildings.
Senator MONRONEY. When were these built?
Colonel PARKHILL. They were completed about 5 years ago.
Senator MONRONEY. And the air conditioning was left out at that time?
Colonel PARKHILL. Yes, sir.
Senator MONRONEY. How many men will this project serve?
Colonel BOCKELMAN. 900 men.
Senator MONRONEY. Does that include classrooms?
Colonel PARKHILL. No, sir.
Senator MONRONEY. This is all for students?
Colonel PARKHILL. Yes, sir.

STEAM HEAT MAINS

The last item will provide steam heat mains to replace 2,900 feet of existing steam distribution piping and condensate pumps serving operations building, aircraft hangars and shops, and laundry. This will replace the 13 obsolete boilers which serve 15 buildings.
Senator MONRONEY. Will this reduce the cost of the maintenance and heating?
Colonel PARKHILL. Yes, sir.
Senator MONRONEY. That is about $93,000 per year. Is that what you figure?
General CURTIN. The $93,000 relates to the repair project that we would otherwise have to undertake to complete the present plant operating.
Senator MONRONEY. The subcommittee will stand in recess until 3 o'clock this afternoon.
(The subcommittee recessed at 11:45 a.m., to reconvene at 3 p.m. of the same day.)

AFTERNOON SESSION—MONDAY, JULY 24, 1961

HEADQUARTERS COMMAND

ANDREWS AIR FORCE BASE

OPERATIONS MISSIONS TRAINING BUILDING

Senator MONRONEY. You may proceed.
Colonel PARKHILL. Our next page is No. 235, Andrews Air Base. We are requesting $3,519,000 to cover six projects. The first project, operations missions training building, will provide for a new facility to house the training offices, the flight records, the trainers, the lecture room for the continuous refresher training of the aircrews in the Washington area. This is necessary because we are closing out Bol-

ling and moving over to Andrews. The present training facility at Andrews is located in scattered one-story World War II temporary buildings. It is located 5 miles from the new flight line. We feel that this is a very urgent requirement in terms of flying safety program. We feel that a good flying safety program is very much dependent upon careful preparation of the aircrews. That is what this building would serve.

Senator MONRONEY. This would include facilities for your fighter squadrons as well as MATS and other users of the facilities?

Colonel PARKHILL. Yes, sir; it will serve all the Air Force flying activities at Andrews in the Washington area.

JOINT USE WITH NAVY

Senator MONRONEY. Will that be used jointly by the Navy as well as the Air Force?

Colonel PARKHILL. No, sir. It will be available to them. However, I believe they have plans for their own facility. Their flight line is on the opposite side of the field.

Senator MONRONEY. You both use the same runway?

General CURTIS. Yes, sir.

Colonel PARKHILL. It is opposite the main runway.

Senator MONRONEY. I was wondering about the segregation, why they did not have even the same buildings or the buildings that were adjacent for the interchange of information.

Colonel PARKHILL. Many of the facilities we do share with the Navy.

Senator MONRONEY. Petroleum, oil, and supplies?

General CURTIN. It just came about when we were laying out the various activities. For example, we have the National Guard, the Reserve, the Navy, the headquarters command, the MATS units, and the area proficiency flying. There are actually six major functions that have to be accommodated on the field. We arranged to have three of them up near the flying area on one side and three on the other. It so happens that Navy, which is a large activity, is on one side of the field and we took the other.

Senator MONRONEY. You both use the same traffic pattern?

General CURTIN. Yes, sir.

Senator MONRONEY. There is ramp space around this building?

General CURTIN. There is ramp space around the field. The primary portion of the USAF ramp space is on this side of the field.

Senator MONRONEY. Maintenance has to be separate because you use different types of equipment?

General CURTIN. That is right.

Senator MONRONEY. I hoped when you got out there there would be as much unification as humanly possible. I notice at Bolling and Anacostia there is a gap in the two runways so that the Army could not use the full 10,000 feet. Neither can the Navy because they built it just enough off course to make it unusable as one runway.

General CURTIN. For example, out of dormitories we have we have made some of those available to the Navy for their use. Both of our construction programs have been integrated.

Senator MONRONEY. The taxiways and all would not be conflicting? In other words, to get to the same runway someone is going to have to travel 5½ miles additional or both will have to travel 2½ miles additional.

General CURTIN. To get to the aircraft, yes, sir.

Senator MONRONEY. Has the Navy come in yet with their request?

Colonel PARKHILL. I don't know whether the Navy has a request this year or not.

COST AND FUNCTION

Senator MONRONEY. The cost of this is $827,000?

General CURTIN. That is right, sir.

Senator MONRONEY. That will be primarily records and office space, no dormitory facilities, there?

General CURTIN. No, sir. The office space for records, for the personnel, equipment of the aircrews and for the trainers that they will use.

Senator MONRONEY. The next item.

AIRCRAFT FIELD MAINTENANCE SHOP

General CURTIN. The next item is aircraft field maintenance shop, $425,000. This is required to provide field level maintenance to support 480 aircraft programed for this space. No such shop exists at this time.

Senator MONRONEY. You mean there are no shops out there now?

General CURTIN. There are shops but there is nothing that can be modified or used as a field maintenance shop.

Senator MONRONEY. Is that because of the transfer from Bolling to Andrews?

General CURTIN. Yes, because of the consolidation, the transfer from National and Bolling to Andrews.

RELATION TO PRIOR APPROPRIATION

Senator MONRONEY. Now is this part of the $90 million or so of remodeling and renovation that had to take place before you moved away from Bolling and Anacostia?

General CURTIN. There was about $40 million appropriated to the Air Force and about $15 million or $16 million appropriated to the Navy.

Senator MONRONEY. This may have been the whole authorization I am thinking of. This may be a part of that full amount and not in addition to it.

General CURTIN. I think the total that has been authorized and appropriated to date is of the order of $55 or $56 million, Mr. Chairman, for this particular purpose. This includes the authorization and appropriations from fiscal year 1958 onward. The two major ones were in 1959 and 1960, $19 million in fiscal year 1959 and $17 million in fiscal year 1960 to the Air Force. The Navy in fiscal year 1959 had $15 million.

Senator MONRONEY. There is no other building that could be used for this?

Colonel PARKHILL. No, sir; that is correct.

LOCATION OF SHOPS

Senator MONRONEY. Where will this be located on the field?

Colonel PARKHILL. In the new maintenance and operational area on the west side of the field.

General CURTIN. Southwest corner.

Senator MONRONEY. You don't have a layout of the field, do you?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. I think that it would be very helpful if you supplied the committee with one showing the location of these projects. It is quite a sum of money you are asking for.

General CURTIN. Yes, sir; we can mark out on there the location of the various activities on the field.

Senator MONRONEY. The next item, General.

PARACHUTE AND DINGHY SHOP

Colonel PARKHILL. The next item, parachute and dinghy shop. This item is also related to the move from Bolling to Andrews. We are proposing a new structure to provide for the storage, drying and inspection of parachutes and dinghy equipment.

Senator MONRONEY. No such building exists now?

Colonel PARKHILL. They are doing this work both at Bolling and at Andrews. At Andrews they are doing it in temporary facilities that are in the area of expansion for the Navy ramp and hangars.

Senator MONRONEY. Is that a temporary World War II building?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. Is that to be torn down?

Colonel PARKHILL. Yes, sir, it will be torn down.

Senator MONRONEY. These will have to be air conditioned to keep moisture out?

Colonel PARKHILL. Right.

Senator MONRONEY. The next item.

HEADQUARTERS, AIR FORCE SYSTEMS COMMAND

Colonel PARKHILL. The next item, Mr. Chairman, is for the Air Force Systems Command. This project will rehabilitate the headquarters building and provide a 31,200-square-foot addition. We have with us Colonel Smotherman, the engineer of the Systems Command who has been working intimately with this project. He has a short briefing he would like to put on with your permission, that will explain this requirement.

Senator MONRONEY. In other words, it is a $1,700,000 item. What ratio does the expansion have to the existing building that is going to be renovated?

Colonel SMOTHERMAN. In terms of dollars or square footage?

Senator MONRONEY. Square footage.

PRESENT BUILDING

Colonel SMOTHERMAN. The situation, sir, is that we have a problem in our present building which I will cover in just a second here, as well as need for an addition. Now our deficiencies are threefold basically. We are cramped and crowded the way we are sitting down now and you will see in a moment what I mean. We have a hodge-

podge of air conditioning which is very unsatisfactory. The building as a whole is in pretty sad shape. Now the total building at the moment consists of 219,000 square feet but there are certain facilities in this building such as base theater, cafeteria and then of course the normal corridors, latrines, lobbies and so forth, which take out 105,000 leaving us a net of 115,000 usable space. Of this 113,000 we have 17,800 in special areas such as data processing rooms, conference rooms, and so on. In top management, the general and PO positions in the headquarters, about 57 of these are using about 12,000 square feet leaving us a net available space at the moment of about 83,800 for the rest.

Now this is one floor. The purple shows the corridors, the rotundas, latrine areas, cafeteria, and theater which are completely lost to us.

This area we have left to seat the bulk of our headquarters, we have 1,205 people total in the building. In the specialized rooms such as data processing, control room, what not, there are 91 people working in there. Our top management is 55 people, leaving us 1,059 for the rest of the staff. That figures out to 79 square feet per person. The OSD criteria authorization was 115 to 130 for this activity. The Pentagon and the rest of the Washington area are shown in comparison with the particular situation.

REDUCTIONS IN PERSONNEL

Senator MONRONEY. Before you leave that, granted you are crowded with a number of men, could there be some question as to whether you need that many men out there?

Colonel SMOTHERMAN. All I can say here is that we have taken successive reductions over about a 3-year period, squeezing down this headquarters. I am sure that we are down now to what would be considered the absolute minimum for the job to be done.

Senator MONRONEY. What is the job they have to do?

Colonel SMOTHERMAN. I should have pointed out at the very beginning that even though this project says ARDC, which is Air Research and Development Command, very recently we have had a reorganization affecting the Air Materiel Command and old Research and Development Command; and our headquarters is known as Air Force Systems Command, which has to do with the total Air Force program beyond basic research. There is a command that handles basic research but the applied research from there to the development of the equipment and the systems to the day we put it in the inventory, this is the job of the Air Force Systems Command.

Now, organized to do this job, we have major elements in the field in the space program, in the ballistic missiles program, the aeronautical systems program, and the electronics system program.

EXTENT OF DECENTRALIZATION

Senator MONRONEY. Why does all of that have to be in Washington and on Andrews Field?

Colonel SMOTHERMAN. So far as their all being in Washington, we feel that the maximum decentralization is already in the field of these operating divisions. Actually, the operating of each of the individual systems programs is carried on in the field. What we think we have here is a minimum headquarters for the management and

control of the overall program without delving into the day-to-day basis which is carried on in the field.

Senator MONRONEY. There are a number of us that have suspicions that we are overconcentrating various and vital parts of our defense here in Washington, instead of having some kind of dispersal in outside locations. The whole Air Force System Command is wrapped up in one package here at Andrews?

Colonel SMOTHERMAN. No, sir. I think you could say the top level, the overall management of the program is here, sir.

As I pointed out before, the day-to-day operations of the various systems and the programs related thereto is already decentralized.

Senator MONRONEY. As far as the Air Force is concerned, they are not concerned with the necessity of dispersing?

General CURTIN. I might mention, Mr. Chairman, that prior to the reorganization this matter of strength and the projection of it in the future was reviewed in considerable detail by General Shrever with the Air Staff. Also in the same detail it was reviewed by General Schrever with the reviewing agencies of the Department of Defense. They took into account not only this question of present strength and projected missions on this project, but also the possibilities of using other facilities. It was their considered judgment, at this review, that we just cannot split out any further bits and pieces from the headquarters here that we now have. As Colonel Smotherman has pointed out, the complex at Inglewood, Calif., the one at Wright-Patterson, and the one at Hanscom are the operating agencies and they have been given a maximum amount of authority and responsibility in carrying out the details of their various assigned programs.

Senator MONRONEY. You may proceed.

REHABILITATION PROJECTS

Colonel SMOTHERMAN. This particular chart here—and I won' go into detail—all it shows is that part of this overall project of which roughly a million—which I will come to in a moment—is a rehab existing, and the 700 addition is to correct the present inefficient air-conditioning system where we have a number of package units and a number of window units. Even though the total tonnage we have is about what we need with a central system only 54 percent of the building is cooled and this is more expensive to us to operate than if we had a central system.

We are the third tenant that has been in here. This started out with old Continental Air Command. SAC was here briefly for a very short period. Then another service, and now us. Everybody has worked this place, confining it to their special requirements and we are pretty chopped up at the moment. The floor and ceilings in this building were put in in World War II, of interior material which is all that was available then. We have industrial-type lighting facility like you find in the warehouse. We would like to get proper lighting for the type of work that goes on here. The cafeteria is too small and needs expansion. We do not have a freight elevator in this building which means that we constantly beat the stair wells out as we are moving thing up and down. And we are severely limited on conference room space in this sort of activity.

Now in order to meet the OSD standards we originally asked for 60,000 square feet at 1.3 and the rehab 1 million for a total project of 1.72. This was cut back to $31,720 and $1 million worth of improvement of existing facilities for a total of 1.72.

Now what will this do for us if we have it? What will it correct? It will allow us to seat at 101 square feet per person instead of 79 that we have now. It will give us more adequate conference and special purpose space. It will allow us to rearrange some of the partitions in a modular fashion so that we can fluctuate as the need dictates to meet these particular offices and not be cast in concrete; correct the air-conditioning business, the lighting business, add the elevator and increase the appearance of the overall building. These are the highlights. If there are any further questions I will be glad to answer them.

Senator MONRONEY. Thank you, Colonel.

The next item.

REFUSE INCINERATOR

Colonel PARKHILL. The next item is for a refuse incinerator and this is to replace the present sanitary fill area on Andrews base. We conducted a field survey and the sanitary fill area will be completely exhausted in approximately 1 year. There is no other suitable area that can be used.

Senator MONRONEY. Next item.

ROADWAY

Colonel PARKHILL. The next item is for a road. This will provide for two sections of roadway in the new technical and operational area on the west side of the base. Reconfigure the roads around the new hangar and other buildings that are under construction.

Senator MONRONEY. This is not necessarily around the new building? Those roads are provided for, I believe, in your estimates, are they not?

Colonel PARKHILL. Yes, sir. This is tied to last year's construction and also ties in the new road net to the west gate.

Senator MONRONEY. The next item.

MILITARY AIR TRANSPORT COMMAND

DOVER AIR FORCE BASE, DEL.

Colonel PARKHILL. The next command is MATS. The first base is Dover, on page 243. Dover Air Force Base, Del.. We are requesting $145,000 for one item. That is the weapons calibration shelter. This item was described in detail in the repetitive item briefing.

Senator MONRONEY. I did not understand that was for MATS.

Colonel PARKHILL. Mr. Chairman, I should qualify. This is actually for a tenant, a fighter squadron that is a tenant on this MATS base.

Senator MONRONEY. I just could not line it up with the MATS base. None of this is necessary because of MATS?

Colonel PARKHILL. No, sir.

Senator MONRONEY. The next item.

McGuire Air Force Base

Colonel Parkhill. Page 245, McGuire Air Force Base, N.J. This is a major aerial port of embarkation for MATS. It also supports fighter-interceptor squadron, a BOMARC squadron, and SAC air-refueling mission. We are requesting $135,000 for two projects. The first item is taxiway lighting, required to provide lights on both sides of two taxiways leading to the parking ramp. We are currently using reflectors. The second item is for a demineralized water facility to support the program change to C–135 aircraft.

PLANES ON BASE

Senator Monroney. How many planes are based there, Colonel?

Colonel Parkhill. I have to run off the total. It was well over 200. They have five squadrons of C–118's. Then MATS aircraft, plus 20 SAC tankers, 18 F–106's.

Senator Monroney. You keep listing these as C–135's. Are those C–135's?

Colonel Parkhill. No sir; these are C–135's for MATS.

Senator Monroney. The same plane but with a cargo configuration?

Colonel Parkhill. Yes, sir. There are 220 aircraft total.

Senator Monroney. Four-motored airplanes?

Colonel Parkhill. Yes, sir.

Senator Monroney. You have to get water injection.

Colonel Parkhill. The demineralized water. This will provide for the ionic exchange demineralizer, a 25,000-gallon storage tank, a pump, and a truck fill stand.

Senator Monroney. You require distilled water, don't you, for the water that is carried in jets?

Colonel Parkhill. Yes, sir.

Senator Monroney. To give them extra thrust takeoff?

Colonel Parkhill. For thrust augmentation.

Senator Monroney. The next item.

Travis Air Force Base, Calif.

Colonel Parkhill. Page 248, Travis Air Force Base, Calif. This is the west coast aerial port of embarkation. The base also supports SAC heavy bomber and tanker wing, an ADC fighter-interceptor mission, and Air National Guard transport squadron. We are requesting $145,000 for two items, first is to provide an aircraft weapons calibration shelter for the fighters.

The second will provide a small addition to the dining hall of the composite medical facility. This composite medical facility has been expanded from its original 150-bed size to the current size of 400 beds. However, the dining room has never been expanded. We proposed here to provide that expansion by constructing an addition of 2,030 square feet.

Senator Monroney. The next item.

PACIFIC AIR COMMAND

HICKAM FIELD, HONOLULU

Colonel PARKHILL. The next item is Hickam, Honolulu. We are proposing to construct three items: The first item will be for the construction of the interconnecting taxiway that will be constructed on Air Force property. This air base is located on the property of the Honolulu Aeronautics Commission and the Air Force and this project is part of a long-range project that is nearing completion. The runway work has been completed. The Honolulu Aeronautics Commission is now doing its section of the high-speed taxiway. We are proposing here to finish that project off.

HIGH-SPEED TAXIWAY

Senator MONRONEY. Does this have high-speed turnoffs?

Colonel PARKHILL. It is called the high-speed taxiway. It is the main parallel taxiway to the new, long runway.

Senator MONRONEY. This is required because you built the new runway?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. Where is the old taxiway in relationship to this new one?

Colonel PARKHILL. I have a sketch here which is not too good, but I think it will explain.

RUNWAY BARRIERS

Mr. Chairman, the last two items here are to provide for the installation of runway barriers. These are principally in support of the fighter interceptor aircraft that form the air defense for Hawaii.

Senator MONRONEY. What is this, a nylon barrier?

Colonel PARKHILL. No, sir; I believe they are what you call cable-arresting barriers. They have the drag engines. They are not the chain-type barrier.

Senator MONRONEY. Will you supply, for the record, what they are?

We have had that for one or two of the others, the specifications set forth by the All-American Engineering Co., manufacturers of the arresting barrier.

Colonel PARKHILL. Yes, sir. We will furnish that.

(The information referred to follows:)

SPECIFICATIONS FOR FISCAL YEARS 1961 AND 1962 AIRCRAFT ARRESTING BARRIER PROGRAMS

An aircraft arresting barrier designated as the BAK–9, manufactured by the Bliss Co., Philadelphia, Pa., has been accepted by the Air Force and is being procured to satisfy fiscal years 1961 and 1962 barrier program requirements. The equipment has been extensively tested by the Bliss Co. and the USAF for Navy and Air Force requirements. Over 300 arrests have been made with the barrier. The BAK–9 was designed primarily to arrest century series fighter aircraft and has demonstrated a capability for arrestment at speeds up to 190 knots. The maximum arresting speed of a given aircraft is dependent upon aircraft gross weight and speed. The normal stopping distance after cable engagement is 1,000 feet or less, depending upon speed and weight of aircraft.

The equipment consists of a friction brake energy absorber motor which is mounted in concrete pits in the ground beside and at the end of each runway. A cable is stretched across the runway 3 inches above the surface which engages a hook extended from the aircraft.

ARRESTING JETS

Senator MONRONEY. This is on Hickam. There is a great deal of interest now in arresting jets as well as fighters; I mean heavy transport, the KC–135's. I wonder if this has the capability of arresting a transport as well. It is quite important.

If you are building it, there is no reason to have one that will handle only one type of lightweight fighter and not be usable for your main planes, your bombers, and other planes that must use this field.

Colonel PARKHILL. We have those under development, Mr. Chairman, but we have not yet programed any of the barriers for the large-type aircraft.

Senator MONRONEY. We have to start sometime. This apparently is only for the century-type aircraft operations.

TYPE OF BARRIERS

Colonel CALL. Senator, I believe these barriers we are proposing here at Hickam are for the fighter-type aircraft only. To the best of my knowledge we have nothing in the inventory that has been operationally proved out that is suitable for the heavy-type aircraft. They are under research and development but not operational as yet.

Senator MONRONEY. I do not understand the arresting barriers for the fighters, but it still seems like $8-million B–58 or B–52 or your $5-million KC–135 would also be subject to this need.

Colonel CALL. Yes, sir; that is a matter of concern to us now.

Senator MONRONEY. Of course, this is not an expensive item, $61,000. I imagine the other would cost considerably more.

In your fill-in I wish you would give us how far along you are on the development of the arresting gear for the heavier aircraft.

General CURTIN. We will do that, sir.

(The information referred to follows:)

Several years ago, the Air Force recognized a requirement for developing an arresting capability for heavy jet aircraft such as the KC–135, B–58, B–47 and B–52. A research program was initiated and tests conducted at Edwards AFB to determine the feasibility of arresting large aircraft during takeoff or landing emergencies. When the current test program at Edwards has been completed no further research is contemplated. The results of tests conducted to date indicate serious problems exist in attempting to arrest heavy jet aircraft with the type of arresting equipment now being procured.

Beginning September 1, 1961, the FAA is starting a test program for the purpose of developing a system to arrest heavy commercial jet transports.

Senator MONRONEY. This is the same idea on the other end of the runway?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. Next item.

Air Force Tactical Command

Cannon Air Force Base, N. Mex.

Colonel Parkhill. Next command is Tactical Command. The first base is on page 257, Cannon Air Force Base in New Mexico. This base supports two tactical fighter wings. We are requesting $1,544,000 for the five projects.

RUNWAY END PAVING

The first is called pad, arm and disarming. This will actually provide small paved areas at each end of the runway so that the fighter aircraft either going out or coming back from gunnery missions can be loaded or unloaded prior to takeoff or immediately after landing so that they do not have to taxi through the operational area while armed. At present they are doing this on the taxiway and it ties traffic up.

Senator Monroney. This would provide for disarming of heat-seeking air-to-air missiles or things like that?

Colonel Parkhill. Either missiles or ammunition used in the gunnery training.

Senator Monroney. But they come in with live ammunition, live rockets?

Colonel Parkhill. Yes, sir; they come in with live rockets, guns, and bombs.

SAFETY FACTOR

Senator Monroney. There could be a safety factor involved there.

Colonel Parkhill. It is completely a safety factor to keep from taxiing armed aircraft through the maintenance area and operational and parking area.

TELEPHONE EXCHANGE BUILDING

The next item was covered in the repetitive item briefing. It is another telephone exchange problem.

We are proposing to replace a World War II temporary building that has deteriorated and is too small for the new telephone exchange equipment.

Senator Monroney. Do you remember what the total of these telephone exchanges was?

Colonel Parkhill. I can find that, sir; $950,000 for five projects.

Senator Monroney. All about the same range of cost; is that not correct?

Colonel Parkhill. Three projects are $619,000—we have the average. They vary quite a bit in scope, all the way from 8,000 square feet down to 1,400 square feet. The prices are $42,000 for the 1,400-item at Otis; $192,000 for the 6,8880-square-foot item at Sheppard; square-foot item at Grand Forks; $294,000 for the 6,880-square-foot $298,000 for the 8,500-square-foot addition at Patrick; and $133,000 for this item at Cannon which is 4,533 square feet.

Senator Monroney. The next item.

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MAINTENANCE DOCKS, SMALL AIRCRAFT

Colonel PARKHILL. The next item is maintenance docks, small aircraft. This will provide four docks to provide maintenance shelters for eight fighter aircraft. We are short 26 maintenance spaces and this is urgently required to relieve the crowded condition.

Senator MONRONEY. You will have to have four of those?

Colonel PARKHILL. This will provide for eight of the total requirements, eight spaces.

Senator MONRONEY. Where are you, 260?

Mr. GIBBENS. There are four docks, each one has space for two aircraft, a total of eight spaces but only four structures.

Senator MONRONEY. How many aircraft do you have?

Colonel CALL. Sir, we have 8 squadrons of 100's there, 18 aircraft per squadron, for a total of 144 mission aircraft.

Senator MONRONEY. These are all fighters?

Colonel CALL. Yes, sir.

Senator MONRONEY. The next item?

ARM AND ELECTRONIC SHOP

Colonel PARKHILL. The shop, arm and electronic. This will provide existing permanent shop and replace deteriorated World War II temporary building which we would propose to be demolished.

Senator MONRONEY. The next item?

CHAPEL AND ANNEX

Colonel PARKHILL. The chapel and annex. We will modify and repair an existing chapel and add a wing for the chaplain's office and the Sunday school.

Senator MONRONEY. This is a repetitive item?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. The next item, 263?

LUKE AIR FORCE BASE, ARIZ.

Colonel PARKHILL. Yes, Luke Air Force Base, Ariz. This base supports tactical fighter pilot training activity and air defense SAGE. We are requesting $1,441,000 for three projects.

MAINTENANCE DOCKS

The first is a repetitive item, maintenance docks for small aircraft. This will actually provide cover for 12 aircraft and 9,600 square feet of shop space. This is required due to the increase of training and conversion to more complex aircraft.

Senator MONRONEY. What type of aircraft do you use?

Colonel PARKHILL. We have one-hundreds primarily, some F–86's F–84's, and the F–33's. There are 231 aircraft now and they will increase by 34 aircraft by next summer.

Senator MONRONEY. Is this a fighter wing or is it training?

Colonel PARKHILL. It is tactical fighter training.

Senator MONRONEY. The next item?

PARACHUTE AND DINGHY SHOP

Colonel PARKHILL. Shop parachute and dinghy is also a repetitive-type item.

This project will replace a deteriorated temporary building that provides only one-third of the required space.

Our primary concern here is the great number of drag chutes that have to be cleaned and repacked.

Senator MONRONEY. These have to be air-conditioned?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. The next item?

BASE WAREHOUSE

Colonel PARKHILL. Warehouse supply and equipment, base. The base is deficient 87,000 square feet. We are proposing to build a 41,-000 square foot warehouse to take the pressure off the crowded conditions.

Senator MONRONEY. What do you store there? What is the reason for the additional warehouse space?

Colonel PARKHILL. This was the basic warehouse complex. It would store the whole range of supply and equipment required.

Colonel Kelly, do you have anything more on that?

Colonel KELLY. Yes, sir, we have over 300 aircraft of various types which compounds the supply problem because of the different types of line items peculiar to each type of fighter.

We are grossly deficient in warehouse space and the mission has stepped up in the past 12 months which has further aggravated the situation. We store everything from cotter keys to equipment, the total range.

Senator MONRONEY. The next item.

MYRTLE BEACH AIR FORCE BASE, S.C.

Colonel PARKHILL. Page 267, Myrtle Beach Air Force Base in South Carolina. This supports the tactical fighter wing and we are requesting $98,000 for one item. That is to install 1,500 feet of approach lighting on the south end of the primary runway

This is actually the secondary approach end of the runway. We have the standard 3,000 feet of strobe beacons on the primary end.

Senator MONRONEY. That is because of prevailing winds?

Colonel PARKHILL. Yes, sir, each base is studied individually in terms of the weather, prevailing winds, and the kind of traffic it gets. At certain bases we have elected to put this secondary approach lighting in.

Senator MONRONEY. What type of planes do you have there?

Colonel PARKHILL. We have 72 of the F–100's.

Senator MONRONEY. You have had accidents due to short landings because of this lighting problem?

Colonel PARKHILL. That is partly the problem, yes.

Senator MONRONEY. Do you come from over water on this approach?

Colonel PARKHILL. I am not familiar with this base.

Colonel CALL. Most of our approaches are, I believe, from over the water, Senator.

Senator MONRONEY. You said that you already have a 3,000-foot approach and this is for the lesser used end of the runway?

Colonel CALL. If this is the lesser used end of the runway it would then be the end of the runway away from the water, I believe, sir.

Senator MONRONEY. The next item?

NELLIS AIR FORCE BASE, NEV.

Colonel PARKHILL. Page 269, Nellis Air Force Base, Nev. This supports a tactical fighter pilot training. We are requesting $2,433,000 for six projects.

FIRE STATION

The first is a fire station. It will replace three deteriorated temporary World War II structures that provide only one-half of the required space.

Senator MONRONEY. That is a $285,000 building, is that correct?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. It will be relocated to a better position on the field?

Colonel PARKHILL. Yes, sir. This will be located so as to most effectively serve the crash and structural fire requirements.

Senator MONRONEY. This is fighter aircraft?

Colonel PARKHILL. Yes, sir, fighters, 205 aircraft.

Senator MONRONEY. Is this training or operational?

Colonel PARKHILL. Tactical fighter pilot training.

Senator MONRONEY. The next item?

CONTROL TOWER

Colonel PARKHILL. The next is a control tower. This will replace a small temporary tower that was built in World War II and it has so deteriorated as to be considered unsafe.

Senator MONRONEY. The next item?

MAINTENANCE DOCKS

Colonel PARKHILL. The next item is a repetitive type item, maintenance docks for small aircraft. This will provide cover for 16 aircraft with some shop space.

Senator MONRONEY. Did you have a picture of those maintenance docks that you are asking for?

Colonel PARKHILL. Yes, sir. We only have actually the large type B–25 dock in this picture.

Senator MONRONEY. Actually these are hangars and not docks, are they not?

Colonel KELLY. Sir, the fighter dock is two bays side by side with a small amount of organizational shop space between the two aircraft.

In the case of the fighter, the aircraft is entirely covered.

There are no elaborate features within these docks such as you would find in the large cantilever permanent hangars. We have work platforms, compressed air, electrical power and workbenches only.

It is by far the most economical route to pursue, these fabricated structures, than to go the concrete monument route in this particular requirement.

Senator MONRONEY. The thing I was trying to get straight is, the use of the word "dock" is misleading sometimes. You think it is a nose dock such as you have used in the past where it just covers the engine and leaves the rest of the plane in the open.

From seeing a picture of it you recognize a more elaborate and usable repair building than the word "dock" would imply.

Colonel KELLY. I think the most significant thing we would like to point out at all three of these stations—we have talked about Luke, Cannon, and Nellis—is that we have been very deficient for several years in this area and the docks requested this year will only bring us up to 70 percent of the computed requirement for covered space which we validated as of May of this year.

We have had some serious maintenance stoppages and impacts on the missions at all three of those locations due to the lack of covered space for these high-speed modern airplanes.

Senator MONRONEY. The next item?

AUTO MAINTENANCE SHOP

Colonel PARKHILL. The next item is auto maintenance shop also covered in a repetitive item briefing. The base shop has only one-third of the required space in the standard building.

The additional needed space is presently being borrowed from temporary buildings scattered around the base.

We are proposing to add 10,000 square feet of standard space.

Senator MONRONEY. Are these to be destroyed, the temporary buildings?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. Next item?

PARACHUTE AND DINGHY SHOPS

Colonel PARKHILL. Shop, parachute and dinghy, also repetitive item. This will provide in addition to the existing shop that currently have one-half of the required space.

Senator MONRONEY. The next item?

CHAPEL AND ANNEX

Colonel PARKHILL. Another repetitive item, chapel and annex.

At present we have one small 200-seat chapel. This will provide an additional 300-seat chapel. The military dependent population here is over 7,000.

Senator MONRONEY. Next item?

SEYMOUR-JOHNSON AIR FORCE BASE, N.C.

Colonel PARKHILL. Page 276, Seymour-Johnson Air Force Base, N.C. This base supports three important missions, a tactical fighter wing, heavy bomber squadron, heavy tankers, and also a fighter interceptor squadron.

WASHRACK

We are requesting $1,231,000 for four items. The first will provide an addition to the existing washrack to support the SAC heavy bomber requirement.

Senator MONRONEY. You already have one, do you not?

Colonel PARKHILL. We have one that was built as a fighter rack.

Senator MONRONEY. Why do you need two? Do these planes have to be washed after every trip?

Colonel PARKHILL. No, sir, the computed load based on the number of aircraft and the schedule of maintenance requires two washracks to keep up with the demand. One will continue to be used to support both fighter units. The new one will be in support of the heavy aircraft for SAC.

Senator MONRONEY. Is it true that the fighter units can be accommodated but the rack is too small to accommodate the KC–135's or the B–52's?

Colonel PARKHILL. That is right.

Senator MONRONEY. The next item?

DOCKS FOR SAC

Colonel PARKHILL. The next item is a repetitive item, large docks for SAC, we are proposing two docks; one will be a new fuel systems repair dock and the other will be moved from another base.

Senator MONRONEY. The figure is the removal at $217,000 against the cost, new, of the other at $527,000; is that correct?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. This one you are moving, will it be the same type as the one——

Colonel PARKHILL. Yes, sir, it will house all but the tail of the B–52.

Senator MONRONEY. Why does it cost nearly half as much as a brand-new one costs?

Colonel PARKHILL. Dismantling and moving.

Senator MONRONEY. Are they not almost in the category of prefabricated items?

General CURTIN. No, sir, these docks use standard steel construction for the frame and generally corrugated metal siding. Actually they have to be demounted, either bolts or rivets removed, taken down, marked, and shipped.

One of the biggest costs is the damage that naturally comes about during the demounting of a heavy structure like this. These are our best estimates.

Senator MONRONEY. Do you put these out for bids?

General CURTIN. Yes, sir. All of our work, with very few exceptions, is competitive bid lump sum.

Senator MONRONEY. Do you get many bidders on that?

Colonel LATSON. Yes, sir, we have the docks in last year's program under contract now, sir. We are running about $100,000 on moving a dock better than we would on buying a new dock and putting it in place.

Senator MONRONEY. It still seems that a new dock will have to be transported in from the factory the same as the old dock has to be moved from the location.

Colonel LATSON. Yes, sir. We save actually the materials in the dock. You have to tear it down. You have to transport it, and you have to rebuild it just as if it were a new dock.

You also have to put in the supporting structure, concrete pad, and any utilities and that sort of thing.

Senator MONRONEY. You have a fuel system in there of 310,000. What is the purpose of that?

Colonel PARKHILL. That would be the new dock, fuel system repair dock.

Senator MONRONEY. It does not include the fuel system?

FUEL SYSTEM REPAIR WORK

Colonel PARKHILL. It is for doing fuel system repair work, primarily on B–52's.

Mr. GIBBENS. Mr. Chairman, the $310,000 for the fuel system dock and the $217,000 for the relocation in parens are the two figures that add up to the $527,000 at the top. By being in parens, it means that they are not included again in the total at the bottom. So, actually, the two costs show about $100,000 variation, as Colonel Latson stated a few minutes ago.

One of the increased costs in relocating the docks, of course, is the tearing down of the structure, which has to be done carefully, with all the structural members marked; another is the replacement of practically all of the siding.

Senator MONRONEY. Yes, but you have those site preparations figured there.

Mr. GIBBENS. I was speaking of the replacement of all the siding on the structures, sir. I agree that the site preparation is costed separately.

AUTOMOBILE MAINTENANCE SHOP

Senator MONRONEY. The next item?

Colonel PARKHILL. The next item is for an auto maintenance shop. This will provide an addition of 14,154 square feet to the present shop and will complete the total base requirements of 33,000 square feet. This is to satisfy a deficiency of shop space.

Senator MONRONEY. Is this specialized motor equipment or is this just ordinary?

Colonel PARKHILL. This is for the maintenance of all vehicles on the base, most of which are specialized-type vehicles.

Colonel KELLY. Over two-thirds of the vehicle equivalents at Seymour Johnson are in the special purpose category, firetrucks, refueling vehicles, cherrypickers, materials handling equipment, and construction-type equipment.

Senator MONRONEY. At some of your installations have you let the motor maintenance out to private contractors?

Colonel KELLY. Yes, sir.

Senator MONRONEY. Will this be done by private contractors in a Government building or will this be done by the military?

Colonel KELLY. Generally, bases without a motor pool possessing commercial-type vehicles are utilizing local garages as necessary.

We have very few contracts of any significance with a fleet of vehicles. Some of the depots, for example, like Oklahoma City, do a significant amount of contracting downtown for commercial-type

vehicles. On most of our commercial equipment we use 100 percent off-the-shelf parts, spares, from the local vendors and, in turn, for recycle of components, radiators, water pumps, etc., to the local people on a repair or trade-in basis, just like we do with our own cars.

Senator MONRONEY. The next item?

ROADWAY

Colonel PARKHILL. The last item would provide a road three-fifth of a mile in length from the east to the west parking ramps. This will provide access primarily for the crash trucks and refueling vehicles between the two main ramps. They are presently required to use the taxiways, which has not proved to be satisfactory.

Senator MONRONEY. Is that an out-of-the-way approach to areas of damage?

Colonel PARKHILL. When a B–52 is taxiing on a main taxiway it is impossible for the crash truck to get from one ramp to the other without taking a very difficult, long route around through the base.

Senator MONRONEY. The next item?

AIRCRAFT CONTROL AND WARNING COMMAND

ADAIR AIR FORCE BASE, OREG.

Colonel PARKHILL. The next command is aircraft control and warning. The first base is on page 283. Adair Air Force Base in Oregon. This base supports a SAGE direction center and we are requesting one item, of a repetitive type, chapel and annex to replace a World War II mobilization-type building.

Senator MONRONEY. You have about a thousand men on the base; is that correct?

Colonel PARKHILL. Yes, sir; 971 military.

Senator MONRONEY. How close is this to Portland?

Colonel PARKHILL. Sixty miles.

Senator MONRONEY. Five miles west of Corvallis.

The next item?

AIKEN AIR FORCE BASE, S.C., RADAR STATION

Colonel PARKHILL. Page 285, Aiken Air Force Station, S.C. This is a radar squadron. We are requesting $38,000 for one item, water supply storage. We have a 10,000-gallon storage tank. We need an additional 50,000 to provide for fire protection and for the air conditioning of the electronic equipment.

Senator MONRONEY. Is this an ordinary radar station?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. You have to have about 167 officers and men there? Or 174?

Colonel PARKHILL. Yes, sir. This is a typical complement for a standard radar station.

Senator MONRONEY. Do they provide their own maintenance or is this just for operation?

Colonel PARKHILL. They do their own on base and equipment maintenance.

Senator MONRONEY. The next item?

BURNS AIR FORCE BASE, OREG., TRAILER COURT

Colonel PARKHILL. Burns Air Force Station in Oregon; another radar squadron base. We are requesting one item: Trailer court parking for 10 trailer pads. We covered this in the repetitive item briefing. This would be for trailers owned by the Air Force personnel.

Senator MONRONEY. The next item?

CALUMET AIR FORCE STATION, MICH., RADIO FACILITIES

Colonel PARKHILL. Page 289, Calumet Air Force Station in Michigan, another radar squadron. We are requesting $233,000 to provide a ground air transmitter and receiver building. This will provide radio transmitting and receiving facilities that will be used by the SAGE centers to communicate with and direct the air-defense weapons. It is related to new modern control equipment.

Senator MONRONEY. The next item?

CHERRY POINT, N.C., RADAR FACILITIES

Colonel PARKHILL. Page 291, Cherry Point, N.C., a radar squadron. This was initially located on the Marine Corps Air Station, using some of their surplus facilities.

However, we are now required to move it away from the station because we are converting it to heavy radar and in its present location it would interfere with the Marine Corps electronics and radar.

Senator MONRONEY. If you "heavied" up the radar it would interfere with their aircraft control system?

Colonel PARKHILL. Yes, sir; it interferes with their radar and their other electronic equipment.

Senator MONRONEY. I was wondering what they used radar for other than perhaps air traffic.

Colonel PARKHILL. Yes, sir; it is related to their air traffic.

Senator MONRONEY. You have to have $210,000 to move it and build a new building; is that correct?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. You think that is necessary; it cannot work where it is?

Colonel PARKHILL. No, sir; this has been studied many times. The only conclusion we have been able to come to is to move it away from the flight line. We will continue to use the Marine Corps facilities for maintenance and for troop support.

Senator MONRONEY. Is this water system necessary because of the establishment of the new operations area?

Colonel PARKHILL. Yes; the utilities items will include water supply, fire protection systems, storm drainage, roads, sewage, and walks.

Senator MONRONEY. In other words, this is a $375,000 package?

General CURTIN. Yes, sir.

Senator MONRONEY. The next item?

CONDON AIR FORCE STATION, OREG.

Colonel PARKHILL. Page 294, Condon Air Force Station in Oregon, a radar squadron. We are requesting $30,000 for a trailer court for 10 parking pads.

Senator MONRONEY. This was covered in the repetitive item?
Colonel PARKHILL. Yes, sir.
Senator MONRONEY. What is this next item?

CRYSTAL SPRINGS, MISS., AIR FORCE STATION

Colonel PARKHILL. Crystal Springs Air Force Station, Miss., another radar site. We are requesting $16,000 for an addition to the civil engineering facility which is required to support the recently completed radar facilities and 27 units of family housing that are now under construction.

Senator MONRONEY. Does this facility serve more than one radar station?

Colonel PARKHILL. No, sir. This will merely serve the base.

Senator MONRONEY. You have 184 military there?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. Do you have civil engineering facilities on all of these other bases?

Colonel PARKHILL. Yes, sir; we have a small amount of shops to take care of the buildings and the utilities.

Senator MONRONEY. These men have nothing to do with radar repair?

Colonel PARKHILL. No, sir.

General CURTIN. These are all facility maintenance.

Senator MONRONEY. How many men in engineering are connected with that?

Mr. MARKOWITZ. The civilians are primarily civil engineering.

General CURTIN. Probably about five military—one officer, three or four airmen—and a dozen civilians would be the average you would find on one of these stations. The major work would be done by contract to the extent that we can get contractors into the area. In addition to the maintenance, Mr. Chairman, they are also responsible for operating the heat and powerplants and any other utility plants that the station might have.

Senator MONRONEY. The next item?

EUFAULA AIR FORCE STATION, ALA.

Colonel PARKHILL. Eufala Air Force Station, Ala., another civil engineering addition similar to the one we discussed.

Senator MONRONEY. The next item?

FINLAND AIR FORCE STATION, MINN

Colonel PARKHILL. Finland Air Force Station, Minn., a radar site. We are requesting two items. First, the ground-air transmitter/receiver. This will provide the off base transmitting building needed to house the new equipment used by SAGE. It must be located three-quarters of a mile away from the radar to avoid interference.

The second item will provide for sewage treatment, a 1½-acre sewage lagoon is needed to replace the present tile field system which is clogged and causes unsanitary conditions.

Senator MONRONEY. Next item?

FORT FISHER, N.C. (SAGE STATION)

Colonel PARKHILL. Page 303, Fort Fisher, N.C. Two projects, $178,000. First, dormitory, airman. This will provide a new 61-man dormitory to replace World War II temporary wood-frame barracks.

DORMITORIES

Senator MONRONEY. Are you going into permanent housing on these radar SAGE stations?

Colonel PARKHILL. Yes, sir.

General CURTIN. On the primary ones, yes, sir.

Senator MONRONEY. I recall this is the only one with dormitories that we have reviewed so far. It is my understanding that a lot of people think that SAGE is not necessarily a permanent part of our establishment.

Colonel PARKHILL. Sir, in developing this program we are only providing support at the certain selected stations we are sure will have a long tenure.

Senator MONRONEY. A lot of people wonder whether you are sure any SAGE station will have long tenure.

General CURTIN. I think a general statement can be made that none of us can be too sure of what the future holds but I think as a general statement we feel very certain about the necessity of these selected prime stations out into the 1970's.

Now what may happen in the late 1965's and 1970's might change that, but as we see it right now, we certainly see them needed for 10 years and possibly longer.

Senator MONRONEY. What type of housing are they using now?

Colonel PARKHILL. They have temporary wood-frame barrack buildings that were built during World War II.

Senator MONRONEY. You have in the inventory now thousands upon thousands in use at other bases. You have been trying to improve those that are on a permanent basis, but I wonder how far Congress ought to go into making permanent the houses at these establishments?

General CURTIN. What we have done is, as you have pointed out, we have been trying to improve and modernize these existing World War II dormitories where they are structurally sound, and economically we can do so. Here, in our view, we would be putting good money after bad. The next side of the coin would be to live with what you get for a few years and we feel very strongly about the personnel at these remote sites, that we ought to at least give them something that is halfway decent to live in. We reach a point in time where we really have to do something. In other words, we have to go down one street or the other.

Senator MONRONEY. You think it would cost a considerable amount of money each year to maintain them?

General CURTIN. Not only maintenance but in terms of livability, too, sir. Primarily we feel we have come to the point where we have to replace these. To have to try to live with them at an exorbitant cost over the next 10 years is not a good outlook.

Senator MONRONEY. These are two that I have run on to. These were not in the repetitive items, were they, as to the permanent housing on these SAGE sites?

Colonel PARKHILL. Just two for the aircraft control warning, at Fort Fisher and North Charleston. Mr. Chairman, we have screened these requirements down to the point where we feel we have just the most urgently required items remaining in the program.

Senator MONRONEY. Once we start this, we have a lot of SAGE installations which will want it, particularly when you get up farther north.

Colonel PARKHILL. We have had increments in each year's program to correct the most difficult situations that we find.

Senator MONRONEY. The next item?

GUTHRIE AIR FORCE STATION, W. VA.

Colonel PARKHILL. Page 306, Guthrie Air Force Station, W. Va. Here again the ground-air, transmitter-receiver building is required to be remoted away from the radar site and the trailer court parking for 10 trailers.

Senator MONRONEY. Next item?

HANCOCK FIELD, SYRACUSE, N.Y. (SAGE STATION)

Colonel PARKHILL. Page 309, Hancock Field, Syracuse. This base supports the headquarters Syracuse air defense sector, and an Air National Guard tactical fighter-interceptor squadron. We are requesting $52,000 for eight items.

The point here, Mr. Chairman, is that this base has been expanded recently to encompass the new missions and we are proposing certain additions to support the expanded population.

Senator MONRONEY. This is not an airfield?

Colonel PARKHILL. It is located at the Syracuse Airport. It has an airport there but principally the mission has nothing to do with flying directly.

Senator MONRONEY. Is the mission classified?

SAGE DIRECTION CENTER

Colonel PARKHILL. No, the mission is not classified. It is a SAGE direction center, SAGE combat center, located adjacent to the Hancock Field which is Syracuse Municipal Airport. The first item will provide an addition to the fire station, it will provide an equipment room and bunkroom addition.

Colonel PARKHILL. 309 is the Hancock Field, SAGE.

FIRE STATION

Senator MONRONEY. The fire station is $23,000.

Colonel PARKHILL. Yes, sir; that will add the bunk room and equipment room.

Senator MONRONEY. Here is another auto maintenance facility.

Colonel PARKHILL. Yes, sir; this is required because of the increased number of vehicles assigned in connection with the new air division.

Senator MONRONEY. It has nothing to do with SAGE?

Colonel PARKHILL. Yes, sir.

AUTOMOBILE MAINTENANCE

Senator MONRONEY. Auto maintenance, do you not have cars furnished to SAGE, do you?

Colonel PARKHILL. There is the 26th Air Division that operates the SAGE and has vehicles assigned.

Senator MONRONEY. How many?

Colonel PARKHILL. 125 vehicles.

Senator MONRONEY. What is this 26th Air Division? Is this a service organization for SAGE?

Colonel PARKHILL. It is a command and control organization. It has an area responsibility.

Senator MONRONEY. Its primary mission is SAGE, is that correct, its reason for existence?

Colonel PAUL. Sir, this is a part of the SAGE system inasmuch as it is a direction center and combat center located at the same place. Now, the combat center also, in addition to being located at this place, will have three to four direction centers feeding into it. Therefore, the larger organization.

Senator MONRONEY. This is all SAGE?

Colonel PAUL. This is all SAGE, sir.

Senator MONRONEY. I wonder why you have to have so many other facilities, like auto maintenance, civil administration, civil engineer, pavement and ground facility, civil engineering and maintenance shop, cold storage food base, trailer parking court, utilities.

Colonel PAUL. Mr. Chairman, there is one thing I think we should realize about this location. This was an old place, several years old built during World War II. It phased out and in casting around for a logical location to put SAGE away from critical targets and so on, this was the site we selected.

Due to the fact that many of the facilities were phased out or could not be rejuvenated, it is now necessary to come back and apply money against certain things which would give us the capability to live and exist there.

Colonel PARKHILL. The personnel strength is scheduled to go up from less than a thousand to over 2,000.

Senator MONRONEY. The next item?

HOUMA AIR FORCE STATION, LA.

Colonel PARKHILL. Houma Air Force Station, La., radar squadron. We request $36,000 for trailer court parking, 10 units.

Senator MONRONEY. That is covered in the repetitive item?

Colonel PARKHILL. Yes, sir.

LOMPOC AIR FORCE STATION, CALIF.

Senator MONRONEY. Lompoc Air Force Station.

Colonel PARKHILL. Yes, sir, Lompoc Air Force Station, Calif., radar squadron. We request one item, technical supply. Our studies have indicated that the planned building will be too small for the effective maintenance support complex radar and electronic equipment.

Senator MONRONEY. This will be for the radar repairs, is that correct?

Colonel PARKHILL. Yes, sir, this will be technical supply for radar repair.

Senator MONRONEY. The next item?

MINOT AIR FORCE STATION, N. DAK.

Colonel PARKHILL. Page 322, Minot Air Force Station, N. Dak., radar squadron. We request one item. Open Mess NCO. This is a very isolated area, it suffers severe winters. It is 30 miles away from the Minot Air Force Base. We are requesting this small facility to provide a place for meetings, for parties and dances. It will be used by all personnel on the base.

Senator MONRONEY. You have only 190 military on the base, is that correct?

Colonel PARKHILL. Yes, sir. We have no other club facility.

NEED FOR NCO OPEN MESS

Senator MONRONEY. This is a pretty small complement of men, is it not, for an NCO club?

Colonel PARKHILL. Well, sir, because it is so small we have no club at all. As a result, we have found by experience that by building a small 1,500 square foot building that we can provide space for entertainment for all the people on the base.

Senator MONRONEY. Now on all the SAGE installations, if we are going to get permanent housing, we are going to get automobile repair stations, we are going to get civil engineering stations, we are going to get into NCO clubs and things of that kind. This begins to worry me because of the large number we have. I have always considered this to be an isolated duty post at which men expect hardships and fast rotation.

General CURTIN. Mr. Chairman, you know, over the past possibly 4 years, maybe 5, at selected prime radar stations we have added family housing to each of these, in varying number of units from 9 to 27. I think 27 was the maximum finally agreed upon.

So in this instance it is not a hardship station where you pull a short tour. If you pull a full tour here it is hardship only in terms of the fact you are isolated and you have to stay there for the prolonged period.

Most of the men try to make a go of it but it is extremely difficult in most areas.

Now, to the items which you mentioned, I think the answer would be "Yes," with the exception of the last one which is an exception to the rule normally. That would be this so-called open mess NCO.

Now, we have looked at certain of these stations very critically. Where there has been in our opinion no alternative solution but to provide some small facility such as this for mutlipurpose use this is what we have proposed.

Senator MONRONEY. The next item?

NORTH CHARLESTON AIR FORCE STATION, S.C.

Colonel PARKHILL, North Charleston Air Force Station, page 324. This is in South Carolina, a radar squadron, we are requesting a dormitory, airmen. It is a replacement for 21 men.

Senator MONRONEY. The same situation as we were talking about before?

Colonel PARKHILL. Yes, sir, deteriorated World War II barracks.

Senator MONRONEY. Next item?

PATRICK AIR FORCE BASE, FLA. (SAGE STATION)

Colonel PARKHILL. Page 326, Patrick Air Force Base, Fla. Another radar squadron. Here we are requesting an addition to the operations building. This is necessary to house new computer equipment required to convert this station from the manual system to the SAGE system.

Senator MONRONEY. To convert it to what?

Colonel PARKHILL. To the SAGE system.

Senator MONRONEY. It is not at present part of the SAGE system, is that correct?

Colonel PARKHILL. That is right.

Senator MONRONEY. This is on Cape Canaveral, is it not?

Mr. GIBBENS. Yes, sir; it is on the base at Patrick Air Force Base.

Senator MONRONEY. It appears as if the simple electronics required for some Marine Corps operations there called for removal of one SAGE station at Cherry Point, you are getting into a lot of mixture at Cape Canaveral where you have the greatest amount of radio and electronic interference imaginable.

Mr. GIBBENS. Sir, the site of the ACW station on Patrick is at the lower end of Patrick Air Force Base proper. Cape Canaveral is several miles up on the beach from Patrick. So there are several miles distance between this ACW station and the electronic influences that we have around the cape itself.

Senator MONRONEY. Now, this means putting in another SAGE point, is that correct?

We will have about 170 additional military personnel assigned to operate this.

Colonel PAUL. What this is, is an addition to the present building which will house what is called the AN/FST-2, a coordinate data transmitter for the transmission of radar data to SAGE. It is not sent automatically over telephone lines in digital form.

Senator MONRONEY. This is not a radar station. It is merely a coordinating station that is fed from other radar stations?

Colonel PAUL. From the radar at Patrick. This enables us to feed, automatically, the radar information from the radar at Patrick to SAGE direction center.

Senator MONRONEY. Thank you.

PYOTE AIR FORCE STATION, TEX., (SAGE STATION)

Colonel PARKHILL. Page 328, Pyote Air Force Station in Texas, an A.C. & W. squadron. Here we are requesting funds to replace water mains. They are deteriorated beyond the point of economical repair. They were built during World War II, and excessive corrosion has set in.

Senator MONRONEY. Does this take over an old Air Force base? Is that what happened there?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. Is this a permanent SAGE system?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. It is a lot of money. What are the other facilities there? Could it be located some place where they have water?

Colonel PARKHILL. We have an operation building there now under construction.

General CURTIN. Total Government cost, Mr. Chairman, shows it is $2,150,000, with another $1,800,000 under construction.

Senator MONRONEY. This is one of the minor SAGE points or is this a major SAGE center?

Colonel PAUL. This is in what we call the manual area. There is no direct connection to SAGE. This is a manual radar station, manually operated, and more than likely will be for some time.

Senator MONRONEY. Is this an early warning system of radar?

Colonel PAUL. It is used, sir, in the manual control of interceptors. In other words, people give the direction to aircraft whereas in the SAGE area this is an automatic function monitored by people.

Senator MONRONEY. Is this for airplanes?

Colonel PAUL. Yes, sir, airplanes.

Senator MONRONEY. Is this for area traffic control?

Colonel PAUL. No, sir, this is air defense.

Senator MONRONEY. The next item?

RICHMOND AIR FORCE STATION, FLA. (SAGE STATION)

Colonel PARKHILL. Richmond Air Force Station, page 330, in Florida, the radar squadron SAGE. We are requesting one item, technical supply. This is a new site and no technical supply was included in the original plan. However, our recent experience indicates that this type of operation requires a minimum of 2,000 square feet in order to store electronic parts.

Senator MONRONEY. How far is this from Miami?

Colonel PARKHILL. It is just south of Miami. It is actually 10 miles north of our base at Homestead, Fla.

Senator MONRONEY. Why not one base supply more than one SAGE?

Colonel KELLY. I think I can answer that, sir. These bases are tenated on the closest Air Force station for common housekeeping support. The requirement for radar support, however, is directly out of Rome Depot in New York. One of these sites with frequency diversity radar has about 12,000 peculiar line items for radar supply. Due to the high cost of these parts, we are recycling directly back to Rome on a limited pipeline for resupply.

This accounts for the difference in the size of the warehouses.

Senator MONRONEY. I understood that this is 10 miles north of Homestead.

Colonel PARKILL. Yes, but Homestead would supply everything but the electronic equipment. That would come from Rome, N.Y.

Senator MONRONEY. You have no other SAGE center down there where you have a centralized supply that could feed four or five of those?

Colonel PARKHILL. No, sir.

Colonel KELLY. This was a limited supply buy with resupply directly from the depot to the sites to eliminate long pipelines. It is resupplied and recycled directly from the depot to the site for the peculiar radar parts.

Senator MONRONEY. The next item?

SAN PEDRO HILL AIR FORCE STATION, CALIF. (NORAD AND SAGE)

Colonel PARKHILL. Page 332, San Pedro Hill Air Force Station in California. This base supports a Norad control center and a SAGE radar squadron.

It is exactly the same situation we discussed in Richmond. However, because of the two activities the building is somewhat larger.

Senator MONRONEY. Each one of these centers will have to carry its own inventory of parts, is that correct?

Colonel PARKHILL. Yes, sir; a small one.

Senator MONRONEY. It cannot be very small.

Colonel PARKHILL. 2,000 of that would be for the radar squadron, SAGE and the 3,000 would be to support the Los Angeles Norad control center, which is another activity.

Senator MONRONEY. Is that in the same cycle?

Colonel PARKHILL. Yes, sir. As we indicated on the other base at Richmond, we have a requirement of 2,000 square feet support for SAGE. At San Pedro, it would be 2,000 for SAGE and 3,000 for Norad control center.

Senator MONRONEY. Where are they being supplied from now?

Colonel PARKHILL. This is a new site. It is not yet activated.

Senator MONRONEY. Next item?

SNOW MOUNTAIN, KY. (SAGE STATION)

Colonel PARKHILL. 334, Snow Mountain, Ky., radar squadron, SAGE. We are requesting $159,000 to construct a ground-air transmitter and receiver. This would be a remote site in order to connect in with the SAGE control of the air defense weapons.

Senator MONRONEY. This is covered in the repetitive items?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. Next item?

SUNDANCE, WYO. (SAGE STATION)

Colonel PARKHILL. Page 336, Sundance, Wyo. Radar squadron, SAGE. We are requesting $20,000 to provide an 837-foot addition of civil engineering facility. The originally constructed base maintenance shop was too small to support the recent addition of the frequency diversity radar facility and 27 units of family housing that are now under construction.

Senator MONRONEY. The next item?

THOMASVILLE, ALA. (SAGE STATION)

Colonel PARKHILL. Page 338, Thomasville, Ala., radar squadron, SAGE. Add addition to the civil engineering maintenance facility for the same reason.

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HOUSING

Senator MONRONEY. You do not have any housing here?

Colonel PARKHILL. Twenty-seven units of family housing under construction.

Senator MONRONEY. In other words, we build housing and we have to build a civil engineering building to maintain 27 houses.

SHOP ADDITION

Colonel PARKHILL. The small shop addition is related to both the conversion to frequency diversity radar, the more powerful radars, and also to——

Senator MONRONEY. The civil engineering people do not do that as I understood you to say. They just build the roads, sidewalks, and keep the waterworks running.

Colonel PARKHILL. The frequency diversity radar requires a great deal more power than the old style radar. So these people would be involved in the maintenance and operation of the powerplant.

Senator MONRONEY. The next item?

TONOPAH, NEV. (SAGE STATION)

Colonel PARKHILL. Page, 340, Tonopah, Nev. Radar squadron, SAGE, technical supply addition. We have 1,000 square feet of supply; we require 4,000 feet more to support this type of operation.

Senator MONRONEY. This is all electronic storage, is that correct?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. Why can you not have a central storage place that is not too far away and have these parts all in one central supply as you sometimes have the aircraft parts? You are going to wind up with hundreds of millions of dollars' worth of radar parts one of these days. It is not the original cost, it will be the upkeep.

Colonel KELLY. I think, sir, we have about the optimum central point in that the central point, the Rome Depot, does repair, procurement and resupply. If you take the locations, scattered here from California, Florida, northern California, South Dakota, Nebraska, Nevada, it is rather difficult to consolidate.

Senator MONRONEY. It appears to me you have your central supply in Rome just about as far away as you could get it and then you have the various technical supply stations that you are asking for. Perhaps two or three regional bases could take that load off and reduce your inventory which will run many, many times over the cost of the storage bill.

Colonel PARKHILL. I think the main point here is that even if we had a depot that was only a few miles away we really need a certain minimum level of critical items so that the radar will not go off the air for any length of time. We have this operational requirement for continuous operations.

Senator MONRONEY. But you have a network. If one goes off you are not completely incapacitated.

It seems to me that some better way of supply could be devised.

The next item?

TOPSHAM AIR FORCE STATION (SAGE STATION)

Colonel PARKHILL. Topsham Air Force Station, page 342. This is a SAGE direction center. We are requesting $169,000 for two projects. The first is a civil engineering pavement and ground facility. This will provide new shop for maintenance and storage of pavement and ground equipment required to protect this station during the bad weather. This equipment is now being stored outside.

Senator MONRONEY. And the other is a $94,000 chapel?

Colonel PARKHILL. Yes, sir; the second item would be a chapel annex.

Senator MONRONEY. The next item.

TRUAX FIELD, MADISON, WIS. (SAGE STATION)

Colonel PARKHILL. Page 345, Truax Field, Madison, Wis. This base supports a SAGE direction center, a SAGE combat center and fighter interceptor squadron of the Air National Guard. We are requesting a chapel annex.

Senator MONRONEY. This will be used by all three faiths?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. The next item.

RADAR IMPROVEMENT AND GAP FILLERS

Colonel PARKHILL. Page 347, various locations, radar improvement, $20.9 million. This was covered in detail by Colonel Nichols during the repetitive item briefing.

Senator MONRONEY. The same item on gap filler sites?

Colonel PARKHILL. Yes, the same on gap filler sites and the ground control intercept on page 356 was also covered in detail in that briefing.

Senator MONRONEY. These are automatic?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. These don't require housekeeping activities.

Colonel PARKHILL. You are correct.

We propose to cover the last two items in the book during the classified hearings, ballistic missiles and space and facilities for the Air Force Technical Application Center.

Senator MONRONEY. Those will be covered when we get to classified?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. This finishes this book.

Colonel PARKHILL. That finishes volume 2.

Senator MONRONEY. We are ready to start on volume 3.

STRATEGIC AIR COMMAND

Colonel PARKHILL. Volume 3 is completely for the Strategic Air Command. I might just mention briefly that it involves 34 bases and projects totaling $34,045,000.

BARKSDALE AIR FORCE BASE, LA.

The first base is on page 364, Barksdale Air Force Base, La. This is the headquarters of the 2d Strategic Air Force. This supports a

heavy bomb squadron and tanker squadron and we are requesting $1,217,000 for four item.

TAXI APRON ACCESS

The first, taxiway apron access. This will provide for strenghening a 27-foot-wide taxi line, 9,250 feet long, through the operational apron. This pavement was built for medium loads and is now failing where the traffic has been channelized.

Senator MONRONEY. This project is for strengthening of the taxi line about 27 feet wide through the operational apron for approximately 9,250 feet. That is the length of the taxiway, is it not?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. Is that 27-foot width going to be enough?

Colonel PARKHILL. This is what we call a keel, with your center truck system on your heavier aircraft. This will take care of the weight problem.

Senator MONRONEY. Then how wide will the hard surface be?

Colonel PARKHILL. The hard surface will extend at least 100 feet on each side in order to accommodate the wing clearance and the outrigger gear.

Senator MONRONEY. That is what I was interested in because we have the same problem at Tinker Air Force Base where all of these B–52's have to come back for overhaul. I am quite agreeable that you should provide for this keel because I know how rapidly runways get beaten up by heavy planes, particularly when they are designed for lighter loads. This taxiway is sufficiently wide so that you will have complete coverage of your outboard motors as well as your operating wheels, on the hard top; is that correct?

Colonel PARKHILL. That is right.

Senator MONRONEY. I am glad to see some money going into these runways. I feel we have been too concerned with small, unimportant buildings and overlooked the basic things such as keeping the airplanes flying and providing the landing and takeoff facilities that are necessary.

Colonel LATSON. In this case, sir, the keel is down the outside edge of the ramp. There is plenty of space on each side.

Senator MONRONEY. You will be covered for the complete width that you need?

Colonel LATSON. Yes, sir.

Senator MONRONEY. The next item.

COMMUNICATIONS RECEIVER

Colonel PARKHILL. Communications receiver. This will provide an addition to the existing receiver building to house new microwave equipment required for control of the airborne forces.

Senator MONRONEY. This will be strictly operational and not for base service.

Colonel PARKHILL. That is right.

Senator MONRONEY. $63,000.

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. Next item.

COMPOSITE MEDICAL FACILITY

Colonel PARKHILL. The next item is for a composite medical facility which was covered in the repetitive item briefing. This addition will provide more clinic space. We are now using a deteriorated World War II clinical facility beyond economical repair.

Senator MONRONEY. This is in addition to a modern hospital facility?

Colonel CARMICHAEL. The original building, Mr. Chairman, was built in the early 1930's when the base was built up. There was an addition added to the hospital in 1954, a bed-producing addition. This addition will provide an aviation medicine clinic, occupational medicine clinic, to bring it up to standard.

Senator MONRONEY. The temporary building will then be destroyed?

Colonel CARMICHAEL. The temporary building will then be destroyed; yes, sir.

DENTAL CLINIC

Senator MONRONEY. The next item.

Colonel CARMICHAEL. Dental clinic. This will provide for additional dental operating rooms and a chrome cobalt lab. It will replace deteriorated temporary structures.

Senator MONRONEY. Will this be physically attached to the medical facility?

Colonel CARMICHAEL. Not in this case. We will physically attach the addition to the permanent dental clinic.

Senator MONRONEY. The dental and the medical will be separated?

Colonel CARMICHAEL. That is right. They were built originally as separate buildings. We have a new policy of combining them into one building.

Senator MONRONEY. Why can't this be done?

Colonel CARMICHAEL. The 12-chair dental clinic is in existence. So is the main hospital building in existence. They were not joined originally.

Senator MONRONEY. How far distant are they?

Colonel CARMICHAEL. I do not have a site map with me. They are physically separated by several hundred feet.

Senator MONRONEY. The next item.

BEALE AIR FORCE BASE, CALIF.

Colonel PARKHILL. Page 369, Beale Air Force Base, Calif. This base supports the heavy bomber and tanker wing, a TITAN squadron and a SAGE center. We are requesting $1,439,000 for four items. The first item provides an area search radar. We are proposing to support the construction of a new set required to increase the radar coverage for traffic control in the Sacramento area.

AREA SEARCH RADAR

Senator MONRONEY. Is this Rapcon?

Colonel PARKHILL. Yes; this is tied in with the Rapcon center at McClellan.

Senator MONRONEY. This serves jointly military and civilian?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. It is primarily for the control tower?

Colonel PARKHILL. The traffic control problem in the area.

Senator MONRONEY. In other words, $84,000 provides for concrete foundations for the tower?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. You already have the tower there.

Colonel PARKHILL. The tower and equipment will be furnished from other procurement.

We have the old smaller system. We will put in the new An/FPN–34 to give us higher range coverage.

Senator MONRONEY. The project provides for concrete foundation for the tower?

Colonel PARKHILL. Yes, sir; the tower will be furnished with the equipment from other procurement.

Mr. GIBBENS. The tower comes as part of the radar set, itself. We provide only the foundations for the tower, the electric power required, the power building, and the access roads.

Incidentally, the radar set is in support of the rapcon at McClellan as the justification states. With the Sacramento Municipal Airport, McClellan AFB, and Mather AFB all surrounding Sacramento plus the traffic we have out at Beale, the Beale area coverage from the rapcon at McClellan is very very faint. This project is to supplement the traffic control center at Sacramento (McClellan) so that it can cover the complete area.

AIRCRAFT MAINTENANCE LIGHTING

Senator MONRONEY. The next item.

Colonel PARKHILL. Aircraft maintenance lighting; this was covered in the repetitive item briefing. It will provide floodlighting of six spaces which will support SAC night maintenance.

MAINTENANCE DOCKS

The next item is maintenance docks. This will provide three docks. We have four, require eight. This will be principally for the SAC requirement.

GAS MAINS

Senator MONRONEY. The next item.

Colonel PARKHILL. The last item is for gas mains. This will construct 21,000 feet of gas mains from the SAGE building to the base boundary. This will permit us to convert diesel-engine-driven generators to gas. We can expect fuel economies through this conversion.

Senator MONRONEY. Is this use of diesel for auxiliary standby power or is it the main power supply?

Colonel PARKHILL. The main power supply.

Senator MONRONEY. You figure you will save $100,000 annually?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. Will that be used also to help the base?

Colonel PARKHILL. No, sir. This is related strictly to the same technical building power requirements.

Senator MONRONEY. How is the base heated?

General CURTIN. I don't believe we have that information.

Senator MONRONEY. I wonder whether it is oil, coal, or whatever it is, if you will not be back in another year or two asking for a pipeline to hook in again, or whether it would be better to build one with greater capacity.

General CURTIN. I don't believe that is the case. I know this problem was studied in considerable detail.

Senator MONRONEY. It has been looked at?

General CURTIN. Yes, sir. Only certain stations were selected out for this conversion because of their peculiar location to gas and the economies of the other fuel they were using or could use. But I can furnish that information for the record, sir.

Senator MONRONEY. I think it would be well.

(The information referred to follows:)

Oil is now used for both heating base facilities at Beale AFB and for electric power generation at the SAGE plant. The proposed supply line will be sized somewhat larger than the minimum 3-inch line required for SAGE load in order to have the increased capacity available if and when it becomes economically feasible to convert other portions of Beale AFB from oil to gas.

Senator MONRONEY. The next item.

BERGSTROM AIR FORCE BASE

Colonel PARKHILL. Page 374, Bergstrom Air Force Base. This supports a heavy bomb squadron. The project we are requesting here, Rapcon Center, $74,000, will provide 2,682-square-foot addition to an existing Rapcon center and will modify the air-conditioning system. This is to increase the capability to cope with the increased air traffic in the Austin, Tex., area.

Senator MONRONEY. The next item.

BLYTHEVILLE AIR FORCE BASE, ARK.

Colonel PARKHILL. Page 377, Blytheville Air Force Base, Ark. This base supports a heavy bomber squadron and a heavy tanker squadron. We are requesting $767,000 for four projects. The original building was built for a small unit. We need to expand it to support the requirements of the heavy bomber squadron.

Senator MONRONEY. What is the matter with the present building?

Colonel PARKHILL. It was built for a light bomber squadron many years ago, a B–57 unit with only 44 crew members. It does not have the size required for the heavy bomber squadron.

Senator MONRONEY. Is this a good building? I notice you have 5,548 square feet and the heavy bomber squadron requires 1,080. That is an increase of about 4,000 square feet.

Colonel PARKHILL. Yes, sir.

BUILDING ADDITION

Senator MONRONEY. Why do you have to build a new building rather than enlarge the old one?

Colonel PARKHILL. This is in addition to the old building?

General CURTIN. 4,300-square-foot addition to the 6,500 square feet.

Senator MONRONEY. You will still use the old building?

General CURTIN. Yes, sir.
Senator MONRONEY. Next item.

MAINTENANCE DOCKS

Colonel PARKHILL. The next item is a repetitive type item, maintenance docks. This project will move a surplus dock from another base to satisfy a deficiency.
Senator MONRONEY. Next item.

CHAPEL AND ANNEX

Colonel PARKHILL. Third item is for a chapel annex. This will modify and repair an existing chapel and build a new annex.
Senator MONRONEY. This was covered in the repetitive items?
Colonel PARKHILL. Yes, sir. The last item is also covered in repetitive item, open mess NCO. The present NCO mess is one-half of the required size to support the new SAC mission.
Senator MONRONEY. The next item.

BUNKER HILL AIR FORCE BASE, IND.

Colonel PARKHILL. Page 381, Bunker Hill Air Force Base, Ind. This base supports the Strategic Air Command medium bomber unit, a heavy air refueling squadron, and an air defense fighter mission. We are requesting $411,000. There are four items.

HANGAR EXTENSION

The first is for a 7,200 square yard extension to the existing hangar access apron to provide for entrance of the fighter aircraft through the rear door of an existing alert hangar. The hangar was originally constructed with front and rear doors but in the initial construction we deleted the rear access for economy reasons but experience has shown that these aircraft have suffered damage as a result of being pushed into the alert shelter backwards.
Senator MONRONEY. Next item.

APPROVED LIGHTING

Colonel PARKHILL. The next item is for the installation of 1,500 feet of U.S. national standard approach lighting at the secondary end of the primary runway.
Senator MONRONEY. Without strobe beacons?
Colonel PARKHILL. Our standard is to construct for the primary end or the instrument approach end of the runway, the standard 3,000 feet with strobe beacon flasher. If we find that we need the secondary lights we provide only 1,500 feet of standard without the strobe beacon flashers.
Senator MONRONEY. A while ago I think you had the strobe beacon 1,500 feet. The reason was that you wanted it to be more visible.
Colonel PARKHILL. That was Myrtle Beach. I don't remember the details but in some cases we have only been authorized to build 1,500 feet because of terrain for our primary end. If that is true, then we would put the strobe beacons in.

Senator MONRONEY. I just wondered if it is good on a 3,000 approach lighting, if it is not good or even better on the 1,500. You want it to be visible, you want them to pick it up as early as possible. It certainly calls the pilot's attention to it. I would not think the additional cost of the beacon would be too great.

Colonel PARKHILL. There has been a cost consideration in this. In analyzing our long-range requirements there was some compromise made in an effort to get a reasonable increment in each year's program.

Senator MONRONEY. When you are building them I think you ought to build the strobe light downcenter. Would you go back and give us a report on that, why you are building this without the strobe beacon?

(The information referred to follows:)

1. The current Air Force policy is to program a standard 3,000-foot approach light system with strobe beacons on the secondary instrument runway, when this runway is equipped with precision GCA/ILS electronic approach facilities and when justified by current operational requirements. The operational need is based on such factors as number of IFR approaches, number of diversions caused by below-minimum weather conditions, percent of usage in IFR conditions, base mission, type aircraft, and so forth. Cost considerations and competition with other construction needs have required priority be placed on providing standard systems for the primary instrument approach runway. The program for secondary instrument runways has been developed on an incremental basis, initially to provide a shortened 1,500-foot standard system and ultimately the full 3,000-foot system when operationally justified. Inclusion of strobe beacons on these shortened systems is permissive in the national standard. A recent Air Force policy established strobe beacons as a required component of shortened systems. This policy was established too late to include this requirement in the fiscal year 1962 MCP-project submittals. Action is being taken, where project scope and authority exists, to include strobe beacons in currently approved shortened approach light projects. Where this is not possible, projects to retrofit approach light systems will be included in fiscal year 1963 and future MCP or O. & M. projects.

2. Approach light systems are an essential operational requirement since these systems provide the key link between instrument flight and visual final approach and landing. These projects must compete, however, with other construction projects needed to increase safety and reliability of Air Force operations and these considerations frequently limit the overall program scope.

GLIDE ANGLE APPROACH

Colonel PARKHILL. All right, sir.

Senator MONRONEY. Does this include your glide angle approach, too, or are you cutting that out?

Colonel PARKHILL. No; the approach lights are in.

Senator MONRONEY. What?

Colonel PARKHILL. The glide angle, you say?

Senator MONRONEY. Yes. That was adopted 2 or 3 months ago as standard.

Colonel PARKHILL. The roll guidance bars? I believe you are thinking of the meatball idea.

Senator MONRONEY. It is a modification of the meatball, but it is one that the Air Force has experimented with for years and finally they adopted the British system. It has been made standard for civil aviation. Its cost is very modest.

General CURTIN. That is right.

Mr. Chairman, we are going ahead with a program to install those. It is my understanding that the equipment is in current procurement buys. However, the installation will be done under the minor construction appropriation. I think there is only $20,000 per site involved

in the construction. We are going ahead under the minor construction authorization appropriation on that program.

Senator MONRONEY. The next item.

FLOODLIGHTS

Colonel PARKHILL. The third item will provide for floodlights in support of the night maintenance. It was covered in the repetitive item briefing.

The last is for an addition to the automotive maintenance administration building. The present structure utilized for this function is a portable building moved into the motor pool as an emergency measure.

Senator MONRONEY. Will this be maintained and an addition built?

Colonel PARKHILL. This will replace the temporary facility now being used for the automotive maintenance and traffic function.

Senator MONRONEY. Next item.

CARSWELL AIR FORCE BASE, TEX.

Colonel PARKHILL. Page 386, Carswell Air Force Base, Tex. This supports a Strategic Air Command heavy bomber mission. The program we are requesting amounts to $236,000 for two items. The first was covered in a repetitive item; an addition to the shop—a parachute and dinghy shop.

OVERHEAD ELECTRICAL DISTRIBUTION LIGHTING

The second item is for installation of additional overhead electrical distribution wiring, in addition to new transformers required to correct an overload condition in the existing building distribution system.

Senator MONRONEY. Is this for residential?

Colonel PARKHILL. Yes, sir; for 136 apartments.

Senator MONRONEY. In other words, the lines were overloaded for organizational and household use?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. The next item.

CASTLE AIR FORCE BASE, CALIF.

Colonel PARKHILL. Page 389, Castle Air Force Base, Calif. This base supports three heavy bomber squadrons and two heavy air-refueling squadrons and an air defense interceptor squadron. The item requested is an area search radar.

Senator MONRONEY. This works with Rapcon?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. The next item.

CLINTON SHERMAN AIR FORCE BASE, OKLA.

Colonel PARKHILL. Page 391, Clinton Sherman Air Force Base, Okla. This base supports heavy bombers and air refueling. We are requesting $193,000 for two items.

ARMAMENT AND ELECTRONICS SHOP

The first is for an addition of 4,650 square feet to the armament and electronic shop. The present shop was considered large enough when it was designed. We thought it would satisfy requirements, but since that time the B–52's have gone through many modifications. A great deal more complex electronic gear has been added to each aircraft and we have found that these shops are too crowded and we need an addition.

Senator MONRONEY. You can't have these flown over to Tinker Field AFB, Okla., which is only a short distance away, for that work?

Colonel PARKHILL. No, sir. I believe this shop will principally maintain the equipment that is cycling through the shop and the aircraft for checkout and field maintenance.

Colonel KELLY. It is required that they maintain on the shelf the available boxes to change the configuration of the aircraft immediately. The ECM modification to the aircraft increased the number of systems within the aircraft and went from 7 jammer systems of 2 types to 13 jammer systems of 4 types. The requirement is to have the serviceable equipment, be able to maintain it on the shelf, and readily change or mate the aircraft system to meet whatever mission they are called on to perform.

Senator MONRONEY. In other words, this is part of the improvement in the various electronics facilities?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. That will be on hand at all times?

Colonel PARKHILL. Yes, sir. The heavy maintenance will of course go back to the depot but the other adjustments and maintenance takes place at the base.

Senator MONRONEY. The next item.

CIVIL ENGINEERING PAVEMENT AND MAINTENANCE BUILDING

Colonel PARKHILL. The last item is for a 4,452-square-foot civil engineering pavement and ground maintenance building. This will replace a small shed which will be used for storage. This building is needed for the maintenance of special purpose vehicles—graders, runway sweepers, et cetera.

Senator MONRONEY. I don't quite understand this. This is all nonflying equipment and this is nonemergency equipment. Is that right? I understand from the description that this is mostly outside work, such as road graders.

Colonel PARKHILL. That is right. This is for the maintenance of that kind of equipment.

Senator MONRONEY. How much of that equipment do they have?

Colonel PARKHILL. Sir, I will have to furnish that.

General CURTIN. In terms of numbers of items?

Senator MONRONEY. Yes.

Colonel PARKHILL. They would have on a basis of this sort something of the order of 35 to 50 items of equipment.

Senator MONRONEY. They have no other facilities that they could take over there?

Colonel PARKHILL. They are presently using a small shed that they will not demolish but will continue to use for storage.

Senator MONRONEY. The next item.

COLUMBUS AIR FORCE BASE, MISS.

Colonel PARKHILL. Page 394, Columbus Air Force Base, Miss. This base supports a heavy bomber squadron and a tanker squadron. We are requesting $832,000 for two projects, both covered in the repetitive item briefing. The first is for additional maintenance docks and the second for a chapel with an annex.

Senator MONRONEY. The next item.

DOW AIR FORCE BASE, MAINE

Colonel PARKHILL. Page 997, Dow Air Force Base, Maine. This supports a heavy bomber mission, a medium air refueling mission, an air defense fighter interceptor squadron and an air defense missile squadron. We are requesting $828,000 for two items.

CORROSION CONTROL FACILITIES

The first is for a corrosion control facility which was covered in the repetitive item briefing.

Senator MONRONEY. This is the wash rack?

Colonel PARKHILL. That is correct.

The second item is also covered in the repetitive item briefing, 24-man officers quarters. This will replace 28 spaces in an old hospital complex which is being torn down and being replaced by a permanent hospital.

Senator MONRONEY. You have lots of icing up there, I presume. This wash rack would help them on the upkeep operation?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. The planes are all stored outside and under icing conditions the ice and snow would have to be removed, is that right?

Colonel PARKHILL. That could be done.

OFFICERS QUARTERS

Senator MONRONEY. The $255,000 item is for 24-man officers quarters?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. How does this compare with your normal cost?

General CURTAIN. The unit cost here shows it is $8,038 for space. The maximum statutory limits is $8,500. As I pointed out, I think it was the first day, we hope to make some savings in our OQ's this year by trying to use four-bedroom standard houses. In other words, we would build a house and assign four officers to it. This amortizes the house very successfully because the quarters allowance are withheld and in addition we can provide it for something of the order of $1,000 cheaper per man than the institutional type officers quarters.

Senator MONRONEY. The next item.

DYESS AIR FORCE BASE, TEXAS

Colonel PARKHILL. Page 400, Dyess Air Force Base, Tex. This base supports a heavy bomber mission, Strategic Missile Mission and Tactical Troop Carrier Wing. We are requesting one item for the addition to the existing parachute and dinghy shop. That addition is required to provide space for the 90-foot tables necessary for packing the drag shoots.

Senator MONRONEY. Next item.

ELLSWORTH AIR FORCE BASE, N. DAK.

Colonel PARKHILL. Page 402, Ellsworth Air Force Base, N. Dak. This base supports heavy bombers, heavy air refueling mission. Also TITANS and MINUTEMAN missiles. We are requesting $577,000 for two items. The first item will provide lower grade airmen with a service club. The present club is located in a mobilization-type building constructed in 1942.

It is too small and due to its age is beyond economical maintenance and repair. We plan to demolish it.

The next item to be considered provides for modification and replacement of electrical and communications distribution systems in the airfield area. This is to relieve congestion and provide additional circuits to support the increased missions.

Senator MONRONEY. Next item.

FRANCIS E. WARREN BASE, WYO., MEDICAL FACILITY

Colonel PARKHILL. Page 405, Francis E. Warren Air Force Base, Wyo. This base supports three ATLAS squadrons. We are requesting $2,050,000 for a composite medical facility which was discussed in the repetitive item briefing.

Senator MONRONEY. That is the only item they are requesting?

Colonel PARKHILL. Yes, sir.

Senator MONRONEY. In building these medical facilities, do you build them with sufficient operating room capacity and other basic features so that the number of beds could be increased without additional laboratories and operating rooms?

Colonel CARMICHAEL. No, sir; we do not include any expansion capability in our current designs. The designs of our composite medical facilities are based on the workload as projected for the individual base. Each individual functional element contained therein is sized to accommodate that workload.

HOSPITAL POLICY

General CURTIN. This has been the policy, Mr. Chairman, up until about 3 years ago.

Colonel CARMICHAEL. About 3 years ago, yes.

General CURTIN. We would build a 250-bed hospital on a 500-bed "chassis," or something like that. This policy was reexamined by the Department of Defense and the Bureau of the Budget and our present basis for proceeding is as Colonel Carmichael pointed out.

Senator MONRONEY. I know a lot of the Hill-Burton civil hospitals built with plans for additional capacity. I have seen the fine hospital at Okinawa which was built on the same plan which this year we have been asked to expand. I was wondering why this was dropped.

Colonel CARMICHAEL. It was dropped out primarily because of the cost. As you appreciate, it does cost more to build an expanded chassis. The operating rooms and the type items the chairman pointed out are the most expensive portions of the building. If we sized those to take an addition, we automatically increase the total cost of our project.

Senator MONRONEY. Per bed cost?

Colonel CARMICHAEL. That is correct, sir.

Senator MONRONEY. But if, in the long run, you get in a war and have to have additional capacity, you have a rapidly expandable base and also the operating rooms which are the center core of the hospital.

Colonel CARMICHAEL. Those points are well taken, sir, and we think there is a great deal of merit to that.

Senator MONRONEY. The decision has been made by the Department of Defense?

Colonel CARMICHAEL. Yes, sir. I would like to emphasize again as we covered in the repetitive briefing, Mr. Chairman, the requirement including the number of beds are also thoroughly coordinated in relation to the total medical capability of the geographical area. These procedures are all reviewed by the Department of Defense and the Bureau of the Budget prior to the programing action you have had today.

Senator MONRONEY. Thank you very much.

The next item.

GLASGOW AIR FORCE BASE, MONT.

Colonel PARKHILL. Page 409, Glasgow Air Force Base, Mont. This base was originally built in support of fighter-interceptor squadrons. Recently it has been converted to provide for an additional mission; that is the SAC heavy bomber squadron, heavy tankers. Now we are requesting 16 items, $2,806,000.

All of these items are to correct deficiencies in requirements. There are no facilities existing which can be utilized in lieu of these projects. We are expecting a population increase of from 1,500 to 3,500 personnel, and we now have 1,027 houses on the base. I want to correct that figure I gave, Mr. Chairman. It is $3,066,000 for the total base.

CORROSION CONTROL FACILITY

The first item is covered in the repetitive briefing, corrosion control facility. The second item was also covered in the repetitive item briefing, narrow gage, centerline, runway lighting.

ADDITION TO BUILDING

The next item is an addition to the base operations building to provide a facility of adequate size to support the added SAC mission.

GARAGE

The next item will provide a garage to shelter five ambulances. This is due to the very difficult winters that are experienced in that area.

FLOODLIGHTS

The fifth item would provide for floodlights, for night maintenance for SAC, covered in the repetitive item briefing. The sixth item will provide an addition to the civil engineer covered storage building, which is also required to support the added construction.

AUTOMOBILE STORAGE AREA

The seventh item would provide an auto storage outdoor paved area, hardstand. They expect 896 vehicles will be assigned to this base.

Senator MONRONEY. How many?

Colonel PARKHILL. 896 vehicles.

Senator MONRONEY. Is there anything unusual about the requirement? You have an air-refueling squadron and one heavy bombing squadron?

Colonel PARKHILL. And the fighter-interceptor squadron.

Senator MONRONEY. Commercial transit facility?

Colonel PARKHILL. The commercial transportation building is required for packing and storage of supplies transferred to and received from commercial carriers.

BACHELOR OFFICERS' QUARTERS

The 10th item will provide a 24-man BOQ. We are deficient in this space.

Senator MONRONEY. That is a quarter of a million dollars?

Colonel PARKHILL. Yes, sir.

ADDITION TO SERVICE CLUB

The 11th item will provide an 8,962-square-foot addition to the service bloc in order to bring that up to proper size.

Senator MONRONEY. Another quarter of a million dollars?

Colonel PARKHILL. Yes, sir.

ADDITION TO SNACKBAR

The 12th item will provide for an addition to the existing base exchange snackbar. The next item will provide for an addition to the existing sales store to provide 19,692 square feet of building space. Then the 14th and 15th items were covered in the repetitive items briefing, additions to noncommissioned officers mess and the officers

Senator MONRONEY. Let us go back to these items and tell me what will increase the fighting capacity of this base? This seems to be the biggest collection of recreational and other things that are desirable.

PRIOR REQUESTS

Colonel PARKHILL. Mr. Chairman, in the 1958 supplemental bill we requested the money for the basic operational facilities, the strengthening and lengthening of the runway, the SAC parking ramp, the long leadtime heavy construction operational items. We agreed at that time that in later programs we would bring in as we could the personnel and supply and maintenance support items that are short leadtime. So this is part of a big program which has involved 1958, 1959, 1960, and 1961 programs.

Senator MONRONEY. Then it certainly is big.

Colonel PARKHILL. Yes, sir. We have $16 million worth of construction going on right now. These are the, as I mentioned, short leadtime items that are needed to make this base completely operational.

Senator MONRONEY. It certainly would be.

General CURTIN. May I help to put this in proper focus?

I admit, Mr. Chairman, that just looking at some of these items they might seem questionable in terms of your general situation and essentiality. However, I think we have to consider Glasgow as it exists in the field today. We are 15 or 20 miles from the nearest town in a very remote and isolated area in general. When this base is in operation there will be more people actually living on the base than live in the nearest towns within a radius of, say, 20 to 25 miles. The winters are very bad in this area so that transportation is extremely hazardous and very limited.

Another factor that concerns this base that is not peculiar to a lot of other bases is the fact that, as this base was developed, facilities were built for a specific scheduled purpose.

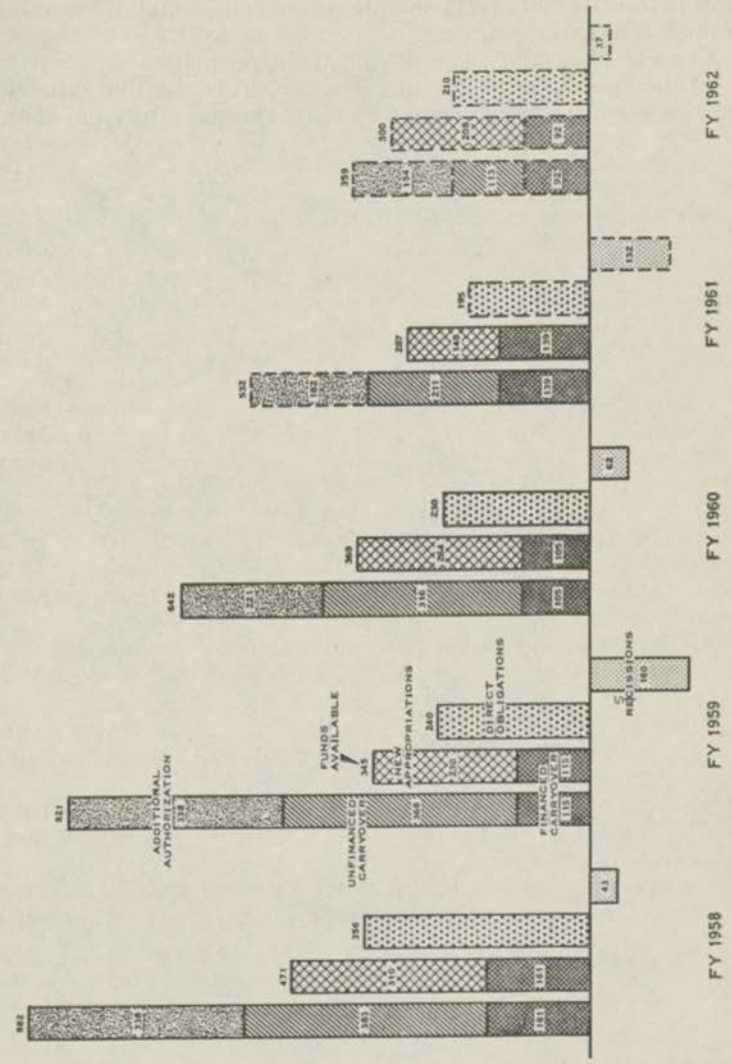
There is no flexibility in this base to go back and apply the phrase, well, use some other existing facility because these other existing facilities do not actually exist at this base.

So I make the point that Glasgow, at least as regards these items, is a very peculiar and special base and has a very urgent and critical requirement.

Senator MONRONEY. I think what we had better do is to recess. It is past 5 p.m., so we will save this one to open up with when we are a little less tired.

Colonel PARKHILL. All right, sir.

(See p. 8)


MILITARY CONSTRUCTION ARMY, WORLDWIDE
AUTHORIZATIONS, APPROPRIATIONS PROGRAM AND FUNDING TRENDS AS OF 30 JUNE 1961
ADDITIONAL AUTHORIZATION
UNFINANCED CARRYOVER
FUNDS AVAILABLE
NEW APPROPRIATIONS
DIRECT OBLIGATIONS
FINANCED CARRYOVER
RESCISSIONS
FY 1958
FY 1959
FY 1960
FY 1961
FY 1962

COMMITTEE RECESS

Senator MONRONEY. The committee will stand in recess until 10 o'clock tomorrow morning.

Colonel PARKHILL. Thank you, Mr. Chairman.

(Whereupon, at 5:05 p.m., Monday, July 24, 1961, the committee was recessed, to reconvene at 10 a.m. Tuesday, July 25, 1961.)

MILITARY CONSTRUCTION APPROPRIATIONS FOR 1962

TUESDAY, JULY 25, 1961

U.S. SENATE,
SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS,
Washington, D.C.

The subcommittee met, pursuant to recess, at 10 a.m. in room 114, New Senate Office Building, Hon. John Stennis (chairman of the subcommittee) presiding.

Present: Senator Stennis.

DEPARTMENT OF THE AIR FORCE

STATEMENTS OF BRIG. GEN. ROBERT H. CURTIN, DEPUTY DIRECTOR FOR CIVIL ENGINEERING OPERATIONS; JOHN R GIBBENS, DIRECTORATE OF CIVIL ENGINEERING; MR. HERBERT SUFIT, DIRECTORATE OF BUDGET; COL. WILLIAM H. PARKHILL, DIRECTORATE OF CIVIL ENGINEERING; COL. H. A. LATSON, DIRECTORATE OF CIVIL ENGINEERING; COL. GEORGE W. CALL, DIRECTORATE OF OPERATIONS; COL. CLYDE R. KELLY, DIRECTORATE OF MAINTENANCE ENGINEERING; COL. JACK C. CARMICHAEL, OFFICE OF SURGEON GENERAL, USAF; LT. COL. MYRON C. PAUL, DIRECTORATE OF OPERATIONS

General Statement

Senator STENNIS. The subcommittee will come to order. We will have only one session today. We have a meeting of the full Appropriations Committee this afternoon for two major bills. The committee will meet tomorrow morning but tomorrow afternoon there is a meeting of the full Appropriations Committee so we cannot have a session tomorrow afternoon.

I am sorry I could not be here yesterday even though I tried to be. I had to hold hearings of another subcommittee. I will certainly review the matters you took up yesterday and I am glad you had a good session.

You may proceed.

STRATEGIC AIR COMMAND

GLASGOW AIR FORCE BASE

General CURTIN. We were discussing Glasgow Air Force Base in volume 3 on page 409. We had reviewed these items and I believe it was your intention to go back and cover some of these items this morning.

Senator STENNIS. What is your special problem here? What state is this in?

Colonel PARKHILL. Montana.

General CURTIN. The special problem here, Mr. Chairman, is that this base is being built up and has recently been assigned an additional mission. We pointed this out. I think there are two other aspects of this which deserve special consideration.

One of them is the extreme remoteness of this base. This is particularly important insofar as items that are related to people are concerned, such as the open messes, the service clubs, and this sort of thing.

Actually when this base is fully manned there will be more people living on the base than perhaps live in all of the communities within a 25-mile radius of the base.

The second point which is very important here is that as this base has been built up, the facilities that have been built have been built for a specific use. Therefore it is one of the few bases in the inventory that does not have additional facilities, old buildings and so on, that they can adapt or improvise for these uses. Everything has been built for a specific mission.

That is the general background of the problem here. It is a real serious problem and perhaps one of the most acute that we have in the Air Force.

Senator STENNIS. Is this a companion base to Minot?

General CURTIN. It is in the same category and in the same general area. This is known as one of the northern tier stations that was originally developed as a fighter-interceptor base and later SAC was added. It was originally planned so that the additional increments could be added and added in an orderly manner. These are really the short leadtime items. The pavements, the POL and the larger construction items have been provided and this is one reason why we find some of these rather small items and a lot of additions in this increment of the program.

Senator STENNIS. Will this complete the construction at this base, if the Congress approves these projects?

General CURTIN. These items will essentially complete the program. There are a few minor items but the total would be approximately of the magnitude we show here over the period of the next 2 or 3 years.

Senator STENNIS. In other words, approximately $3 million more will complete this base?

General CURTIN. Yes, sir. This will be the total package as we see it.

Senator STENNIS. You have a heavy refueling squadron here?

Colonel PARKHILL. Yes, sir. There will be 10 KC–135's.

Senator STENNIS. What is the number on this other one?

General CURTIN. KC–97.

STRATEGIC WING

Senator STENNIS. When you say strategic wing, heavy bomber squadron, is that two different organizations?

Colonel PARKHILL. No, sir; the strategic wing is the headquarters organization that manages the bomber squadron and the refueling squadron.

HOUSING

Senator STENNIS. What about your housing?

Colonel PARKHILL. We have 1,227 units on base that are either built or under construction.

General CURTIN. The bulk of those were under the Capehart. There were around 270 or 300 in the initial increment. The only place these dependents can be accommodated is on the base because there are no communities within the nearby area at all. This base is about 16 miles from the nearest town which has a population of about 5,000.

Senator STENNIS. What are some of the other airbases you have in Montana?

General CURTIN. Great Falls.

Senator STENNIS. What are you using Great Falls for now?

General CURTIN. This is a tanker station.

Also, the first wing of the MINUTE MAN is there.

Senator STENNIS. I thought you had put in a MINUTE MAN?

General CURTIN. The actual construction of holes is well along for two squadrons and they are getting ready to start on the third.

Senator STENNIS. What about Glasgow? Do you have anything there for missiles or anything near there?

General CURTIN. No, sir. Minot would be the closest station that will have missiles.

SCIENCE LABORATORY AT WRIGHT-PATTERSON

Senator STENNIS. This is out in the country and it is extremely cold up there. I know that.

As an added note, Senator Lausche has been calling me about Wright-Patterson and some item that has been cut by the House. It deals with a science laboratory. Have we come to that?

General CURTIN. Yes, sir. This was an item that I believe referred to one that the House deleted. We would propose, subject to your approval, to cover that again in the reclama session.

Senator STENNIS. You gentlemen have had a chance to look over the House report since I have had a chance to be with you. What are your plans on that? You are not going to ask for a rehearing on all items they left out, are you?

General CURTIN. It depends on your plans. We would like to review some of these. The entire list of deletions is being reviewed now in the Air Staff with the Department to see what position we should take on these.

Certainly there are large categories of items that we would like to explore in detail with you.

Senator STENNIS. I want you to consider it and explore it, but so far as just going back over the books again and having another hearing and extending the arguments on these matters, we just will not have time to do that because the House bill was later than usual in getting out due to some changes in plans.

General CURTIN. We had hoped that we would have the opportunity to take these large groups because most of the House actions were by categories of facilities. At least we could address ourselves to the comments that they made in their report so you would have the benefit of any additional information that may have become available.

Senator STENNIS. I am a great believer in everyone having their day in court and I certainly expect you gentlemen to make a special review of what the House did. I want to give you some kind of a chance for showing on the special items anyway, but we will have to agree on something short of a full rehearing.

General CURTIN. I am sure we can work that out with the committee.

Senator STENNIS. I will give you every opportunity but we have to act fast and we have to act in categories.

What is your next item?

HOMESTEAD AIR FORCE BASE, FLA.

Colonel PARKHILL. Page 426, Homestead Air Force Base, Fla. We are requesting $509,000 for two items. The first was covered in the repetitive item briefing and will convert the obsolete approach lighting to standard. The second item will provide for the installation of air conditioning in the permanent type airmen dormitories. This is south of Miami, Fla. These are permanent buildings and we feel that this would be a good project.

Senator STENNIS. Your lighting approach is your regular pattern, I suppose?

General CURTIN. Yes, sir.

Senator STENNIS. When were these dormitories built?

Colonel PARKHILL. They were completed around 1954.

Senator STENNIS. What is your next item?

LARSON AIR FORCE BASE, WASH.

Colonel PARKHILL. Page 429, Larson Air Force Base, Wash. This base supports a heavy bomber and heavy air refueling mission, also a strategic missile squadron and SAGE.

WAREHOUSE

We are requesting $360,000 for two items. The first would provide for 41,000 square feet of warehouse. This project will replace 17 badly deteriorated theater of operations type buildings that were built in World War II.

Senator STENNIS. What type of warehouse? What will you put in it?

Colonel PARKHILL. Standard base supplies, the complete run of the base supplies.

Senator STENNIS. Your dental clinic is quite a small addition there.

Colonel PARKHILL. Yes, sir.

Senator STENNIS. How do you justify this warehouse now? You already have a place to put these items.

COLONEL PARKHILL. These buildings are very badly deteriorated, are expensive to maintain and they should be replaced.

General CURTIN. These were theater of operations type buildings. They were built in 1942–43.

Senator STENNIS. The press reports that the President is going to ask for about $3 billion additional tonight. I don't see how you are going to save that much out of your present budget.

General CURTIN. This is going to be very difficult.

Senator STENNIS. Everybody says they are for it, but no one is willing to invoke additional taxes to pay for it. I think that is the test, just how anxious we are to deter the Russians, and I think if you raise the taxes that would be more convincing to the Russians.

There is no way to save $3 billion in this bill, is there?

General CURTIN. No, sir.

Senator STENNIS. Do I understand your testimony that these supply houses you are using now are just inadequate and you have to justify spending $310,000 here to replace them?

Colonel PARKHILL. They were built in 1941–42, to a 5-year standard of construction, the very minimum standard of construction.

Senator STENNIS. What is your next item?

LINCOLN AIR FORCE BASE, NEBR.

Colonel PARKHILL. Page 432, Lincoln Air Force Base, Nebr. This base supports a medium bomber and heavy air refueling mission and a strategic missile squadron. Both items are repetitive. The first is the installation of approach lights and the second item is a dispensary. The present dispensary is located in a bachelor officer building. It provides for only minor and routine emergency treatment.

Senator STENNIS. How far is it from one of your hospitals?

Colonel CARMICHAEL. The closest Air Force hospital is Offutt Air Force Base, which is 60 to 70 miles.

DISPENSARY

Senator STENNIS. Why are you not asking for a hospital here?

Colonel CARMICHAEL. This is programed as a dispensary because in the review of our bed requirements which we do for all of our facilities, we take into account the total medical capacity in the area. It has been determined that we can use the Veterans' Administration Hospital in Lincoln as back-up for our military long-term patients.

It has also been determined that we will use the civilian medical facilities for all dependent inpatient cares. Therefore, we have deleted from this item all dependent inpatient care and have provided only short-term, emergency care for military.

Senator STENNIS. How much would it be if you were going to ask for a full facility?

Colonel CARMICHAEL. It would be approximately a 50-bed medical facility.

Senator STENNIS. How much money would be involved in that?

Colonel CARMICHAEL. Roughly they run around $1.8 or $2 million.

Senator STENNIS. In round numbers you are reducing this by about a million dollars from what you would have to ask for?

General CURTIN. That would be a minimum based on present pricing.

Senator STENNIS. We had General Powers here yesterday and I questioned him if there was anything special he wanted to say, and he brought up the questions of hospitals. He said he needed hospitals that the Government left out of the authorization bill. In fact, it was not in your budget.

Colonel CARMICHAEL. You are talking about Offutt now?

Senator STENNIS. Yes, sir.

Colonel CARMICHAEL. That was deleted prior to the arrival at Congress. We need very badly the three CMF's and the dispensary at Lincoln. This is all we have left of what we started out with.

Senator STENNIS. If you got a new hospital at Offutt would that change your plans?

Colonel CARMICHAEL. Offutt is for all three services and it would be available for specialty care from Lincoln if the Veterans' Administration hospital could not take the case downtown.

The Lincoln Facility has already been reduced taking into account the regional aspect of Offutt.

Senator STENNIS. You have already cut down on this one anticipating Offutt?

Colonel CARMICHAEL. Yes, sir, very definitely Lincoln was reduced.

Senator STENNIS. The next item?

LITTLE ROCK HOSPITAL

Colonel PARKHILL. Page 434, Little Rock Air Force Base, Ark. This base supports a medium bomber mission, heavy air refueling mission and strategic missiles. We are requesting $1,900,000 for a 50-bed composite medical facility. They have no such facility. They are presently using airmen dormitory space.

Colonel CARMICHAEL. The medical capacity for Little Rock Air Force Base was determined on the professional capability needed to directly support the mission. We feel we need the professional capability associated with a 50-bed composite medical facility on base to give direct support to the military care and the associated mission.

It will also give us the inherent capability to provide essential dependent inpatient care. The total medical capability was reviewed in the Little Rock area and it was determined after a review at OSD and the Bureau of the Budget that we had a valid essential requirement to provide the 50 beds that we propose.

Senator STENNIS. Thank you very much. You have combed over this now in your usual thorough way.

Colonel CARMICHAEL. We went beyond it this year. We did a physical survey in each geographical area of all medical facilities. We interviewed the civilian administrator of just about every civilian facility plus every State and Federal facility in the area. We have voluminous files of the medical capability in the area.

Senator STENNIS. Turn back to page 432 a minute, listing the items here at Lincoln Air Force Base. You say AAA Air Force NIKE missile battalion.

Colonel PARKHILL. That is a NIKE battalion that is a tenant on this base.

Senator STENNIS. Is that to guard the base itself?

Colonel PARKHILL. Yes, sir.

Senator STENNIS. Is that NIKE-HERCULES or NIKE-AJAX? I imagine it is NIKE-HERCULES.

General CURTIN. I believe it is, but I can confirm that.

Senator STENNIS. Bring it along as a point of information.

Colonel CALL. It is NIKE-HERCULES, two batteries, 6th Missile Battalion.

LOCKBOURNE AIR FORCE BASE, OHIO

Colonel PARKHILL. Page 438, Lockbourne Air Force Base, Ohio. The Air Force requests $67,000 for a lighting approach. This base supports a medium bomber mission, a heavy air refueling squadron, and a fighter interceptor squadron.

LORING AIR FORCE BASE, MAINE

Senator STENNIS. What is next?

Colonel PARKHILL. Loring Air Force Base in Maine. This supports heavy bomber and heavy bomber refueling aircraft and a fighter interceptor unit. We are requesting $72,000 for a shop addition to support the fighter interceptor squadron. We have at the present time one-half of their required space.

Senator STENNIS. What kind of fighter interceptors do you have there, Colonel?

Colonel PARKHILL. F–106's.

Senator STENNIS. That is your top fighter, is it not?

Colonel PARKHILL. Yes, sir.

Colonel CALL. That is the best we have.

Senator STENNIS. It appears that your fighter interceptors are under review in the Senate. Senator Goldwater made a speech on the floor about it. He said we had virtually no fighter support. We are going to have to get into that, it seems.

We can hardly ask it now, but I really want to know more about what he had in mind.

What is your next item?

MARCH AIR FORCE BASE, CALIF.

Colonel PARKHILL. Page 443, March Air Force Base, Calif. This base supports a headquarters of the 15th Strategic Air Force, a heavy bomber squadron, a heavy air refueling squadron, a fighter-interceptor squadron and troop carrier squadron. We are requesting $6,905,000 for nine items.

ALERT HANGAR

The first item would be for an alert hangar to house four fighter interceptors. This construction will include the necessary access approach and alert taxiway.

REFUELING HYDRANTS

The next item would provide five hydrants at two outlets each required for the rapid refueling of the heavy bombers.

The third item was covered in the repetitive items briefing, weapons calibration shelter for the boresighting of the armament of the fighter interceptor aircraft.

The fourth item was also discussed in the repetitive item briefing. The construction of two maintenance docks, one for fuel cell repair and the other to be moved from another base.

MISSILE ASSEMBLY SHOP

The fifth item will furnish the fighter mission with a missile assembly shop to support this fighter-interceptor squadron.

The sixth item would provide storage facilities required for the demineralized water used by the B–25's and KC–135's.

The seventh item will provide for missile storage for the fighter interceptors.

The eighth item covered in the repetitive item briefing would provide a 200-bed-composite medical facility.

The last item will provide electric power outlets in the existing parking ramp for the fighter interceptor aircraft.

Senator STENNIS. What is the main new activity that is assigned here to this March Air Force Base?

FIGHTER INTERCEPTOR SQUADRON

Colonel PARKHILL. The newest mission to be assigned is the fighter interceptor squadron.

Senator STENNIS. What fighters are they going to use?

Colonel PARKHILL. F–101B's.

Senator STENNIS. When you say fighter squadrons, just what do you mean by that. Do you use them as interceptors or do they support troops?

Colonel PARKHILL. These are purely interceptors, part of the Air Defense Command.

TACTICAL FIGHTERS

Senator STENNIS. What type of fighter is used to support troops?

Colonel PARKHILL. The F–100's and the 105's are the newest of the tactical fighters.

NATIONAL GUARD UNITS

Senator STENNIS. You have quite a few of these units now handled by the National Guard. Are the National Guard units interceptors?

Mr. SUFIT. The National Guard is made up of composites. They have two missions, the tactical and the fighter mission. They have an ADC mission as well as a tactical mission.

Senator STENNIS. All of the National Guard units have a dual mission?

Mr. SUFIT. No, sir; not a dual mission. Some have 102's, 86L's, for fighter-interceptor and 84–F's and F–100 C's in the tactical bomber mission. So, of the total squadron strength, there are 21 squadrons of fighter bombers for the tactical bomber mission.

Senator STENNIS. Did you have something you wanted to say, Colonel?

Colonel CALL. The National Guard is equipped with F–100C's, F–84F's, F–86L's. Some have F–102's. The 102's are purely air defense. In a sense, all of the National Guard squadrons do have a dual mission, even the F–84F's, and the F–100C's are used in a defense role under certain conditions, but their primary mission is in the tactical fighter role and they would be primarily ground support and the normal interdiction type fighters.

INTERDICTION TYPE FIGHTERS

Senator STENNIS. You used the word "interdiction." I know what it ordinarily means but what does it mean when you use it?

Colonel CALL. It is a term we use to define isolation of the battlefield, cutting supply lines and so forth in the rear of the battle zone.

Senator STENNIS. We know more about those which are in our own States. I know some of the officers at Keesler, myself. That is under your tactical reconnaissance squadron, RF–84F. What is their mission?

Colonel CALL. The tactical reconnaissance aircraft in the National Guard are now largely RF–84F's. They perform a visual observation of enemy troop concentration targets, have an opportunity to take a look at martialing guards and so forth, and return with visual and photographic reconnaissance data that is then interpreted on the battlefield to indicate the sources of enemy threat to the tactical ground forces.

Senator STENNIS. Just looking at these now, it seems to me as a general proposition you have given the Air National Guard the older planes. Have you given any of the modern planes to these units?

SOURCE OF AIRCRAFT FOR NATIONAL GUARD

Colonel CALL. Speaking generally, sir, they do have some of our older aircraft. Their prime source of aircraft is the aircraft which fall out of the Regular Establishment. The most modern aircraft I believe that we have furnished to the National Guard are the F–102's which are more modern fighter-interceptors than some of our regular units are using.

In the TAC fighter areas they do not have the most modern fighters that we have. They do have good solid aircraft which were used up until a very few years ago by the regular units.

Senator STENNIS. Many of these men are former Air Force members. They are very proficient flyers. Why not give them more of the best type planes? You keep the best but give them more of the better type. What is your idea about that?

Colonel CALL. I think as an objective we would like to have more modern aircraft for both the Regular Establishment and the Guard. When it comes to a choice between the two, I am afraid I do not have an opinion on that.

Senator STENNIS. That is beyond your role, anyway, but I think these Reserve units are entitled to a lot of encouragement. If they are just going to be given what is left or what you feel is more or less discarded, that is a discouraging factor in itself. If they are not quite up to your standards at any given date, they can get there rather quickly.

Colonel CALL. Yes, sir.

Senator STENNIS. I know as a general rule they have more or less what is left, and it is a good way for you to get even better. Give them some of your middle group anyway.

Senator STENNIS. I want to comment some more on this March Air Force Base. Do you not have a classified item for March Air Force Base?

General CURTIN. We did have one we were trying to get reprogramed using a prior year's appropriation.

Senator STENNIS. That would not be in here?

General CURTIN. No, sir.

Senator STENNIS. It is a little discouraging to know that at an old operation like this you have to have $7 million there.

MEDICAL FACILITY

General CURTIN. The largest item there is the composite medical facility.

Senator STENNIS. What is your special justification for that large medical facility?

Colonel CARMICHAEL. Everything I said concerning the bed requirements for the previous facilities is applicable to March. Rather than repeat that I would like to touch on one or two points that are pertinent with respect to March. In addition to the survey I mentioned that we conduct in the local area, we had a special survey of this area conducted by the Bureau of the Budget, the Secretary of Defense, a representative of the House of Representatives, the Air Force, and the Navy. We studied Long Beach, March, Corona, the entire complex. The results of this survey were used in determining this requirement.

We need very badly a facility with a regional capability in the area to provide care over and above that which you find at the normal base level. This facility will provide the complete inpatient care for Morton Air Force Base in addition to March Air Force Base.

It will also provide medical consultants in the various specialities to our smaller installations within a large geographical area on a call basis.

We also have a special item in this particular facility. We have 50 light care beds devoted to physical evaluation. This means that we will bring the personnel to this facility where we have the medical specialist to conduct the medical workup prior to their meeting a physical evaluation board. We hope to forestall many of them requiring board action.

One other point that I would like to make, Mr. Chairman, and this is applicable to all of our facilities, after our many reviews with the various agencies including the congressional reviews, we have developed a basis for design and a program for design which documents, based on valid workload, the entire size of the facility. We document each and every functional element. Each capability, each medical specialty that is going to practice based on workload, so the size of the facility, speaking now of the scope or square footage, is documented and sized out room by room.

Senator STENNIS. That is a mighty good statement. Who was the House Member who was on the Board that considered this?

Colonel CARMICHAEL. Mr. Doyle was a special one-man subcommittee appointed by Mr. Vinson.

Senator STENNIS. He is a fine member of the committee in the House.

AIR NATIONAL GUARD FIGHTER AIRCRAFT

One more word about the fighter aircraft for the Air National Guard; and in thinking in connection with the President's new added program that he is coming in with tonight and tomorrow that he will present to the Congress; there is talk about calling up some units of the National Guard for additional training, not calling them out to be sent overseas but putting these extra burdens on them. It appears to me that there would certainly be time to give more of these units in the Air National Guard, more of your modern aircraft, and with the requirements high for them to meet and give them the material to meet it with. If this comes up in Appropriations Committee for the funds, I am certainly going to advocate that some program be inaugurated that will lead to these Air National Guard units having more of the modern fighters whether it be tactical planes or interceptors.

You do not have anything on that here yet, of course. You gentlemen may not have anything yourselves yet, but I think the Air Force has to reappraise the situation and find some rather severe criticism ahead if it does not reappraise the situation about this fighter and intercepter program.

RUNWAY REQUIREMENTS

Colonel CALL. In that connection, some of our more modern aircraft require more extensive facilities, longer runways, and certainly increased facilities to support the more modern aircraft. I am thinking now of the F–100, the F–105, and some of our more modern interceptors which require more facilities on the base.

The National Guard outfits are, in most cases, split out into squadrons at a given location and not consolidated in the wings due to the peculiar requirements for their training and the fact that they draw on the local communities for their pilots.

There would be some problems associated with equipping the guard squadrons with the more modern aircraft.

Senator STENNIS. The more testimony and the more worldwide military systems that the United States has to build and finance and operate almost alone, the more I am convinced that we are going to have to go to these Reserve units, people we can keep at home, let them follow their ordinary pursuits, live at home and have them give part of their time and be ready in a relatively short period of time for action.

We have missiles. We are trying to cover the whole world with missiles and that is altogether at our own expense. Then we have to have a worldwide missile communications system and then the worldwide covering by bombers, and a communication system for that and all the expense that goes for those items and it is just the beginning.

We then come up with a worldwide commitment for POLARIS, a worldwide commitment for our naval air. I really think that we have to plan ahead to keep it from destroying our economy. Something has to be done. We just cannot continue to carry this load. We have these new weapons coming. It would seem to me we cannot afford not to develop the B–70. We have to have it, as otherwise we would be running second best in a few years, but the alternative

has to be found now to have these semiready units, without having all of the men in the service with all of your obligations to the man who is in uniform.

We could well spend a relatively small amount of money for equipping these fields if we could head off some of this other expense.

What is next?

McConnell Air Force Base, Kans.

CHAPEL

Colonel Parkhill. Page 453, McConnell Air Force Base, Kans. This base supports a strategic combat crew training mission. We are requesting funds for a chapel annex covered in the repetitive item group.

Senator Stennis. The next item.

McCoy Air Force Base, Fla.

Colonel Parkhill. Page 455, McCoy Air Force Base, Fla. We are requesting two items, $163,000 in support of the heavy bomber mission, both repetitive; first, installing of approach lights, and the second is an addition to the parachute and dinghy shop.

Senator Stennis. I think that is clear.

Offutt Air Force Base, Nebr.

Colonel Parkhill. Page 458, Offutt Air Force Base, Nebr. This base supports the headquarters of the Strategic Air Command and the Strategic Air Command Tanker Squadron as well as missiles. We are requesting $540,000 for three items.

HEATING PLANT MAINS

The first item is for steam mains and return lines between a modern heating plant and an old heating plant that we plan to close down. This will enable the new plant to tie into the distribution system of the old plant.

FLOOD CONTROL DIKES

The next two items go together. The first is for land easement right-of-way of 66 acres to support the last item which has to do with flood control. The southern portion of the base lies in the Papillion Creek. Due to commercial building activities upstream during the past few years we have had greatly increased flooding conditions, so we are proposing to build dikes along the southern edge of the base to protect primarily the KC–135 technical area and parking ramp.

Senator Stennis. Do you have some matters in the classified category for Offutt?

General Curtin. Yes, sir; but not in this program.

Senator Stennis. What is your next item?

Pease Air Force Base, N.H.

Colonel Parkhill. Page 462, Pease Air Force Base, N.H. This supports a medium bomber wing, four medium bomber squadrons and two heavy air refueling squadrons.

JET BLAST DEFLECTORS

We are requesting $172,000 for two items. The first item will provide jet blast deflectors to be placed on the parking ramp of the tanker parking apron. The last item is a repetitive item, approach lighting for the secondary end of the runway.

Senator STENNIS. What is your next item?

PLATTSBURGH AIR FORCE BASE, N.Y.

Colonel PARKHILL. Page 465, Plattsburgh Air Force Base, N.Y.

This base supports a medium bomber mission and heavy air refueling mission. We are requesting $415,000 for one item that was described in the repetitive item briefing, narrow gage and centerline lighting.

Senator STENNIS. What do you have at Plattsburgh, giving me something other than the mission?

Colonel PARKHILL. We have the medium bomber mission at the present time and we have programed in there two squadrons of heavy tankers and we also have the ATLAS missile.

Senator STENNIS. No BOMARCS there?

Colonel PARKHILL. No, sir.

Senator STENNIS. There is an old airbase there at Plattsburgh, is there not?

Colonel PARKHILL. Yes, sir.

Senator STENNIS. What is your next item?

SCHILLING AIR FORCE BASE, KANS.

ADDITION TO AIRCRAFT WASH RACK

Colonel PARKHILL. Page 467, Schilling Air Force Base, Kans. We are requesting $490,000 for three projects; the first item will provide an addition to the present aircraft wash rack. This wash rack was constructed to accommodate the smaller planes. We plan to enlarge it and strengthen it in order to use it for the heavy bombers.

SUPPORT BUILDINGS AND UTILITIES

The second item will provide necessary support buildings and utilities required at the Schilling ground-to-air gunnery range. This is located 10 miles south of the Schilling Air Force Base and is the only location in the Air Force where we can train the B–52, B–47, B–58 gunners in air-to-air gunnery qualification training.

We propose in this $412,000 to put in utilities including sewage system, waterlines, water storage, some roads and some small shops, a fire station, 10 test track stands for the guns and an operation mission training building.

TEST RANGE, AIR GUNNERY

Senator STENNIS. What kind of test range? Air gunnery, $412,000, what is that?

Colonel PARKHILL. That is for training the gunners on the bombers. They fire at drone-type targets and this is the only location remaining in the Air Force for this activity. We have closed out quite a number of our ranges and have moved the equipment to Schilling, and we are setting this up as a single consolidated training activity.

Senator STENNIS. This is where your men go then throughout all the Air Force?

Colonel PARKHILL. Just for the Strategic Air Command. They have a special requirement for this type of gunnery range.

Senator STENNIS. Throughout the SAC picture you take them to Schilling and train them to fire the guns?

Colonel PARKHILL. Yes, sir.

Senator STENNIS. Do they actually fire them?

Colonel PARKHILL. Yes, sir. The guns are mounted in simulated turrets erected on stands.

Senator STENNIS. They do not fire them from the air?

Colonel PARKHILL. Not that type of training.

Senator STENNIS. Where is that type of training done?

Colonel Call. To the best of my knowledge we have no live air-to-air gunnery range for the bombers. They do fire their guns, testing out the guns, but the actual firing at the drones occurs here from the turrets mounted on the stands at Schilling.

Senator STENNIS. Where would you do some of that firing into air? Would it be out over the ocean?

Colonel CALL. We have done some firing out over the ocean. We have in the past fired near Ogden, Utah, at the Wendover range.

Colonel PARKHILL. The last item on this Schilling Base is storage, base demineralized water.

Senator STENNIS. What is your next item?

TAMPA FUEL ANNEX

Colonel PARKHILL. Page 472, Tampa fuel annex.

Senator STENNIS. That seems to be obvious.

TURNER AIR FORCE BASE, GA.

Colonel PARKHILL. Page 474, Turner Air Force Base. This base supports heavy bombers and heavy tankers and also the military Air Transport Command and charting unit.

APRON ACCESS TAXIWAY

We are requesting $4,087,000 for 10 items. The first item is for removal and replacement of a portion of the apron access taxiway and that has deteriorated under the heavy loads imposed by the C–130 aircraft during the past year. This is the aircraft used for mapping and charting.

The next item is related to it. It is also a replacement of an apron which is failing. This apron is needed for this MATS activity.

The third item was covered in repetitive item briefing, the 1,500 feet of standard approach lights.

The fourth item was covered in the repetitive item briefing. The fourth item would provide two docks in support of the Strategic Air Command mission.

The fifth is also a repetitive item. This is to move a medium maintenance dock from another airbase to Turner to support transient base flight aircraft maintenance.

AUTOMOTIVE MAINTENANCE SHOP

The sixth item will provide for the construction of an automotive maintenance shop. This will replace deteriorated World War II temporary structures.

BACHELOR OFFICER QUARTERS

The seventh item will provide for a bachelor officer quarters for 48 men. This will satisfy a deficiency.

SERVICE CLUB

The eighth item will provide for a service club which will replace a World War II mobilization-type structure. This is considered a fire hazard. It has deteriorated beyond economical repair and we propose to demolish it.

Senator STENNIS. What is the difference between the club, service, here and the officers' mess?

Colonel PARKHILL. The officers' mess—we have three types of facilities. For the officers we have the officers' mess; for the noncommissioned officer, the noncommissioned officers' mess; and for the lower grade airmen we have this service club.

Senator STENNIS. Do you use different terms? It seems to me on the military construction bill you could use the same terms. Is there any reason to use different terms?

General CURTIN. I can't think of any basic one. The nomenclature has developed over the years. There is no special significance that I am aware of.

OFFICERS' MESS AND NCO MESS

Colonel PARKHILL. The last two items will provide for the officers' open mess and the NCO open mess and these are also to replace deteriorated temporary type structures constructed in World War II.

Senator STENNIS. What is the abbreviation following those?

Colonel PARKHILL. After officers' open mess, this means a deficiency and a replacement.

General CURTIN. The first two letters mean deficiency and the last two letters are the abbreviation for replacement.

Senator STENNIS. Page 474. I believe you covered that?

General CURTIN. Yes, sir.

Senator STENNIS. What is your next item?

VANDENBERG AIR FORCE BASE, CALIF.

Colonel PARKHILL. Page 485, Vandenberg Air Force Base, Calif. This base supports the training, testing, and operation of the ballistic missile system. We are requesting $466,000 for four items.

The first item would provide for the installation of runway barriers, a flying safety feature.

TRAILER COURT

The second item which was covered in the repetitive item briefing would provide for 150 trailers. These are trailers that belong to the individuals assigned to the base.

Senator STENNIS. That is a trailer court?

Colonel PARKHILL. Yes, sir. We have a very critical housing situation at Vandenberg. Some of the airmen have to go as far as 50 miles to find adequate quarters.

Senator STENNIS. Is that right, 50 miles?

Colonel PARKHILL. Yes, sir.

Senator STENNIS. Do they drive back and forth?

Colonel PARKHILL. Yes, sir.

Senator STENNIS. By automobile?

Colonel PARKHILL. Yes, sir. This is a very isolated area and there has been a very rapid buildup, particularly during the past 5 years.

REHABILITATION OF LIBRARY BUILDING

The next item will provide for rehabilitation of a substandard building for library purposes. This building although it was built in World War II, is structurally sound and we propose to build a library which will be primarily a technical library to serve the training and testing activities and it will also provide for a recreational library.

The last item will provide automobile parking areas at 11 locations throughout the base.

TRAILER COURT CHARGES

Senator STENNIS. On your trailer court parking, we asked a good many questions here the other day. I think the consensus was that we like the idea and wanted you to fix up an adequate place but it seemed as though your charges there were very low and the cost was very high.

General CURTIN. May I comment on that.

Senator STENNIS. Yes, sir.

General CURTIN. I was not quite current in what was going on in this area. Actually the $6 charged per month was established by the Department of Defense in conjunction with the three services some time ago when the cost of trailer pad construction and the related facilities was somewhat less than it is today with the modern expensive trailer. These costs are now being reviewed by the Department of Defense with a view to updating them.

This we hope will be accomplished in the near future. They are bringing them in line with the current costs of trailer pad construction.

Senator STENNIS. It is only right that they should be brought in line. Could you not do that in time to get it in before we close the record.

General CURTIN. We are trying to do that in working with the Department. They understand the problem and I am sure they will do everything they can to bring this to a conclusion.

Senator STENNIS. I do not see anything complicated about it.

General CURTIN. I think it is just a matter of time. There is nothing complicated. However, it has to be run through the regular routine of getting coordination with the three services.

Senator STENNIS. I think this is a project that deserves a lot of favorable consideration provided you have a system worked out but until a system is worked out, I think it will just have to be set aside until you revise your figures.

It would be much better to have them before we close the record because that is when we have to write up the bill.

General CURTIN. We understand that and we are doing everything we can to provide them.

Senator STENNIS. We will take them out until we get the figures. A place will be held open in the record for the general's final statement on that.

(The information referred to appears on p. 529.)

WALLER AIR FORCE BASE, N. MEX.

SEWAGE TREATMENT FACILITIES

Colonel PARKHILL. Page 490, Waller Air Force Base, N. Mex. This base supports the heavy bomber and heavy air refueling mission, strategic missiles, and an air defense SAGE.

We are requesting $100 thousand for sewage treatment and disposal.

Senator STENNIS. What is the next item?

WESTOVER AIR FORCE BASE, MASS.

Colonel PARKHILL. Page 492, Westover Air Force Base, Mass. This supports the 8th Strategic Air Force Headquarters. The primary aircraft operating from this base are heavy bombers, heavy air refueling aircraft, and air defense interceptors.

We are requesting $2,651,000 for four items.

The first two were covered in repetitive items, the installation of approach lights and the installation of the narrow gage and centerline lights

The third item provides for the construction of a combat operations center which we will consider during the classified section

Senator STENNIS. That goes to the classified portion.

SALVAGE YARD PAVEMENT

Colonel PARKHILL. The last item is for 5,000 yards of pavement to provide open storage for the salvage and disposal yard. There is no existing facility that can be used for this activity.

Senator STENNIS. These lighting matters were covered in your repetitive briefing?

Colonel PARKHILL. Yes, sir.

WHITEMAN AIR FORCE BASE, MO.

The next item is on page 498, Whiteman Air Force Base, Mo.

We are requesting $834,000 for three items. The first item was covered in the repetitive item briefing and will provide for one large dock for maintenance.

CHAPEL ANNEX

The second item, also covered in the repetitive item briefing is a chapel annex to be added to the existing chapel. It will replace a theater of operations type building that has deteriorated.

WATER SOFTENING PLANT

The last item will provide for a water softening plant capable of treating 1,337,000 gallons of water per day. The hardness of the water at this base has caused excessive maintenance costs for the water distribution system.

MAINTENANCE DOCK

Senator STENNIS. What are you doing to this maintenance dock now? What are you using it for?

Colonel KELLY. There is no facility at this time for the fuel system maintenance at Whiteman. It is being done outside under very adverse conditions. You may recall this fuel system dock is a specially designed facility to provide the environmental control and safety features we need.

We burned up several aircraft because of not being able to take care of them properly and this dock allows for constant air change, trapping of any vapors or fuel drippage and spillage with immediate evaporation of those fumes. It is a very fundamental requirement for the B–52's and the KC–135's.

Senator STENNIS. The B–47 phaseout was mentioned in the Preparedness Subcommittee hearing yesterday.

Colonel PARKHILL. We have medium bombers there but we are planning this facility to support KC–135 tanker aircraft that are programed into this base.

Senator STENNIS. That is a new program for this base and that is a new tanker?

Colonel PARKHILL. That is right.

Senator STENNIS. What is your next item?

WURTSMITH AIR FORCE BASE, MICH.

Colonel PARKHILL. Page 502, Wurtsmith Air Force Base in Michigan. This base supports heavy bombers, heavy refueling tankers, and an air defense interceptor fighter. We are requesting $2,354,000 for 12 items.

The first three were covered in the repetitive item briefing. The first is narrow gage and centerline lighting system. The second would provide the installation of floodlights on the maintenance apron to support the SAC night maintenance. The third will provide a weapons calibration shelter for fighter interceptor squadron.

ARMAMENT ELECTRONICS SHOP

The fourth would provide an armament electronics shop to support the fighter interceptor squadron. They have the F–101B's. They have no facility for this purpose. They are presently borrowing the space in the organizational maintenance hangar.

The next two items provide for a 5,000-square-foot ground powered equipment maintenance shop and 10,000 square feet for heated storage for the storage of ground powered equipment shop.

This base is located in northern Michigan where they have very severe winters.

CIVIL ENGINEERING ADMINISTRATION FACILITY

The next item will provide for a civil engineering administration facility. This function is temporarily housed in the World War II prefabricated structure that is deteriorated beyond economical repair.

The eighth item will provide a civil engineer pavement and ground maintenance facility. This is also housed in a very small substandard World War II temporary-type building.

The ninth item is for a civil engineer maintenance shop. This is also housed in a small temporary building.

The 10th item will provide for an addition of cold-storage space. They have presently one-half their required space.

The 11th item will provide an addition to the base warehousing. This will satisfy a deficiency.

GYMNASIUM

The 12th item will provide a 16,600-square-foot gymnasium to replace a small deteriorated World War II type of structure.

Senator STENNIS. How many men do you have?

Colonel PARKHILL. 3,642 military.

This is the same pattern we have run into several times. The base was originally built for a small fighter-interceptor squadron. It is still being converted for use by the heavy bomber and tanker mission.

DISPERSAL PROGRAM

Senator STENNIS. This is the last remnants of the dispersal program; is that right?

Colonel PARKHILL. Yes, sir.

General CURTIN. Under the present level.

Senator STENNIS. It was testified to yesterday that all this dispersal either had been or was actually being accomplished now except, I believe, as to one heavy bomber squadron.

General CURTIN. That is right.

Senator STENNIS. Is this going to finish you up?

Colonel PARKHILL. Under what we know as the presently approved program, it will.

Senator STENNIS. If we redo it again, that is all over but you are not asking for a number of pages like this next year on the dispersal program, are you?

General CURTIN. No, sir. This is essentially the same situation as Colonel Parkhill pointed out. There may be another $3 million that may be programed over the next 2 or 3 years to pick up minor requirements at all of these bases that were converted from a fighter-interceptor basic mission to a fighter and the heavy bombardment mission. But this will complete the essential requirements as we see it for this base.

Senator STENNIS. It is rather disappointing to see we have to spend so much more, although I know a change of mission changes the emphasis and you have to make adjustments, but as much as we have in all of these bases, it is rather disappointing to keep going over and over them.

General CURTIN. When this conversion was undertaken, it was planned this way. Perhaps in our presentation we did not make it

clear, that the short lead time items, such as we have here, would be additions to the basic construction that was provided in the initial increments.

Colonel PARKHILL. That completes the Strategic Air Command.

OVERSEAS COMMAND

The next item will be in volume 4, the Overseas Command.

Senator STENNIS. Volume IV.

Colonel PARKHILL. The first section of this book has to do with air defense overseas. The bases are summarized on page 517. We are requesting $2,768,000 for facilities on six bases, primarily A.C. & W. in Canada, with one project in Greenland.

CAMBRIDGE BAY, DEW STATION, CANADA

The first base is on page 518, Cambridge Bay, distant early warning station, Canada.

Senator STENNIS. All of these in Canada and Greenland have to do with warning?

Colonel PARKHILL. Yes, sir; aircraft control and warning. This is a main DEW line station in Canada. We are requesting two projects, $357,000. The first will provide auto storage, heated. A new storage building is required to house six utility and special vehicles required for daily operations. They are presently being stored outside. This has proved to be very unsatisfactory. Some of the vehicles which are needed for emergency papers are so cold soaked that they cannot be started.

Senator STENNIS. The DEW line is warning against what?

Colonel PARKHILL. Enemy bomber attack.

EFFICIENCY OF DEW LINE

Senator STENNIS. Have you ever had any runthroughs that this system failed to detect?

Colonel PAUL. Certainly not to our knowledge. Actually we believe, and from adequate tests, that the DEW line is perfectly capable of dectecting the air threat in the foreseeable future.

Senator STENNIS. Does it do it according to your tests?

Colonel PAUL. Yes, sir. In accordance with our tests it performs very well. It is approaching as near as it can to the 100-percent capability.

PINE TREE PROJECT

Senator STENNIS. What is the Pine Tree line?

Colonel PAUL. Many years ago there was a project which was commonly referred to in some cases as a Pine Tree line. However, this actually consists of approximately 33 rotating radars and it extends the continental air defense radar capability up into Canada. These again have been operational for at least 4 to 5 years.

Senator STENNIS. Are they still using them?

Colonel PAUL. Yes, sir.

Senator STENNIS. Of course you have a BMEWS which is a separate setup all together.

Colonel PAUL. Yes, sir; this is a setup of a different nature.

Senator STENNIS. You are going to give us in executive session something about the dimensions and so forth?

General CURTIN. We will do that; yes, sir.

Senator STENNIS. You may proceed.

CIVIL ENGINEERING MAINTENANCE SHOP

Colonel PARKHILL. The last item at Cambridge Station, a DEW station, is a civil engineering maintenance shop. This will provide a new shop to be used as a base of operations for a roving civil engineering maintenance team that will go out and do repair work at 11 of the smaller outlying stations. They are presently using a prefabricated plywood building which is too small.

Senator STENNIS. What is your next item?

CAPE DYER DEW STATION, CANADA

Colonel PARKHILL. Page 521, Cape Dyer DEW Station. This is a main line station on the eastern shore of Canada. We are requesting $523,000 for three items. The first would provide auto storage heated. It is actually two buildings to house 10 special purpose vehicles, one required at the airstrip which is located 10 miles away and the other required at the main base.

The second item, civil engineering maintenance shop, will be a new shop similar to the one I described just a minute ago to serve this roving civil engineering maintenance team that will support five outlying stations.

WAREHOUSING

The last item will provide for additional storage warehousing needed to store supplies in support of the DEW communications terminal plus six outlying stations. They are presently using canvas-covered contractor shacks.

Senator STENNIS. This is not a great amount of money and we certainly want to support the project, but you have only 16 military men out there.

CONTRACTOR OPERATION

Colonel PARKHILL. This is essentially a contractor operation. You will notice under civilians we have 237 listed.

Senator STENNIS. They are people who live around there?

Colonel PARKHILL. No, sir, this is an extremely isolated area. These people are brought in and they must be completely supported by the Air Force.

Senator STENNIS. What kind of housing do we have for them?

Colonel PARKHILL. We have just dormitories. There is no family housing.

Senator STENNIS. What is your next item?

CAPE PARRY DEW STATION, CANADA

Colonel PARKHILL. Page 525, Cape Parry DEW Station in Canada. The first item is for housing vehicles and the second would be a civil engineering maintenance shop to take care of this team which takes care of this base plus nine smaller outlying stations.

Senator STENNIS. What is next?

HALL LAKE

Colonel PARKHILL. Page 528, Hall Lake, three projects, $486,000, first auto storage heated, similar to the one we discussed, also a civil engineering maintenance facility, the same as we have discussed, and also additional warehousing needed to store supplies in support of 11 outlying stations, presently using abandoned temporary contractor shacks.

Senator STENNIS. This project has about a $15 million investment as I figure it.

Colonel PARKHILL. Yes, sir.

Senator STENNIS. What is your next item?

SONDRESTROM, GREENLAND

Colonel PARKHILL. Page 532, Sondrestrom in Greenland. The principal mission here is to provide support for the eastern DEW line. We are requesting $45,000 to construct a building to house the existing power generators. These are in support of the navigational aids.

Senator STENNIS. This is more than DEW line support; is it not?

Colonel PARKHILL. It is an airfield and it provides DEW line support.

Senator STENNIS. You already have a $79 million investment there.

General CURTIN. That's right.

Senator STENNIS. What is the next item?

Colonel PARKHILL. Page 534, various locations, Canada, the aircraft control and warning ground control interceptor. This was covered in great detail by Colonel Nichols during the repetitive item briefing.

Senator STENNIS. I think that has been covered.

AVIANO AIR BASE, ITALY

Colonel PARKHILL. The next section of the book has to do with the Air Forces in Europe. We are requesting $9,790,000 for facilities at 18 locations. The first base is on page 538, Aviano in Italy. This base supports a tactical fighter squadron on rotation. We are requesting $92,000 for two items. The first would provide an instrument landing system in support of the tactical fighter squadron. The last will modify the existing approach lights to add the Strobe beacon flashers to bring the lights up to standard.

Senator STENNIS. What is the mission here at this place?

TACTICAL FIGHTER SQUADRON

Colonel PARKHILL. Tactical fighter squadron on rotation.

Senator STENNIS. That is support for the ground troops.

Colonel PARKHILL. It is one of the principal missions.

Senator STENNIS. It is the principal mission, to support tactical fighters?

Colonel CALL. I believe the most descriptive term to use there is that it is one of its principal missions and possibly the principal mission of our tactical fighters.

Senator STENNIS. I thought you had some crack units that were trained to support the ground troops and that that was their principal

mission and that was virtually all they did; and the Air Force would be better in that mission than the Army if they had tactical air of their own. That is what I read in the books.

Colonel CALL. All over our TAC fighter pilots are trained in the ground support role. They get a considerable amount of training. However, they are capable also of other missions.

Senator STENNIS. Secret missions?

Colonel CALL. They are capable of engaging strategic targets although they are designated as tactical fighters.

Senator STENNIS. I think perhaps we should know more about this. You may put it in in executive session.

Colonel CALL. We could elaborate more on it in executive session.

Senator STENNIS. Is that one of your better tactical fighter squadrons?

Colonel CALL. Yes, sir; this will be a different squadron from time to time. A squadron goes over on rotation and stays about 4 months, Mr. Chairman, and then is replaced by another squadron. These are from our firstline Tactical Air Command units here in the Zone of Interior.

Senator STENNIS. One of their primary missions is to support ground troops in any area?

Colonel CALL. Yes.

Senator STENNIS. Shall we turn now to page 541?

BITBURG AIR FORCE BASE, GERMANY

Colonel PARKHILL. Yes, sir, Bitburg Air Force Base in Germany. The principal missions here are two tactical fighter squadrons, a fighter interceptor squadron and two TAC missile squadrons. We are requesting $188,000 for two items, both covered in the repetitive item briefing. The first would modify the existing approach lights to bring them up to standard. The second would provide additional multicubicle storage magazine. They have at the present time only half of the required storage space.

Senator STENNIS. What are your facilities there? Go over the mission, please.

Colonel PARKHILL. The fighter interceptor squadron, two tactical fighter squadrons and two tactical missile squadrons.

Senator STENNIS. What is the two tactical missile squadron? What kind of missile?

Colonel PARKHILL. These are the MACE missiles.

Senator STENNIS. Why do you have interceptor squadrons there?

Colonel PARKHILL. This base is capable of supporting all three missions, actually. The base proper supports the fighter interceptors as well as the TAC fighters and the missiles are actually located away from the main base.

NATO ACTIVITY

Senator STENNIS. Is this a part of the NATO activity?

Colonel CALL. Yes, sir.

Senator STENNIS. Is it within the NATO command?

Colonel CALL. Yes, sir, these are in support of NATO and under operational control of NATO.

Senator STENNIS. Are they of the group that the NATO funds support this base, or is this additional U.S. squadrons that are committed to NATO?

Colonel CALL. These are USAF squadrons committed to NATO. The exact funding arrangements on that are just a little too complex for me to understand.

Senator STENNIS. I think you just need a little time to look into it. I would like to know about that, not that it has any particular bearing on these buildings, but I would like to know more about what we are doing over there.

We appropriate money for NATO and we pay X percent of it, of the amount for the cost of the operations. I want to know if the operations of these squadrons is paid for out of the NATO funds or whether we pay all the bill.

Mr. SUFIT. We pay for the cost of the operation of the squadron itself and for the construction of facilities where a base is designated as a NATO base. The various countries, through their contributions, provide for the basic structure. Where we have to bring facilities up to USAF standards, then we request appropriations under the appropriation "Military construction, Air Force."

General CURTIN. Your question, I believe, pertained to operations, did it not?

Senator STENNIS. That's right. I know we are building these buildings and paying all the bills.

Mr. SUFIT. The operation is paid from Air Force funds from normal operations and maintenance and military personnel appropriations as far as the individual pay and allowances are concerned.

Senator STENNIS. Take the pilots here. They are paid for out of the U.S. Treasury just as a pilot in Tampa, Fla.?

Mr. SUFIT. They are part of Air Force strength accountability and are paid out of the appropriation, "Military personnel, Air Force."

Senator STENNIS. How are they connected then with NATO?

Colonel PARKHILL. They are committed to NATO operational control.

Senator STENNIS. When the loose term is applied that this is a part of NATO, that is not technically correct except to the extent that NATO can call on them for their services, but it is a U.S. Air Force operation?

General CURTIN. That is a fair statement of the situation, Mr. Chairman.

LIST OF BASES COMMITTED TO NATO

Senator STENNIS. I wish you would just give us a list of those in Europe and Turkey and say the Middle East and North Africa that are stricly Air Force operations, construction and operations, comparable to a base here in the United States and then put an X by those that are committed to NATO.

General CURTIN. We will do that.

Senator STENNIS. From that list our committee here can have a better idea of all of the operations over there.

(The information was submitted and is in the Committee files.)

CIGLI AIR FORCE BASE, TURKEY

Colonel PARKHILL. Page 544, Cigli Air Force Base in Turkey. This base supports a tactical fighter squadron on rotation. We are requesting $56,000 for two items, the first of which provides for the modification of two buildings.

Senator STENNIS. I think that is clear.

What is your next item?

DANNENFELS RADIO RELAY STATION, GERMANY

Colonel PARKHILL. Page 547, Dannenfels Radio Relay in Germany. This is simply a radio relay station. We are requesting $54,000 for this one item to construct a small building to house the equipment to replace a World War II prefabricated structure that has deteriorated.

Senator STENNIS. What do you use that relay facility for? Do you mean relaying messages from one installation to another?

Colonel PARKHILL. Yes, sir, this is part of the microwave network in central Europe.

Senator STENNIS. That is for your commanding officers sending out messages from Wiesbaden and so on?

Colonel PARKHILL. Operational traffic, intelligence traffic, and that sort of thing.

EVREUX FAUVILLE AIRBASE, FRANCE

Page 549, Evreux Fauville Airbase in France. This base supports three troop carrier squadrons. We are requesting $45,000 for two items. The first is a 66,000-gallon-per-day water well, which, combined with the existing well, will satisfy the base requirement. The last item for fire protection is needed to safeguard the inventories in the warehouses. This would actually install heat sensitive electrical detectors in the six warehouses.

Senator STENNIS. Just what do you mean by troop carriers? Is this a unit of cargo planes?

Colonel PARKHILL. This is a unit of Tactical Air Command and these are actually equipped and trained for troop carrier operations.

Senator STENNIS. Airborne?

Colonel PARKHILL. Yes, sir; airborne operations.

Colonel CALL. They are capable of handling both cargo and troops, Mr. Chairman. These are tactical aircraft, but three of the four squadrons here are actually USAFE assigned. The Tactical Air Command has a number of units identical to these, but these are assigned to USAFE. There is one additional squadron on rotation, giving them a total of four squadrons there constantly.

Senator STENNIS. Do you use these planes in transporting the soldiers in Europe?

Colonel CALL. No, sir; our airlift is broken down into two main categories. The intertheater airlift would transport your troops from the Zone of Interior to the theater and the intratheater airlift hauls the troops and cargo and is capable of making airdrops, tactical airdrops, of both material and personnel—these aircraft fall in that category.

Senator STENNIS. Would this be called part of MATS?

Colonel CALL. No, sir. MATS does engage in the intertheater airlift of cargo and personnel.

Senator STENNIS. We have $21 million invested over there?

Colonel PARKHILL. That's right.

Senator STENNIS. I have the same question with reference to NATO, and we will not dwell on this at length as we did before, but is this something that is committed in the same way to NATO?

Colonel CALL. I would like to provide that for the record.

Senator STENNIS. That will show up in your list, but I want to get clearer in my mind what operations you do carry out over there in Europe and Western Europe. We have already covered this last place, which was virtually a U.S. Air Force operation entirely. It is just subject to call. You have fighter groups over there of that type and you have these troop carriers. You have MACE missiles. What else does the Air Force have in Western Europe?

General CURTIN. Reconnaisance units.

Colonel CALL. Some tactical bombardment right now. Those are the twin-engine B–66's located in the United Kingdom.

Senator STENNIS. What else does the Air Force have over there?

Colonel CALL. That just about wraps it up except for the strategic aircraft located in the United Kingdom, which are not NATO committed. They are in support of the NATO effort.

Senator STENNIS. What strategic squadrons do you have?

Colonel CALL. Four bases in the United Kingdom, three bases in Spain, and three bases now in Morocco, reflex bases.

Senator STENNIS. You do not have any that are just stationed there all the time?

Colonel CALL. No, sir; not permanently assigned.

Senator STENNIS. Do you still operate the base at Prestwick, Scotland?

Colonel CALL. Yes, sir.

Senator STENNIS. I wish you would give me a list of these, as I have already said, and include your other operations, too. Just put them all down. That will give me a picture of what you have in Western Europe as well as in north Africa and in Turkey.

Colonel CALL. Mr. Chairman, I have a chart here. If you wish, we could set it up and show our deployment in Europe. We can do that in executive session.

Senator STENNIS. We will look at it in executive session, but I want something I can put in my pocket, too.

Do you have anything else on these items?

HAHN AIRBASE, GERMANY

Colonel PARKHILL. Page 552, Hahn Airbase in Germany. This supports two tactical fighter squadrons and two tactical interceptor squadrons. The first item will provide for an instrument landing system. It is a navigational aid for approach of the fighter-type aircraft. The second is a repetitive item to bring the approach lights up to standard.

Senator STENNIS. Next?

INCIRLIK AIRBASE, ADANA, TURKEY

Colonel PARKHILL. Page 555, Incirlik Air Force Base, near Adana, Turkey. This also supports tactical rotation missions and strategic reconnaissance rotation. We are requesting $2,134,000 for 11 items.

The first is a repetitive-type item, modification of approach lights, and the second was also covered in repetitive briefing, an auto maintenance shop to provide for the maintenance of all of the assigned vehicles on the base.

The third is a refueling vehicle maintenance shop. They have no facility for this at the present time.

The fourth item will provide a maintenance shop for the inspection of weapons in support of the fighter bombers.

The fifth item will provide multicubicle magazine storage. This was also discussed in the repetitive item briefing.

The sixth item will provide a facility for the rocket storage and assembly checkout.

The seventh item will provide igloo storage for high explosives.

The eighth item covered in the repetitive briefing will provide for airman dormitories. They are presently very crowded.

SERVICE CLUB

The ninth item will provide for a service club. We have no such facility. We are presently borrowing space in the gymnasium and the theater.

The 10th item will provide security fencing around the ammunition area, and the bulk gasoline storage area.

The last item will provide the electric fire detection systems in 40 buildings.

Senator STENNIS. How many men do we have there now?

Colonel PARKHILL. 2,056 military.

Senator STENNIS. I see where you have not a single national employed there.

Colonel PARKHILL. No, sir.

Senator STENNIS. It is so much easier to understand items when you have been there. I have been to Adana twice, once when you were digging up the ground in preparation to lay the runways. I think the Air Force was laying some concrete in 1953. I was back there in 1955.

Of course you have great runways there. That is a touchdown place, is it not?

Colonel PARKHILL. Yes, sir.

Senator STENNIS. We will go into that some more in executive session. I would like to know more about that. Senator Saltonstall and I went through there. They gave us a mighty fine meal. We came back through there the following Sunday unexpectedly to have the evening meal and it was the same as it was when they were expecting us as company. This left a good impression on my mind about the Air Force.

We attended a movie along with the troops, an open air movie, while the plane was being worked on.

What is your next item?

LAKENHEATH AIRBASE, ENGLAND

Colonel PARKHILL. Page 566, Lakenheath Air Force Base in England. This base supports three tactical fighter squadrons. We are requesting $937,000 for six projects. The first was covered in the

repetitive briefing, modification of existing approach lights. The second will provide six storage igloos to meet the requirements for munitions storage.

The third item was covered in the repetitive briefing, airmen dormitories urgently required to satisfy an existing deficiency.

HEATING FUEL OIL STORAGE

The fourth item will provide 68,800 gallons of heating fuel oil storage for the base. They are presently using drums for this.

The fifth item will provide the balance of the 150,000-gallon water supply storage to satisfy the water requirement for the total base.

WATER WELL

The last item is a 134,000-gallon-per-day water well to satisfy a deficiency in the water requirements.

Senator STENNIS. These are three tactical fighter squadrons?

Colonel PARKHILL. Yes, sir.

Senator STENNIS. These are our units and our operations?

Colonel PARKHILL. Yes, sir.

Senator STENNIS. Are they there to support possible ground troop fighting in Western Europe?

Colonel PARKHILL. Yes, sir.

Senator STENNIS. Is this a part of our commitment or are we there because they are willing for us to be there and we want to be?

General CURTIN. We are there for the duration of NATO in any event. Our agreement is an agreement on a country-to-country basis. The actual composition of the force structure can be adjusted by service level agreements. That is the broad framework under which we are in the United Kingdom.

Senator STENNIS. Is this part of the NATO agreement we entered into?

Colonel PARKHILL. Yes, sir. This is part of the U.S. commitment to NATO.

Senator STENNIS. In turn for that commitment, to put all of this striking power there and so forth, what did they promise to do? I know they promised to let us come, but what else? Did they promise to furnish so many infantrymen or what?

NATO FORCE COMMITMENT

Colonel PARKHILL. Mr. Chairman, as you probably recall, NATO has conducted a yearly study of national capabilities and underneath this they have assigned to the various nations some level-of-force commitment. For instance, Portugal may be required to furnish only one squadron because they can't support more than that, whereas the United States obviously has the biggest contribution because of our overall capability.

Senator STENNIS. Such items are supported and paid for out of NATO funds? I have not read up on this in some time; you can do it better when you are looking at an actual installation item. I thought that we had a considerable showing of military strength in Europe, above and beyond what we promised to do in the NATO agreements.

Colonel PARKHILL. Of course, we furnish equipment through assistance pacts to individual nations.

Senator STENNIS. That is still a different category. We will get a review on that. Perhaps the Senate Foreign Relations Committee could give us a list of our commitments with reference to men and materials. I would like to have you gentlemen bring in something from the Air Force and we will get something from NATO and that will give us something for our files.

Let's proceed.

LAON AIRBASE, FRANCE

Colonel PARKHILL. Page 574, Laon Airbase in France. The principal flying mission here is three tactical reconnaissance squadrons. We are requesting $156,000 for two items. The first is a repetitive-type item, the modification of existing approach lights.

The last item will provide for an addition to the existing aircraft engine inspection repair shop. This is needed due to a recent increase in maintenance responsibility brought about by our closing of the Phalsbourg Airbase.

Senator STENNIS. These are modest sums that you are asking for and obviously they are things you need.

What is your next item?

MILDENHALL AIRBASE, ENGLAND

Colonel PARKHILL. Page 577, Mildenhall in England. The principal flying mission here is an air refueling tactical squadron. This base also supports a MATS air terminal. We are requesting one item for the modification of the approach lights.

Senator STENNIS. Is that all you need there now, a $17 million installation?

Colonel PARKHILL. Yes, sir.

RAMSTEIN AIRBASE, GERMANY

Page 579, Ramstein Air Force Base in Germany. The principal mission is a fighter interceptor squadron and also a tactical fighter squadron. We are requesting $227,000 for three items. The first would provide an instrument landing system. The second is repetitive-type items, the modification of the approach lights, and, last, the addition of multicubicle storage magazines. We have presently one-half of our required storage space.

Senator STENNIS. I have not asked about these igloos, but that is ammunition?

Colonel PARKHILL. Yes, sir; ordnance storage.

RUISLIP STATION, ENGLAND

Page 583, Ruislip Station, near London. This is a support-type activity in support of the Air Force units in the London area. We are requesting $99,000 for two items. The first would modify an existing supply and equipment warehouse to provide space for base supply and medical supply.

The last item would modify an existing warehouse-type building to provide for a squadron headquarters activity.

SPANGDAHLEM AIRBASE, GERMANY

Page 586, Spangdahlem Air Force Base in Germany. This base supports three tactical fighter squadrons. We are requesting $162,000 for two items, both covered in the repetitive briefing. The first is modification of approach lights and the second is for additional ordnance storage magazines.

Senator STENNIS. I believe the Army has three divisions in Western Europe; is that not right?

Colonel PARKHILL. I cannot speak on that.

General CURTIN. I think they have the equivalent of that; yes, sir.

Senator STENNIS. What is your next item?

TOUL ROSIERES AIRBASE, FRANCE

Colonel PARKHILL. Page 589, Toul Rosieres Air Force Base in France. This base supports one tactical squadron. We are requesting $66,000 for the modification of the approach lights.

WIESBADEN AIRBASE, GERMANY

Next is Wiesbaden Air Force Base in Germany. This supports the Air Force headquarters in Europe and we are requesting $39,000 to provide a building to house the tactical air navigation facility.

WOODBRIDGE STATION, ENGLAND

Woodbridge Station in England supports a tactical fighter squadron, requesting $274,000 for four items, the first to modify the approach lights; the second to provide a weapons maintenance shop to satisfy a deficiency. The third would provide water lines and fire hydrants in the community and tactical sites to provide for fire protection. The last item would supply a 60,000-gallon water supply to back up this fire protection requirement.

Senator STENNIS. You probably have some of your best tactical fighter squadrons in the entire Air Force stationed in Western Europe; isn't that right?

Colonel CALL. Yes, sir; I think that would be a fair statement. They are as good as we have.

Senator STENNIS. How long do they stay over there?

Colonel CALL. They are permanently assigned units we are speaking of. We have other rotational units in Europe.

Senator STENNIS. How long do they stay?

Colonel CALL. They are there for about 4 months.

Senator STENNIS. The ones we have at Woodbridge are stationed there, and a man goes there and stays 3 years?

Colonel CALL. Three years is the normal tour for a married, accompanied individual. The unit has a turnover of about one-third every year. They have excellent facilities there and they go down to Wheeler for their gunnery training. They receive close support training and the delivery of weapons training at Wheeler.

Senator STENNIS. What is your next item?

Colonel PARKHILL. The next item is on page 598, various locations, tropospheric scatter.

I suggest we discuss this in executive session.

The same is true for page 599, MACE projects. These should be considered in executive session.

Senator STENNIS. You have more than one location in those?

Colonel PARKHILL. Yes, sir. We have full information on those projects.

CARIBBEAN AREA COMMAND

HOWARD AIR FORCE BASE, CANAL ZONE

Next we go to the Caribbean Area Command. We have one project, Howard Air Force Base, Canal Zone. This base supports transient air transport operations in support of our Western Hemisphere operations. We are proposing herewith $117,000 to modify an existing building to provide a control tower, transient aircraft maintenance, and a small operations facility.

Senator STENNIS. I think we have to make up our minds whether we can really use a lot of this equipment that we have. What do you mean "auxiliary"? Is that just various items supporting your operations?

Colonel PARKHILL. Yes, sir. This would just modify an existing building.

Senator STENNIS. What is your next item?

MATS OVERSEAS

KINDLEY AIR FORCE BASE

Colonel PARKHILL. Next we go to MATS overseas, two bases. The first one is Kindley, page 604. This base supports the strategic air refueling operations. It supports the tactical rotational units as they cross the Atlantic. We have discussed those units. It also has air rescue capability. We are requesting $66,000 to provide cable ducts and equipment foundations to support weather observations equipment to be located on the airfield.

Senator STENNIS. Do you refuel in the air here, from here?

Colonel PARKHILL. Yes, sir; the refuelers that are based here can refuel the overflying bombers as well as the tactical fighter.

Senator STENNIS. The tactical fighters do not fly on much beyond there, do they?

Colonal CALL. These rotational units that we have been discussing that go over to Europe transit through and I think normally would land and refuel on the ground. We do for practice and sometimes we are unable due to weather to land there and we do refuel them in the air. These fighters do have the capability to hook up to the tanker, get their fuel, and continue nonstop, and we have had several rotations performed in that manner. This also supports our CASF, consolidated air strike force. We can talk a little bit more about that in executive session.

Senator STENNIS. Is that a new command?

Colonel CALL. No, sir; it is an element of the Tactical Air Command.

Senator STENNIS. Next item.

LAJES FIELD, THE AZORES

RUNWAY OVERRUNS

Colonel PARKHILL. Page 604, Lajes Field in the Azores. This is utilized by all the Department of Defense and NATO forces and for refueling of all transient aircraft. It provides aerial refueling for tactical and reconnaissance aircraft. We are requesting three items, $911,000. The first will construct runway overruns at each end of

the primary runway. The second will provide an additional 5,000 square feet to the cold storage plant. This is to satisfy a deficiency.

The last item covered is a repetitive item which would provide $120,000 to construct a 40-man officers' quarters.

Senator STENNIS. Is this field where the planes land in coming back, from MATS, for instance?

Colonel PARKHILL. Yes, sir.

Senator STENNIS. Anyone who had landed there at night in the rain would not spare this little improvement you are asking for here.

What is your cold storage? That is just an additional load?

Colonel PARKHILL. Yes, sir. We have experienced a shortage. It is an isolated base and we require a little extra amount of cold storage.

Senator STENNIS. What is your next item?

PACIFIC AIR FORCE COMMAND

CLARK AIRBASE, THE PHILIPPINES

Colonel PARKHILL. Next we go to the Pacific Air Forces. We are requesting $9,004,000 for facilities on eight of the Pacific Air Force Command bases. The first base is on page 610, Clark Air Force Base in the Philippines. This supports an Air Force headquarters, a fighter interceptor squadron, a tactical squadron, and SAC maneuvers. We are requesting $1,848,000 for several projects. The first project would provide for runway overruns on the main runway. The second is a multicubicle magazine.

The third, also repetitive-type item, would provide a 40-man officers' quarters to replace deteriorated World War II quonset huts.

Senator STENNIS. What did you say? Quonset huts will be replaced?

Colonel PARKHILL. Yes, sir. The fourth item, utilities, would provide for 10,300 feet of power cable to support the projects in this and prior programs. We have a deficiency in electric power distribution.

The fifth item would provide for additional primary power for base electrical power supply. We would propose to construct a 2,500-kilowatt powerplant, and these would replace 12 deteriorated high-speed units that were installed back during World War II.

The sixth item would provide an addition to the existing sewage treatment and disposal plant.

Senator STENNIS. What is the road for?

Colonel PARKHILL. It would provide for our share of the construction of 14 miles of hard surfaced road from Clark Airbase up to the camp, Camp O'Donnell transmitter site. The Navy, the Air Force, the Army, and the State Department together are constructing and proposing to construct this road. The transmitter site supports all three services and the State Department.

Senator STENNIS. Transmitter?

Colonel PARKHILL. Radio communications.

Colonel LATSON. This is the long-range radio communications site. It is on Clark Air Force Base proper, but at the present time there is no way to go from Clark where we have the main base up to Camp O'Donnell, which is about 15 miles away, without going off the base.

Senator STENNIS. Why would you need to go up there? Are you the operators of it?

Colonel PARKHILL. Yes, sir. All three services and the State Department have people going and coming back daily who operate this transmitter station and to do the maintenance work.

Senator STENNIS. That is for radio service? Do you use it or is it worldwide, part of the interconnection?

Colonel PARKHILL. It is part of the worldwide net.

Senator STENNIS. What is the cost?

Colonel PARKHILL. Our share is $374,000.

Next is page 619, Itazuke Air Force Base.

Senator STENNIS. We will have to stop now. We cannot reconvene this afternoon, but we will reconvene in the morning. We will meet at 10:15 instead of 10 o'clock.

The committee is recessed until 10:15 tomorrow morning.

(Whereupon, at 12:30 p.m., Tuesday, July 25, 1961, the subcommittee recessed, to reconvene at 10:15 a.m., Wednesday, July 26, 1961.)

MILITARY CONSTRUCTION APPROPRIATIONS FOR 1962

WEDNESDAY, JULY 26, 1961

U.S. SENATE,
SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS,
Washington, D.C.

The subcommittee met, pursuant to recess, at 10:15 a.m., in room 1114, New Senate Office Building, Hon. John Stennis (chairman of the subcommittee) presiding.

Present: Senators Stennis and Monroney.

DEPARTMENT OF THE AIR FORCE

STATEMENTS OF BRIG. GEN. ROBERT H. CURTIN, DEPUTY DIRECTOR FOR CIVIL ENGINEERING OPERATIONS; JOHN R. GIBBENS, DIRECTORATE OF CIVIL ENGINEERING; HERBERT SUFIT, DIRECTORATE OF BUDGET; COL. WILLIAM H. PARKHILL, DIRECTORATE OF CIVIL ENGINEERING; COL. H. A. LATSON, DIRECTORATE OF CIVIL ENGINEERING; COL. GEORGE W. CALL, DIRECTORATE OF OPERATIONS; COL. CLYDE R. KELLY, DIRECTORATE OF MAINTENANCE ENGINEERING; COL. JACK C. CARMICHAEL, OFFICE OF THE SURGEON GENERAL, U.S. AIR FORCE; LT. COL. MYRON C. PAUL, DIRECTORATE OF OPERATIONS; AND LT. COL. HUBERT O. JOHNSON, JR., DIRECTORATE OF CIVIL ENGINEERING

STRATEGIC AIR COMMAND (PACIFIC AREA)

ITAZUKE BASE, JAPAN

Senator STENNIS. Shall we proceed in the regular way, gentlemen?

Colonel PARKHILL. We are on page 619, Itazuke Base, Japan. This base supports a fighter interceptor squadron and fighter wing. We are requesting $806,000 for four items.

The first will provide a 150-seat chapel which will replace a deteriorated quonset hut.

The second item will provide a 6,000-kilowatt substation. This is required to meet the load growth for the electrification program for the operation and maintenance of the new aircraft.

The last two items will provide two heating plants, one in the flight line maintenance area and one in the fighter interceptor area. These will replace open-flame space heaters that are very old and deteriorated and are considered to be a fire hazard.

Senator STENNIS. Where is this base located, say, with reference to Tokyo?

Colonel PARKHILL. It is in southern Japan.

Colonel CALL. This is located on the southernmost of the three main islands, on the northern tip of Kyushu. It is about 500 nautical miles from Tokyo.

Senator STENNIS. You say a tactical fighter wing and a fighter interceptor squadron. Do we not have Army troops over there? Who is this tactical fighter wing going to back up?

Colonel CALL. The Army does have a considerable complement of troops in the Pacific, Mr. Chairman. There are no tactical units of any size in Japan.

Senator STENNIS. What units will these fighters back up?

Colonel CALL. Army troops, if and when deployed to the Far East.

Senator STENNIS. This is to cover anything in the Pacific area?

Colonel CALL. Yes, sir.

Senator STENNIS. The fighter interceptor is there for what reason?

Colonel CALL. To defend our installations in the Pacific. We have four main bases in Japan and that is our perimeter defense of our forces there.

Senator STENNIS. What type of fighters do you have there?

Colonel CALL. F–102's.

Senator STENNIS. That is one of your better fighters; is it not?

Colonel CALL. Yes, sir; that is one of our most modern fighter interceptors.

Senator STENNIS. What is the speed of the F–102?

Colonel CALL. It is supersonic.

Senator STENNIS. If it is supersonic, that answers my question.

Is there anything else about this, gentlemen?

Colonel PARKHILL. No, sir.

Senator STENNIS. Do you have anything else in mind next year for this base?

Colonel PARKHILL. Yes, sir. We do not know specifically at this time but we can anticipate that there will be some further requirements.

PERSONNEL ON BASE

Senator STENNIS. I note you have 4,155 military people there at this base to take care of one fighter interceptor squadron and a tactical fighter wing. Does it take that many people to operate those?

Colonel PARKHILL. Yes, sir, there are over 100 aircraft involved.

Senator STENNIS. You have 2,392 nationals employed. I do not see how you find enough for them to do. What do they do?

Colonel PARKHILL. These are local Japanese employed to work in civil engineering, principally furnishing labor.

Senator STENNIS. That is about 6,500 people there for 100 planes.

SUPPORT CAPABILITY

Colonel PARKHILL. Mr. Chairman, this base is capable of supporting other operations.

Senator STENNIS. What does it support?

Colonel PARKHILL. It supports principally the four squadrons that I mentioned. It has a capability of supporting further deployments in case we have warning and have a cause to build up our forces.

Senator STENNIS. What does a tactical fighter wing have as to squadrons?

Colonel PARKHILL. Three squadrons in this case.

Senator STENNIS. Then you have one squadron of fighter interceptors?

Colonel PARKHILL. Yes, sir.

Senator STENNIS. In all you have about 100 planes?

Colonel PARKHILL. Yes, sir.

Senator STENNIS. What is your next item?

KADENA AIR FORCE BASE, OKINAWA

Colonel PARKHILL. Page 624, Kadena Air Force Base in Okinawa. This base supports a tactical fighter wing, a Strategic Air Command (SAC) support mission, Strategic Air Command bomber, and tactical reconnaissance squadrons. We are requesting $945,000 for four items.

WEATHER FACILITY

The first will provide a weather facility to provide accurate weather information at the approach ends of the primary runway. This will give visibility, cloud height, and wind speed for the benefit of the incoming aircraft.

ADDITIONAL ITEMS

The second item provides an addition to the aircraft inspection and repair shop to support the maintenance of aircraft replacing widely scattered quonset huts and temporary-type buildings.

The third item is for multicubicle magazine storage.

The fourth item is for removing hazards that are in the airfield area.

NUMBER AND TYPE OF PLANES

Senator STENNIS. I need some rule of thumb to tie my thinking to. About how many planes do you have in this group? I know this is one of your larger installations but about how many planes do you have here?

Colonel PARKHILL. 143 aircraft.

Senator STENNIS. Some are fighters and some are reconnaissance?

Colonel PARKHILL. Reconnaissance, fighters, fighter-bombers on reflex operations, and this facility also supports two tactical missile squadrons.

Senator STENNIS. What kind of missiles do we have there?

Colonel CALL. They are MACE base missiles.

STATUS OF BASES

Senator STENNIS. Do you have your quota on the bases out there?

Colonel CALL. The bases here at Okinawa are not yet in place. They are to be in place by the end of 1964. Actually they will be going in there shortly.

General CURTIN. Construction is well along.

Senator STENNIS. You have your construction authorization and money?

Colonel CALL. Yes, sir.

Senator STENNIS. Is there anything else?

Colonel PARKHILL. No, sir.

KUNSAN AIR FORCE BASE, KOREA

Page 629, Kunsan Air Force Base in Korea. This base supports a tactical jet reconnaissance squadron and a tactical fighter squadron. We are requesting $1,765,000 for five items.

ITEMS REQUESTED

The first item will provide for strengthening the present 8,000-foot runway. Their runway is deteriorated. The slabs have settled. There is constant spalling of the pavement and it has a very rough surface and it needs to be repaired to support the fighter-type missions.

The second and third items provide a receiver-transmitter building. There will replace buildings that are structurally unsound and uneconomical to maintain.

The fourth items provides for ammunition storage buildings for conventional ammunition. These munitions are currently stored in old quonset huts.

The last item will provide recreation facilities, multipurpose. This will provide for recreation for all of the personnel on this isolated Korean base.

PLANS INVOLVED

Senator STENNIS. What planes are involved here?

Colonel CALL. This is a rather unique situation here at Kunsan. We have that number of aircraft there constantly but we have to provide for facilities to operate a considerably greater number of aircraft from this location.

PESONNEL ON OKINAWA

Senator STENNIS. Going back to Okinawa for a minute, you have 143 aircraft there. This is just one of the ways to measure the needs. It is one of the material ways. How can you explain that you need 2,086 natives or nationals to operate a unit there which just has 143 planes? I was on Okinawa just a few hours, certainly not long enough to learn very much, but I saw these people standing around in what I call droves, the native employees. There were some workbenches there and some of them were working, but I do not see how you can justify the necessity for 2,086 nationals in an operation of this size. If you are not prepared to justify it now, I would not undertake it, but I would want you to do it later.

UTILIZATION OF NATIVE EMPLOYEES

General CURTIN. I was going to suggest, Mr. Chairman, we do not have available the detailed utilization of these people, but I would, with your permission, furnish that for the record.

Senator STENNIS. Call it to my special attention. It just raises a serious question in my mind. I was very much impressed with the vigorous, positive statement last night by the President, and I am behind him, but when we hear about calling up all of these men, the question just came to my mind, particularly with reference to the Army, that they ought to be able to get more divisions out of the men they already have in uniform. I am not going to pit my judgment against you gentlemen on that, except that I think you ought to try harder.

PAY SCALE OF NATIVE WORKERS

What is the percentage of their pay scale compared to that over here?

General CURTIN. I would suspect it is something of the order of one-tenth for labor wage rates, but I can furnish that in the same insert if you desire.

Senator STENNIS. Another thing I saw over there that impressed me, these little fellows were working on these missiles parts and so on and they seemed to be doing a good job with slight training.

General CURTIN. One of the real problems here, of course, as well as in Japan, is that of supervision, constant supervision, and it does certainly present a problem. We are interested, of course, in getting the maximum out of these personnel, but from time to time we do have special problems such as you illustrate. The results at that particular moment may not have been too productive.

Senator STENNIS. That is an eternal problem with the military, finding something for your own men to do all the time. You do a mighty good job of training and retraining, but at the same time, in peacetime, it is a problem to keep everything moving all the time.

(The information requested follows:)

KADENA—CIVILIAN PERSONNEL

The foreign national personnel are utilized primarily in support of the tactical units of the 313th Air Division to perform such functions as air police, civil engineering, supply, general maintenance and administration. The numbers of foreign national personnel assigned at Kadena are based on manning criteria established for similar functions throughout the Air Force. Foreign nationals are employed whenever their talents and capabilities can be used, thereby reducing the number of American nationals required to be transported and maintained at the site. Foreign techniques, in which the employee is already adept, are used even though it often involves the utilization of more personnel than if done by Americans with American methods. The average annual salary of the foreign national personnel is $768 as compared to the average annual salary of $5,874 for U.S. civilians in PACAF. Therefore, it is considerably more economical to employ foreign nationals than to bring American nationals to the station.

MISAWA AIR FORCE BASE, JAPAN

Senator STENNIS. What is your next item?

Colonel PARKHILL. Page 635, Misawa Air Force Base is northern Japan. This supports a TAC fighter wing and a jet reconnaissance photo squadron and also some security service intelligence activities. We are requesting $829,000 for three items.

The first item will provide an area search radar facility to provide for air traffic control in this area.

The second item will provide an addition to the communications operations building for the U.S. Air Force Security Service. We can discuss this item in executive session as it is also included in the classified book.

The last item will provide a weather facility for the precision measurement of cloud height and visibility on the airfield.

Senator STENNIS. What is your next item?

NAHA AIRBASE, OKINAWA

Colonel PARKHILL. Page 639, Naha Airbase in Okinawa. This base supports a fighter interceptor squadron, two troop carrier squadrons, a helicopter support squadron, and a air rescue squadron.

AMOUNT AND ITEM REQUESTED

We are requesting $1,779,000 for three items.

The first will provide for an addition and modification to the present alert hangar to provide space for the fighter interceptors on ready alert.

The second item will provide for a replacement of the control tower.

Senator STENNIS. The justification for your field maintenance hangar, please.

FIELD MAINTENANCE HANGAR

Colonel PARKHILL. The last item is a field maintenance hangar and this will provide for required covered maintenance space for the large troop carrier aircraft and it will also provide storage space for aircraft that are nonflyable due to maintenance during typhoons. They have typhoons on an average of eight times a year and they also have a certain number of aircraft that are torn down for major maintenance that cannot be made flyable in a short time.

Senator STENNIS. What are you using now?

Colonel PARKHILL. We are short of hangar space, Mr. Chairman, and we have had some very severe damage to aircraft. We have not been able to fly them out during the typhoon.

Senator STENNIS. What type of damage?

Colonel PARKHILL. Flying debris and high winds.

Senator STENNIS. How many planes do you have at this place?

Colonel PARKHILL. We have 33 the F–102's in the fighter-interceptor squadron and we have 36 of the C–130's, plus 10 base-support aircraft and air rescue helicopters. That totals 79.

EMPLOYMENT OF NATIONALS

Senator STENNIS. What do these 1,162 nationals do? What is their primary duty?

Colonel PARKHILL. They are employed to work in the warehouses, provide maintenance on buildings, and to assist in the lower skill trades.

Senator STENNIS. What is your next item?

OSAN AIR FORCE BASE, KOREA

Colonel PARKHILL. Page 643, Osan Air Force Base, Korea.

This base supports a TAC squadron and a TAC reconnaissance squadron and a fighter interceptor squadron. We are requesting $614,000 for three items.

OPEN MESS NCO

The first item will provide an open mess NCO, to replace two temporary frame buildings that are now being used. These buildings are greatly deteriorated. General Curtin and I visited this facility a couple of months ago and we can assure you that it is not a very good club for our NCO's.

Senator STENNIS. This is in Korea, too?

Colonel PARKHILL. Yes, sir.

GYMNASIUM AND CHAIN-LINK FENCE

The second item is for a gymnasium. At present we have a very small quonset hut that is too small for the program.

The last item will provide additional chain-link fencing to provide security around the base to counter the problem we have with pilferage.

Senator STENNIS. That means stealing. It seems to me like that is a lot of money. What are you going to fence up?

Colonel PARKHILL. This will be around a portion of the base perimiter. In past programs we have been able to provide some of the fencing.

Senator STENNIS. Don't you have to have guards anyway, even though you have a fence?

Colonel PARKHILL. Yes, sir; but this reduces our manpower requirement drastically for use as guards.

Senator STENNIS. Do you use military men as guards or civilians?

Colonel PARKHILL. We use both. I believe primarily here we would use military.

TOTAL PLANES

Senator STENNIS. How many planes do you have here?

Colonel PARKHILL. Thirty-five aircraft that are normally based there plus the capability of supporting other flying units that may be deployed there during an emergency.

General CURTIN. It is in the same category as Kunsan.

Senator STENNIS. Does that mean storm or war or both?

Colonel PARKHILL. We are thinking of increased tensions.

Senator STENNIS. How many do you have there now?

Colonel PARKHILL. Thirty-five aircraft.

Senator STENNIS. I can see where a fence would be a good investment, but that is a lot of money for a fence.

LOSS BY THEFT

Mr. Rexroad said you lost $140,000 in pilferage last year.

Colonel PARKHILL. There is 1,500 acres in this area. There is quite an extensive ammunition area, supply and warehousing spread around. It is really quite a task.

Senator STENNIS. That is just about 2½ square miles. If you lost $140,000 worth of stuff through people stealing it, it seems to me like someone was asleep. You need more than a fence there to wake you up on it.

SABOTAGE

General CURTIN. There is a very peculiar problem here. You have been out in the area and are probably familiar with it. I would not want to primarily justify this fencing, based on the pilferage, although this is a problem. However, with ammunition, equipment, and other items of this type around, we have a question of sabotage. We also have questions of people coming in without really any malicious intent and getting hurt. There is also a problem of public relations involved in making this separation of the base from the surrounding countryside a very distinct one.

Senator STENNIS. What does the Korean Government do to help protect you over there from such depredations as this?

General CURTIN. Insofar as making investigations and this sort of thing, they have been very cooperative, based upon our information. The real problem here is that this portion of the base is a rather hilly portion. In the portion of the base that is contiguous to the town they do provide us, as best they can, assistance in this regard. On the exposed portion it is pretty difficult for anyone to do anything about it unless it is fenced in, with a roving patrol.

Senator STENNIS. I know it is quite a problem, but it seems to me we are just getting so soft and easy on everything. Perhaps some real punishment meted out from some source would help you more than anything else.

You have this gymnasium listed. What type is that?

General CURTIN. It is a recreational gymnasium.

Senator STENNIS. That will take care of quite a few men, will it not?

Colonel PARKHILL. Yes, sir.

Senator STENNIS. Please give the total number involved each time.

YOKOTA AIR FORCE BASE

Colonel PARKHILL. Page 647, Yokota Air Force Base. This is in Japan and it supports a reconnaissance squadron. The total aircraft is 72. We have a reconnaissance squadron, TAC air refueling squadron, weather and fighter interceptor squadron, and Strategic Air Command medium reconnaissance squadrons on rotation. We are requesting $418,000 for four items.

The first item is for an area search radar. This will replace obsolete equipment.

The second item will provide a weather facility similar to those that we have discussed previously.

The third item will provide a control tower. The present tower does not provide adequate space for equipment. It is an old open-frame tower and we propose to demolish it.

The last item will provide six underground power vaults adjacent to the gasoline storage pumphouses. This is required to provide emergency standby power in case of commercial failure so that we will be able to refuel our aircraft during emergency conditions.

NATIONALS EMPLOYED

Senator STENNIS. Do you know the number of nationals you have employed there, 2,578; and you have 72 planes. That is about 3½ nationals per plane and you have 3,180 military men. Do you want to make a special statement about that or are you prepared to?

General CURTIN. No, sir.

Senator STENNIS. Next item.

STRATEGIC AIR COMMAND (OVERSEAS)

ANDERSEN AIR FORCE BASE, GUAM

Colonel PARKHILL. Strategic Air Command, overseas. The first page is page 653, Andersen Air Force Base in Guam. This supports Strategic Air Command missions and Military Air Transport Command air rescue.

Senator STENNIS. I think that is covered by your presentation of repetitive items.

Colonel PARKHILL. The first item is repetitive and the second is the precision approach weather facility.

ERNEST HARMON AIR FORCE BASE, NEWFOUNDLAND

The next base is page 656, Ernest Harmon Air Force Base in Newfoundland. We also have a repetitive item there.

Senator STENNIS. Why is this price so high?

Colonel PARKHILL. This is narrow gage centerline lighting. The cost factor is approximately 2.2.

Senator STENNIS. That explains it in large part.

Next item.

GOOSE AIR FORCE BASE, LABRADOR

Colonel PARKHILL. Page 658, Goose Air Force Base in Labrador. This base supports heavy air refueling squadron, strategic wing, air refueling squadron, fighter interceptor squadron, air rescue squadron, heavy bomber squadron, medium bomber squadron, medium air refueling squadron, AACS (AIRCOM), support (trans) squadron. We are requesting $1,253,000 for three items. The first will repair the crosswind runway which has been damaged by jet blasts from fighter aircraft. We will replace 500 feet of the end of the runway with portland cement concrete.

The second and third items are both repetitive type, lighting approach and centerline lighting.

Senator STENNIS. I suppose the reason is the same for that lighting.

Colonel PARKHILL. Yes, sir.

Senator STENNIS. Does Canada bear any of the cost of the installation there or do they just locate there?

Colonel PARKHILL. No, sir; this is our responsibility.

Senator STENNIS. Next item.

Colonel PARKHILL. Page 662 indicates the security service. We will pick those up in the classified hearing.

On page 663, the Air Force Technical Applications Center also will be covered in the classified hearing.

MINOR CONSTRUCTION

Page 665, "Minor construction," $15 million.

Senator STENNIS. Give us the history of that now, on how much you have had authorized.

Mr. SUFIT. In 1959, $16 million was appropriated. There was a carryover of some $3 million, making a total of $19 million available in fiscal year 1959. During fiscal year 1959 we obligated $16,879,000.

In 1960, $16.5 million was appropriated. There was a carryover of $2 million, and we obligated some $14 million.

In 1961, $15 million was appropriated. There was a carryover of $4 million. Through May 31 of this fiscal year, $12 million has been obligated.

CARRYOVER FUNDS

General CURTIN. In this program, Mr. Chairman, there is normally about a $2 or $2½ million carryover for the purpose we discussed earlier in the hearings. This gives us some continuity until the new appropriations are available.

Senator STENNIS. You have to have it.

General CURTIN. Yes, sir. We feel this is a very worthwhile thing on a dollar-for-dollar basis. We probably get more out of this than many of the other accounts.

Senator STENNIS. What did the House committee approve on this?

Mr. SUFIT. The House reduced this to $12 million.

Senator STENNIS. Is there anything else on that subject?

(Additional information appears on p. 528.)

ACCESS ROADS

Senator STENNIS. What is your next item?

Colonel PARKHILL. Page 669, "Access roads." We are requesting $15 million; $14.4 million of this amount is requested for access roads for the MINUTEMAN missile squadrons that we will discuss during the classified hearings. The remaining $600,000 is for miscellaneous listing of projects that we feel should be accomplished in this time period.

Senator STENNIS. You say a miscellaneous listing?

Colonel PARKHILL. I have those if you would like me to read them into the record.

Senator STENNIS. Give us a listing of all of it. This sometimes proves to be some trouble in conference. We ought to have a complete record on it for the whole $15 million, so far as you have decided on it.

LIST OF AREAS INCLUDED

Colonel PARKHILL. $14.4 million is for the MINUTEMAN squadrons and $600,000 will be for Finley Air Force Station in North Dakota, a project of $50,000; Bunker Hill Air Force Base, Ind., a $75,000 project; and Murphy Dome, Alaska, a $440,000 road project.

Senator STENNIS. Don't you have any left over that is loose money for that purpose for this currently running fiscal year?

Colonel PARKHILL. Colonel Johnson is here.

Colonel JOHNSON. No, sir; we do not have any left over.

Senator STENNIS. Don't you ordinarily have some leeway on this money?

Colonel JOHNSON. Yes, we do; but the tremendous demand on the missile road program eats up every surplus dollar that we have.

Senator STENNIS. That means a road from the public highway to the missile base itself?

Colonel JOHNSON. Yes, sir; or improvement of a tertiary road that is already existing.

FULBRIGHT AMENDMENTS

General CURTIN. In addition to this, starting with the new legislation this year, the so-called Fulbright amendment to the Highway Act, we will be responsible for damage done to State and county roads by the missile construction. This budget estimate when it was made up did not reflect that. We do not have a very accurate feeling of what the impact may be at this time. As an order of magnitude it could well be this amount additional in the coming year to take care of these costs of damage to roads done by construction contractors in order to meet the missile construction schedule.

Senator STENNIS. Would that amendment apply only to a missile site?

Mr. SUFIT. Yes, sir.

Colonel JOHNSON. As far as the Air Force is concerned it is missile sites; or any classified project that is given the urgency by the executive branch. That was an amendment to the Highway Act that amended section 210 of title 23.

FUNDS FOR ACCESS ROADS

Senator STENNIS. What is your next item? It appears to me you are going to need more money than this for access roads. What are you going to do about it? Do you want us to put in extra money for access roads in view of the sums that it is taking for these missile sites?

General CURTIN. It would seem to me that if we are going to comply, and we will have to comply in some form or another with the legislation, that something of the order of $10 million would be a most prudent additional amount. I am not in a position as I pointed out previously to give a finite estimate.

Senator STENNIS. Are you talking about this additional Fulbright amendment?

LOCAL GOVERNMENT DEMANDS

General CURTIN. Yes, sir; to take care of the impact of that in the coming years. As you are well aware, the local governments will be pressing us for early payment on this. They want their money as soon as they can get it back and we can't blame them for that.

Senator STENNIS. It appears to me, apart from that new obligation, you need some additional money here.

General CURTIN. If we are going to cover these damages we will have to have it.

Senator STENNIS. I said apart from that new obligation you are going to have to have more money for access roads, are you not?

General CURTIN. Yes, sir; that is correct, for the additional missile squadrons. I am sorry. I did not hear your comment.

Senator STENNIS. You have a great number of projects in addition to those that you read out here, do you not?

General CURTIN. Yes, sir.

REQUEST FOR NEEDED PROJECTS

Senator STENNIS. You held them back because they were not authorized in the budget, but I want you to put them in the record any way.

General CURTAIN. We have a considerable number of projects that have been pending that we would certainly like to have going forward and should have gone forward with in prior years, but because of the very extensive drain on this item by the missile program itself, we have not been able to go on, but I will insert that in the record.

(The information referred to follows:)

FISCAL YEAR 1962 DEFENSE ACCESS ROAD PROGRAM

1. The following listing represents the fiscal year 1962 defense access road program to serve both missile and nonmissile installations:

(a) Access road projects to serve ICBM facilities	$14,400,000
Ellsworth MM, S. Dak	4,200,000
Whiteman MM, Mo	4,900,000
Minot MM, N. Dak	5,300,000
(b) Access road projects, nonmissile	600,000

Balance of funds in the fiscal year 1962 program, $600,000, and residuals from any other projects of previous programs, will be applied to selected projects from the following:

Finley AFS, P-29, N. Dak	$50,000
Bunker Hill AFB, Ind	75,000
Murphy Dome, Alaska	440,000
Selfridge AFB, Mich	35,000
(c) Restoration of public roads	10,000,000

(1) The Fulbright amendment to section 210, title 23, United States Code, provides authorization (not appropriations) to use defense access road funds to pay cost of repairing road damage caused to public highways in construction of ICBM facilities.

(2) The fiscal year 1962 funding requirement in support of this amendment is based upon previous claims submitted for damages to public roads incurred to date.

(d) Additional valid access roads projects submitted for funding considerations:	
(1) Langley AFB, project 13-2, for west entrance from Magruder Road to NASA	$1,054,760
(2) Langley AFB, project 16-1, for Tide Mill Gate Road	2,312,125
(3) Olmsted AFB, Pa	2,100,954
(4) Norad COC	760,000

MINOR LAND ACQUISITION

Colonel PARKHILL. Page 671, minor land acquisition. We are requesting $300,000. This will cover the purchase of land parcels under $25,000.

Senator STENNIS. Under the usual statute? We have a special statute on that?

General CURTIN. That's right.

Senator STENNIS. How does that figure compare with previous years' appropriations?

Mr. GIBBENS. It compares favorably, Mr. Chairman. When we first had this authority we had a limitation of $5,000. In our first 2 years of active operations we obligated $11,000 in 1958, and $86,000 in 1959. However, at that time the restriction was raised to $25,000 a parcel, and in 1960 we obligated $417,000 against these particular things.

As of now, we have approved projects up to $196,000 or $197,000, against last year's money, and we have about $38,000 that is in the process of being acquired, so we have somewhere around $200,000 or more already going in fiscal year 1961.

Senator STENNIS. Already what?

Mr. GIBBENS. Already in process or in the process of acquiring.

Mr. SUFIT. The actual obligation through the 31st of May is $248,000. That is out of $300,000 that was made available last year.

Senator STENNIS. That is due against the $300,000 and would just close the year.

Mr. SUFIT. That's right. It is just through the month of May.

General CURTIN. It is against last year's $300,000, Mr. Chairman.

Senator STENNIS. So what do you have against this $300,000 that we are talking about now?

Mr. SUFIT. I have no official accounting reports as far as this complete year is concerned.

Senator STENNIS. Next item.

SUPPORT

Colonel PARKHILL. Page 672–A, title VIII, support. We are requestiong $1,500,000 to provide for land and offsite utilities, and architectural enginering services for 1,550 Capehart units.

Senator STENNIS. That is definitely fixed. It is just an estimate on what it is going to cost?

General CURTIN. Yes, sir. That refers to the units allocated to the Air Force by the Department of Defense.

Senator STENNIS. What is the second item?

General CURTIN. They go together.

Colonel PARKHILL. That completes volume IV.

I would suggest that we go into executive session.

Senator STENNIS. You have the classified items and the Air National Guard and you have the Air Reserves.

Colonel PARKHILL. That's right.

Senator STENNIS. We will take a 5-minute recess.

(A short recess was taken.)

AIR NATIONAL GUARD

STATEMENTS OF MAJ. GEN. ROBERT E. L. EATON, ASSISTANT CHIEF OF STAFF FOR RESERVE FORCES; MAJ. GEN. WINSTON P. WILSON, ASSISTANT CHIEF FOR AIR NATIONAL GUARD; COL. HAROLD M. McMORE, CHIEF, AIR CIVIL ENGINEERING DIVISION, NATIONAL GUARD BUREAU; COL. JOE F. MEIS, COMPTROLLER DIVISION, AIR NATIONAL GUARD; COL. ARTHUR C. SMITH, CHIEF, RESERVE FORCES BRANCH, MILITARY PERSONNEL AND CONSTRUCTION DIVISION, DIRECTORATE OF BUDGET, COMPTROLLER OF THE AIR FORCE; COL. RUSSELL A. CONE, SPECIALIST FOR RESERVE FACILITIES, DIRECTORATE OF CIVIL ENGINEERING; HERBERT SUFIT, CHIEF, MILITARY PERSONNEL AND CONSTRUCTION DIVISION, DIRECTORATE OF BUDGET, COMPTROLLER OF THE AIR FORCE; ELMER LYNCH, FISCAL SUPPORT DIVISION, ASSISTANT CHIEF OF STAFF, RESERVE FORCES

GENERAL STATEMENT

Senator STENNIS. We will now take up the military construction for the Air National Guard and for the Air Force Reserves. We are mighty glad to have you here with us, General Wilson, General Eaton, and your staffs. Many of us think this is a major part of the military program, and the Reserve units are becoming more and more important as we go along. I have expressed my interest and reasons

therefore several times. I think this Berlin emergency illustrates the point. We were very much interested last night in the President's frequent reference to Reserves and particularly the Air Reserves. I am anxious to see what further he says.

We had in an informal way at the hearing yesterday information about the equipment of the Air National Guard and whether or not it was modern. I think if we are going to call our reservist for duty we should give them the best weapons available in connection with that particular mission.

Let's get into the construction part and we will discuss this further if we have time.

General WILSON. Mr. Chairman and members of the committee, it is my distinct privilege to appear before this committee to present and discuss the Air National Guard military construction program for fiscal year 1962.

The past year will be recorded as another period of continued progress in the Air National Guard. Our state of operational readiness has shown a steady rate of improvement. Conversions to more modern and complex aircraft, such as the F–100, F–102, F–104, and C–97, have been met with great skill, determination, and effectiveness. Reorganizations have been accomplished which aline our unit structures to conform to like active Air Force units. Our military manning and training objectives are being advanced to the largest extent possible within our financial resources capability. Our equipping posture has continued to show improvement. Our facilities are being modified to accommodate these new missions consistent with funding limitations. In general, we have moved forward on all fronts.

CURRENT YEAR APPROPRIATION

As you will recall, last year we were appropriated a total of $13 850,000. This included a supplemental package of $6,850,000 added to the program by this committee to provide facilities at our Air National Guard bases converting to F–102's, F–104's and C–97's as a result of a reorganization of air defense forces. These facilities are under construction and beneficial occupancy will be realized by the end of this year.

PROGRAM FOR FISCAL YEAR 1962

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 end fiscal year 1962 will provide for:

Seven fighter-interceptor wings with 27 squadrons; 8 tactical fighter wings with 21 flying squadrons; 3 tactical reconnaissance wings and 12 flying squadrons; 5 air transport wings and 15 flying squadrons; 1 air refueling wing with 3 flying squadrons; 9 aeromedical squadrons; 4 troop carrier squadrons, and 1 air transport squadron, medium.

The above is a total of 24 wings and 92 flying squadrons with the balance of the units being nonflying ground support type, communications and electronics, weather flights, and miscellaneous units including State headquarters.

AIR RESERVE FORCES MANAGEMENT PLAN

On the subject of missions, I would like to emphasize that under the Air Reserve Forces management plan which was implemented on July 1 last year the Air National Guard has become a force in-being as well as a truly Ready Reserve component. At present, 22 of our fighter-interceptor squadrons are standing runway alert which as you know entails 2 aircraft on 5-minute scramble plus 2 backup aircraft. On July 1 of this year, all 26 fighter-interceptor squadrons will be placed on 24-hour ADC runway alert. Ultimately, we are planning deployment exercises of our tactical fighters to oversea bases the same as the Regular Establishment. We actively support Army and Air Force airlift requirements on a global basis and within 1 year we will have an air-to-air refueling capability. So you see, we are no longer solely in the "weekend warrior" category.

These new missions and new aircraft create a need for longer runways, larger and stronger parking aprons, larger maintenance facilities, and, in certain instances, more training space. Within current budgetary guidelines, we are unable to request all of our known deficiencies; therefore, only the most critical needs can be satisfied.

As always we are taking maximum advantage of excess Air Force facilities in an all-out effort to keep our costs down. As an example, in Ohio we are moving our Akron-Canton unit to Clinton County Airport so that when they convert to KC–97's this summer they can utilize the tanker facilities available there but no longer required by SAC. The cost of these facilities is conservatively estimated at $4.6 million.

OBJECTIVES OF NATIONAL GUARD PROGRAM

The 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, procurement and erection of nose docks, and so forth, on a phased basis to coincide with aircraft conversions, receipt of new weapons, and/or changes in mission assignment.

During fiscal year 1962 we will be operating from 92 flying locations. Of this number, 38 of these 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 also are currently operating and maintaining facilities at 42 nonflying locations in support of our aircraft control and warning and other communications and electronics programs.

CONSTRUCTION PROGRAM FOR FISCAL YEAR 1962

For our fiscal year 1962 construction program we are requesting funds to finance our highest priority items only. Those funds will provide for such facilities as runway and taxiway extensions, runway and taxiway rehabilitations, expansion of parking aprons, rehabilita-

tion of existing aprons, procurement and erection of maintenance docks for our C–97 aircraft, and in some instances, operation and training facilities urgently required in the training and operation of our units.

MINOR CONSTRUCTION

In addition to the request for funds to support our line item requirements, we are also requesting funds to finance minor construction projects on the same basis as the active Air Force which are urgently needed and cannot await inclusion in a subsequent military construction program. Like the active establishment, 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.

SUMMARY OF CONSTRUCTION PROGRAM

In summary, the fiscal year 1962 "Military construction appropriation, Air National Guard" 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. This, of course, does not recognize the military construction requirements totaling $4.3 added to the military construction authorization bill, Public Law 85–57.

REPROGRAMING REQUEST

In accordance with instructions contained in a memorandum from Office of Secretary of Defense I would also like to request at this time, reprograming clearance on certain projects totaling $1,130,000. This subject of reprograming is a matter of deep concern to me as I know it is to this committee. These actions are, however, unavoidable and dictated by program changes which are beyond our control. These changes have a particular significance in the Reserve Forces program due to its comparative small size and virtual lack of flexibility.

Let me assure this committee that any funds requested for construction of Air National Guard facilities plus any reprogramings which may be dictated by program and/or mission changes 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 military construction program.

Senator STENNIS. Will some of these items come back to our committee?

General WILSON. These items that we are authorized but not funded but for which we need the funding.

Senator STENNIS. You can cover those item by item now.

BAER FIELD

General WILSON. Baer Field is on pages 14 and 15. This is a runway-taxiway extension, to add 1,000 feet of paved overrun design. This project will construct 1,000 feet of runway and 2,000 feet of parallel taxiway. This will give us the 9,000 feet of runway that are required for safe operation of the aircraft that we presently have assigned to that base.

Senator STENNIS. That seems to be clear.

What is your next item?

BERRY FIELD, NASHVILLE, TENN.

General WILSON. Berry Field, Nashville, Tenn. That is one maintenance dock of two required. This unit has been converted from tactical reconnaissance to C–97's and we need this maintenance dock to do our maintenance in to keep from doing it outside.

CONGAREE AIRBASE

The next item is Congaree Airbase. This is an operations and training building.

Senator STENNIS. What is your page number?

General WILSON. Page 19. To provide badly needed space in which to administer the Air National Guard. This group has recently been converted to F–104–type aircraft, and these training requirements are needed. This is a World War II facility. The buildings are in such a shape that continued maintenance will cost us more than if we build a new building.

Senator STENNIS. You do not have large requirements here. Is there anything else at this field you can use now?

General WILSON. No, sir. We have used all the facilities that we can and we have done that work which has been necessary and the necessary modernization.

DES MOINES AIRPORT

RUNWAY EXTENSION

This is an extension of runway of 1,500 feet to provide a 9,000-foot runway which is the minimum length required for flying safety of the aircraft to be assigned at this unit.

Senator STENNIS. Is that just a regular runway extension need?

General WILSON. Yes, sir. To be phased in with the F–102 aircraft that are coming into the program.

FOSS FIELD, RUNWAY EXTENSION

Foss Field, page 23, is a runway extension. The extension of runway and taxi area has deteriorated and with the assignment of F–102 aircraft we have to fix this up.

FRESNO AIRPORT, CALIF.

Page 25, Fresno Airport, Calif. This is a 1,900-foot extension to provide a 9,000-foot length which meets Air Force criteria for the flying safety of the F–102 aircraft which this unit will be equipped with.

Senator STENNIS. That is one of our fast-moving and better fighters?

General WILSON. It is not the latest but it is a real fine air-defense weapon. The unit at Fresno is on 24-hour alert. They will be equipped with F–102's and we have to have the airport to operate efficiently.

SQUADRONS EQUIPPED WITH F–102'S

Senator STENNIS. What percent of your squadrons have this F–102 or equivalent?

General WILSON. Right now we have seven.

Senator STENNIS. What percent is that of your entire group?

How many more would you like to see equipped with this F–102?

General WILSON. We would like to have all 27 of them equipped with F–102's. It is a real fine airplane and it does a fine job for the air-defense job which it is assigned to. We have 26 units in the ZI All of them are on active duty with the Air Defense Command and one in Honolulu.

Senator STENNIS. We will take the line items.

HECTOR FIELD

General WILSON. Page 27, Hector Field. This is access to the runway from the Air National Guard apron. It is now provided along an abandoned runway and the abandoned runway is such that it has to be replaced and we are putting in parallel runways to our taxiways.

Senator STENNIS. We went into this completely in the authorization bill. I am familiar with the general run of cost and the need.

HICKAM AIR FORCE BASE, HAWAII

General WILSON. Hickam Air Force Base, page 29. There is no armament storage or supply building accessible to the Air National Guard Headquarters. We have been using some World War II buildings that have been in bad shape. We have had to move to a complete new area to give the runway clearance and this is part of the phase program to give them the necessary equipment and facilities to operate the unit.

This is armament storage and supply issue building.

Senator STENNIS. I judge you would not be spending this small amount of money for the warehouse unless you really needed it.

General WILSON. It is absolutely essential that we get it if we are going to have a good operation.

HUBBARD FIELD

Page 31, Hubbard Field; the existing apron is 40,500 square yards, one access taxiway, composed of 13,000 square feet of rigid pavement recently constructed and 28,000 feet of flexible base pavement. We require 60,000. This unit has been converted from the F–86 to RB–57 and the strength of the apron is such that it wouldn't carry the airplanes and we have to reconstruct the apron to give us the total requirement that we need there.

Senator STENNIS. What is this?

General WILSON. RB–57, twin-engine jet bomber converted for reconnaissance.

Senator STENNIS. What does the "RB" mean?

General WILSON. The British Canberra bomber is a twin-engine airplane built by Martin Aircraft and the "RB" is a reconnaissance version of the bomber.

HULMAN FIELD

The next item is Hulman Field, page 33. This is a runway-taxiway extension, it is our normal extension to give us the 9,000 feet necessary for safe flying of the aircraft.

IMESON FIELD, JACKSONVILLE, FLA.

Imeson Field, Jacksonville, Fla. This is an extension of 1,000 feet of runway to take care of our requirements for runway expansion and for the safe operation of the F–102's that are presently assigned there.

Senator STENNIS. On page 34 you give the basic information, and on page 35, too, about the number of military men, 796. Then it says civilians, 184. What does "DAF" mean?

General WILSON. It is Department of the Air Force civilians or air technicians. They are also military members of the organization but that is the civilian employees of the State who are required to handle the day-to-day operation and maintenance of the aircraft.

Senator STENNIS. That comes under the larger appropriation bill under the technicians.

General WILSON. It comes under the O. & M. appropriation.

NEW CASTLE COUNTY, DEL.

Page 37, New Castle County, Del. This has been a tactical fighter squadron up until recently. It is being converted to C–97's. Therefore we have to build a maintenance dock necessary to take care of the maintenance.

Senator STENNIS. The C–97 is a transport but is it a modern one?

General WILSON. It is not a jet. It is one that has been used in MATS. It is presently being used in SAC for tanker aircraft. We are converting them to cargo and personnel carriers. It is a real fine airplane and it does a real fine job. It is not a jet. It is the Boeing Strato-Cruiser.

Senator STENNIS. You heard what we said about your air technicians for the National Guard. I am sure you have your own in the Air Force and in your Reserve units. You do not have to have a special setup for that; do you?

General EATON. The air technicians are supported under the maintenance and operations funds of the Air Force, but they are civil service employees but they are also members of the unit, similar to the National Guard.

Senator STENNIS. Thank you.

O'HARE INTERNATIONAL AIRPORT, CHICAGO

General WILSON. Page 39, O'Hare International Airport. We are in the process of converting this unit to C–97's. We have a World War II ramp that is not strong enough to take the airplanes and we have to rebuild the ramp for the equipment that is being assigned us.

Another item at O'Hare, on page 40, is a warehouse base supply and equipment building to complete the facilities that were started last year. This is in a phased program.

SALT LAKE CITY AIRPORT

This is another one where it is being converted to C–97's and we have to put a maintenance dock for the maintenance of the big aircraft.

SCHENECTADY COUNTY AIRPORT

Page 44, this is another overlay of an apron to strengthen it to take the C–97 aircraft.

Senator STENNIS. What is that?

General WILSON. It is based on the engineering studies as to what is necessary to bring it up to strength. If it were macadam it could be done by digging it out or putting in new concrete or an overlay, whichever is cheaper to get it to the strength that is required.

TOLEDO, OHIO, EXPRESS AIRPORT

Page 46. This is the extension of a runway-taxiway to give us the 9,000 feet necessary to take care of our flying in a safe manner.

Senator STENNIS. What do you have at this place?

General WILSON. F–84F's. That is an airplane built during Korea. It is what most of our tactical fighter units are equipped with.

Senator STENNIS. Most of your Air National Guard?

General WILSON. Tactical fighters, yes.

TRAVIS FIELD, CALIF.

This is a runway-taxiway extension. This is one of our permanent training sites. It is also the home of a C–97 unit and we need to extend the runway to 9,000 feet to give us adequate safety for the F–100's and also for our KC–97's that are also being assigned.

TRUAX FIELD, MADISON, WIS.

This is the strengthening of a World War II apron to take the F–89's which is a two-engine air defense airplane capable of nuclear weapons.

Senator STENNIS. Do you mean the fighter-bomber type?

General WILSON. No, sir. This is strictly a fighter-interceptor. This is another of the 26 units on 24-hour alert for the Air Defense Command working every day of the year.

It has the nuclear capability. It has the missile for this airplane.

Senator STENNIS. That means it is a small bomber.

General WILSON. No, sir. It is a fighter-interceptor.

TULSA MUNICIPAL AIRPORT

The next item is Tulsa Municipal Airport, page 52. This is another apron extension and strengthening for the C–97's that have come into the program.

Senator STENNIS. How long have you been using these C–97's?

General WILSON. We have been in the business 1 year.

Senator STENNIS. That is why you have to strengthen these runways?

General WILSON. Yes, sir. Primarily the aprons and the maintenance docks that we have to put in.

VOLK FIELD, WIS.

This is the extension of 1,000 feet of the runway at our permanent training site where units go in for summer and use it on the weekends. We have a bombing range there and we have to get the runway up to proper safety.

WILL ROGERS FIELD, OKLAHOMA CITY

This is an apron overlay.

WILLOW GROVE NATIONAL AIR STATION, PA.

This is for a package. At the present time this unit is located at Philadelphia International Airport. Our lease has expired. It is costing us quite a bit of money to lease the necessary facilities to do this.

JOINT-USE LEASED AIRPORT

This will be a joint use airport at Willow Grove with the Air Force Reserve, the Air National Guard, and the Navy, and when we go in we have all arrangements made with CONAC and the Navy and we feel it is time now to put these necessary facilities in.

Senator STENNIS. You will be there with what?

General WILSON. The Navy and the Air Force Reserve. This is similar to the squadron facilities program we put in in Jackson, Miss., last year.

Senator STENNIS. Does the Air Force have operations on this field?

General EATON. No, but we have the Air Force Reserve there.

Senator STENNIS. You do not have a construction program on this?

General EATON. No, sir.

Senator STENNIS. It appears you have spent your money on runways, taxiways, and a small number of shops.

ADDITIONAL SENATE-AUTHORIZED PROJECTS

General WILSON. Yes, sir, Mr. Chairman. This does not include the $4.3 million that was added by the Senate in the authorization which we feel are very urgent requirements and we would certainly like to get that money.

Senator STENNIS. Read those projects out and the amount opposite them and take them up as regular line items in the regular way.

CONGAREE AIRBASE, S.C.

General WILSON. The items were Congaree Airbase, Columbia, S.C., a hangar and the amount is $1,600,000. We are in a World War II hangar that has been there since 1943. This has been a must on our program for quite a number of years. We have now gotten the F–104's that require the additional shops and so forth which we did not require in the 86–L, and we feel that this facility should be built this year.

Senator STENNIS. The F–104 is more modern and recent than the F–102?

General WILSON. Yes, sir. It is one of the latest fighters in the Air Force inventory.

Senator STENNIS. How many planes do you have at that spot?

General WILSON. We have 22 at the present time, F–104's.

Senator STENNIS. Do you know how many men you have at this base and how many civilians?

General WILSON. The total authorization there is about 850 people. The technicians run about 135 to 140.

Senator STENNIS. Do you have 850 men in the unit?

General WILSON. It is an air defense group with an air defense squadron located at Columbia, S.C.

Senator STENNIS. How many civilians?

General WILSON. About 138. It is one of our normal operations required for the guard. The technician program is about the same for the different type units.

IMESON MUNICIPAL AIRPORT, FLA.

The next item is Imeson Municipal Airport, Jacksonville, Fla., runway-taxiway extension which I discussed a few minutes ago as a part of the basic program. This vital project could be included in the basic program only by displacing other urgently needed facilities at General Mitchell Field, Milwaukee, Wis. Specifically a nose dock maintenance facility and an apron reconstruction project totaling $923,000 were deferred by this action. These projects are however essential to the effective and timely conversion of this unit from F–89's to KC–97's. Unless we can fulfill these requirements, the operational capability of this unit will be greatly retarded. Funding approval for these projects is therefore respectfully requested.

KULIS ANG BASE, ALASKA

This $678,000 is for an apron package. At one time we had six C–47's there. The unit has been reequipped with 10 C–123's ski equipped. We do not have enough apron to park the airplanes so it is a must that we get that and we must have a combination maintenance shop and a crash fire station.

ONTARIO INTERNATIONAL AIRPORT, CALIF.

The other item is the Ontario International Airport. This is a runway extension giving us 9,000 feet.

Senator STENNIS. Where is that?

General WILSON. Ontario, Calif. This unit, due to a change in program, will be equipped with F–102's. They have 6,800 feet. We have to get them 9,000 feet for safe operation and I would like to get it before we get the airplanes so we can have a safe operation. The cost is $1,074,000.

Senator STENNIS. What is the F–101?

General WILSON. It is the primary airplane that is presently in the Air Defense Command for fighter interceptor air defense. The Air Force has the 102, the 106, and the F–101.

Senator STENNIS. What fighter aircraft was it that the Department of Defense stopped research and development on?

General WILSON. That was the 108, the long-range fighter interceptors. At the present time to my knowledge there is no follow-on aircraft to the 106.

Senator STENNIS. What is your next item?

REPROGRAMING

General WILSON. The only other things I have are the reprograming action that has been requested on the $1-million plus that I asked for.

FORT SMITH MUNICIPAL AIRPORT

The first item is a runway overrun of 3,400 square yards at Fort Smith Municipal Airport. We need the overruns. The amount is $164,000.

Senator STENNIS. Where did the money come from?

General WILSON. It came from a change in program because the Air Force gave us an Air Force installation at Kirkland Air Force Base, N. Mex. We were able to pick up $49,000 there and we had to change our program at Lincoln, Nebr., and we picked up $115,000 there.

Senator STENNIS. It was saved in runway extension?

General WILSON. Yes, sir, in a change in program which gave us that savings.

Senator STENNIS. Next item.

JACKSON MUNICIPAL AIRPORT, MISS.

General WILSON. This is $288,000 to build the warehouse that was a phased portion of the program. By doing it now we can complete the warehouse at the same time we complete our facilities.

We picked up the money for this due to a change in the program at Cheyenne, Wyo., where we changed from a fighter to a C–119. We picked up $238,000 there. We changed the rocket system at Gowan Field, Idaho. We picked up a balance of the money and some savings in supervision and inspection.

So we have the money for those. That has already been apportioned to us.

PORTLAND INTERNATIONAL AIRPORT

The next is Portland International Airport, $314,000, and this will extend the existing parking apron for an additional 21,850 square yards to take the F–89J airplane which is a big airplane. This will meet our requirement for parking apron maintenance and we got the money from other items that were in the program at Portland, Oreg., where we changed airplanes and since do not need that, so we are able to use that money again to put into this parking apron expansion.

SPRINGFIELD MUNICIPAL AIRPORT, OHIO

The next item is Springfield Municipal Airport, Ohio, runway overrun similar to the one at Fort Smith, Ark., for $164,000. We got this money from savings in supervision and inspection from the Corps of Engineers.

WILL ROGERS FIELD, OKLA.

The last item is Will Rogers Field, Okla., a communications and operations building, 17,000 square feet for $200,000. We have two units that are located on Will Rogers. They have been in World War II barracks. The barracks have been condemned by the city and if we are going to keep these units going I have to get them into some type of facilities.

Senator STENNIS. You do not have facilities to take care of the needs?

General WILSON. No, sir.

Senator STENNIS. Where is this?

General WILSON. Will Rogers Field, Okla.

Senator STENNIS. You have a project in this bill for Will Rogers Field?

General WILSON. That was for the apron expansion for the C–97's.

Senator STENNIS. Is that all?

General WILSON. Yes, sir.

Senator STENNIS. I want to ask you a few questions, gentlemen. I address this to each of you and anyone who is interested in the Air Defense Command or whoever is qualified to furnish answers.

I do not think that the program is too well understood. There is a feeling and it seems to be verified by the fact that too many of your planes—time has almost run by and you do not have enough new aircraft coming into your inventory. Senator Goldwater made the statement on the floor of the Senate as I understood, that he considered our fighter inventory deficient, not due to anything that you men do or fail to do, but that the planes were becoming obsolescent.

TYPES OF PLANES FOR NATIONAL GUARD

We are talking about the Air National Guard units. The President referred last night to the possibility or expectation of calling up the Reserves to augment the situation and the program. I want to know something more about the type of planes that you are equipped with. I believe you have given us at our request a list, General Wilson, but please give us some more information on the record. Make a brief statement about the aircraft that you have in hand to meet this so-called Berlin crisis.

General WILSON. Could this be done in executive session?

Senator STENNIS. Yes, if you think so.

General WILSON. I believe it would be better.

Senator STENNIS. We are going to go into executive session anyway and we can get you and General Eaton both to testify on that at the same time. You may have some items here you might want in open session.

General EATON. I have a short prepared statement which I would like to read.

Senator STENNIS. We are glad to have you here and we are interested in your program.

AIR FORCE RESERVE

STATEMENT OF GENERAL EATON

General EATON. It is a pleasure to appear before you to discuss the Air Force Reserve military construction appropriation program for fiscal year 1962.

It is gratifying to be able to report that the Air Force Reserve has enjoyed another year of marked success and continuing improvements. This component has achieved the highest state of readiness and in-being capability in its history.

The Air Force continues to explore new missions to best utilize this capability. A prime example of this effort is the recovery role recently assigned to the Air Force Reserve which is to be implemented in the coming year.

We anticipate continued strides in improving the readiness and reaction capability of our Reserve through the assignment, this past year, of the responsibility for supervision of training and inspection of units to the gaining commands which will actually employ and control them in the event of an emergency. This procedure insures that units of the Air Force Reserve are trained to the same standards as units of the Active Force and further insures their ability to promptly assume their position in the overall Air Force structure in the event of an emergency. This latter factor will greatly lessen the reaction time necessary to actually get the Air Force Reserve into tactical operations.

PROGRESS IN FLYING PROGRAM

This has been a significant year for the flying program of the Air Force Reserve. For the first time, four-engine aircraft are being received by our troop carrier units. Four squadrons have been equipped with the C–124 Globemaster in lieu of previous C–119 twin engine Fying Boxcars. Air crews of these units are successfully transitioning into these more modern aircraft and technical training of support personnel is also progressing satisfactorily.

PARTICIPATION IN FIELD EXERCISES

Our Reserve units are not standing idle. In particular our troop carrier units are making valuable contributions to the Air Force as well as the Army. Over the past several years their eager and effective participation in annual joint Air Force/Army field exercises have drawn the praise of the highest military leaders of both services. This sort of participation, I emphasize, is carried out in conjunction with required inactive duty training in troop movement, airborne troop drops, and cargo airlifts.

CONSTRUCTION PROGRAM

The construction which we have planned for the Air Force Reserve for fiscal year 1962 is related only to the flying units and is comprised of the most urgent items included in our long range construction program.

The $4 million being requested will permit construction of eight line items at seven locations and includes maintenance docks for C–124 aircraft; aircraft pavement, supply warehouse and operational and training facilities. In addition, this amount includes $150,000 for planning and design, and $150,000 for minor construction which experience has proved to be essential to meeting urgent requirements that develop during the year.

We are very much aware that the support of this committee in past years by providing essential training and operational facilities is in a large part responsible for the present stature of the Air Force Reserve. We solicit your continued support.

Gentlemen, this brief résumé completes the formal presentation for the fiscal year 1962 appropriation request.

Senator STENNIS. General, I have heard some mightly good reports about your units. More and more of them are moving into important positions. You have a rather scanty military construction program in dollars which I am sure is no indication of the importance of your assignments, but generally speaking you are assigned to bases that are already fairly well constructed. Is that right?

General EATON. Wherever possible we use existing facilities of the Air Force and facilities that have been made accessible to the Air Force's regular program.

BARKSDALE AIRBASE, LA.

The first item is at Barksdale Air Force Base, page 13. The requirement there is one warehouse. We have two warehouses in the total program. The warehouse at Barksdale is required by the 706th Troop Carrier Squadron. The SAC base is unable to provide the facilities for the squadron. This is a multipurpose building and it provides for administrative space plus classroom space, and so on. As you know Barksdale is a very active base so if we are going to support the Reserve there we have to provide a built-up facility.

Senator STENNIS. And you are able to get these facilities on the mother base?

General EATON. No, sir; because of the active program they have there.

CARSWELL AIR FORCE BASE, TEX.

The next item is pages 15 and 16, construction at Carswell Air Force Base, squadron training building, $422,000, and a warehouse for $197,000. The squadron training building is the only one of its type being presented today. The warehouse is one of two for which funds are being presented. The squadron operational training building is required by the 65th Troop Carrier Squadron when the unit moves from Dallas to Carswell during fiscal 1963. The building provides for administrative operations, and training space. There are no facilities at Carswell for the assignment to the Reserve unit to meet this purpose. The warehouse is a multipurpose building in that it provides for administrative space, receiving, shipping, and records, plus the classroom space. There are no facilities at Carswell for assignment to the Reserve unit to meet this requirement.

Senator STENNIS. This is due to a change from Dallas over to Carswell?

General EATON. Yes, sir; this is an example of moving into a Regular Air Force base and thus saving overall a great amount of money because this construction would have been required.

DAVIS AIR FORCE BASE, OKLA.

The next one is on page 18, Davis Field, Muskogee, Okla., apron addition, 49,000 square yards, at a cost of $672,000. The 49,000 square yards required at Davis will provide the final increment of a parking apron required in order to park the 18 flying boxcars authorized and assigned. The apron formerly used for apron parking of aircraft has been condemned and abandoned by the Air Force as being beyond economical maintenance. The 18 aircraft are now crowded on the

reserve apron constructed to accommodate only 8 aircraft. This results in serious violation of aircraft parking safety criteria.

Senator STENNIS. What does "troop carrier" mean? You carry the paratroopers?

General EATON. Yes. The wartime mission is for the movement of supplies and also the troop requirements of the Army.

TRAINING PROGRAM

Senator STENNIS. Do you train with these men?

General EATON. We do a great deal of training. I think the C–119's and the Reserves meet most of the Army's normal day-to-day requirements in troop drops so these units cooperate with the Army all the time.

Senator STENNIS. Your pilots and your crews are trained with the Army?

General EATON. Yes, sir; and the Army has praised very highly their performance.

Senator STENNIS. That is most encouraging.

General EATON. Most of the Army's requirements are met by these Reserves.

Senator STENNIS. Is there a plan to feed more and more of this assignment into your Reserve units?

TROOP CARRIER SQUADRONS

General EATON. We have 45 troop carrier squadrons in the Air Force Reserves and these are in addition to the troop carrier squadrons in the active duty establishment and they support the Army. I do not think there is any plan to increase the number of these squadrons.

Senator STENNIS. The President last night, as I recall, emphasized sea and land carriers.

General EATON. Five of these squadrons of C–119's have been re-equipped with C–124's which have long-range capability, but they are still troop carrier squadrons.

Senator STENNIS. May I ask this question of General Wilson? Your list shows four troop carriers?

SPECIAL AIRLIFT

General WILSON. Yes, sir; that is a different type mission. This is a mission called special airlift for special-force-type operations. They have a classified mission.

General EATON. They have different equipment.

General WILSON. They're equipped with the SA–16.

Senator STENNIS. I have thought for a long time we certainly need more troop carrier aircraft that could get into these trouble spots with all of our commitments all over the world. Various reasons have been given why it cannot be done, but we need more reasons why it can be done. I am glad to know that your Reserve is getting into this mission.

General Wilson, would you not have a capacity in this field?

General WILSON. Not in the troop carrier field, which is different. In the airlift field, yes, sir, we have converted, in the past year, 11 squadrons from fighters to C–97's.

Six of them have been operating about a year. The other five have just been converted in the last 3 months, so we have a program to go to a total of 15, 5 wings and 15 squadrons of C–97's, which gives us a real potential in the airlift capacity. Right now we are running flights for MATS from Travis Field to Japan and from McGuire to Europe. We are also handling freights from MATS.

General EATON. Air National Guard and Air Force Reserve in most instances complement one another. These long-range lift airplanes that the Air National Guard has are long-range strategic airlift planes.

Senator STENNIS. So you divide the assignment and coordinate and complement each other.

General WILSON. Yes, sir.

FLYING HOURS REQUIREMENT

Senator STENNIS. That is a good illustration of it.

You talked about flying airplanes from California to Japan. You have a large number of men who put in a considerable number of hours in a month's time?

General WILSON. Yes, sir. We are held to about 150 hours per crew per year. That is our training program at the present time and this is in training crews and also in doing active missions for MATS during their training period.

ELLINGTON AIR FORCE BASE

General EATON. The next item is Ellington Air Force Base for an apron operational strengthening, 91,450 yards of apron strengthening represents the third increment of a four-phase program to strengthen and provide adequate aircraft parking for assigned aircraft. The existing apron was constructed in 1941 and 1942 for 48,000-pound gross loading. This is a very good base. We have two Reserve squadrons there and it is a summer Reserve training site.

Senator STENNIS. The next item.

HOMESTEAD AIR FORCE BASE

General EATON. The next item is Homestead Air Force Base, which is one of the squadrons that is being converted to C–124 airplanes. One maintenance dock is required for $350,000. The program being presented contains another one further on for March AFB. The reserve mission at Homestead reverts to a heavy troop carrier wing. The host base SAC cannot provide this item from available maintenance facilities.

Senator STENNIS. Are any of these aircraft jets?

General EATON. The C–124 is a reciprocating airplane—there are a great many of them in the Regular Establishment and they are just now falling out to the Reserve Establishment, and they represent a most important asset in case of an emergency.

Senator STENNIS. What is your next item?

General EATON. March Field, where another maintenance dock is also required. One reserve squadron at March converts to heavy troop carrier in the fourth quarter of fiscal year 1962 with the assignment of eight 124's. The host base, which is a SAC base, cannot provide

a covered maintenance facility to enable the Reserves to perform their maintenance under cover.

The last item is an operational apron at Portland International Airport, 53,000 square yards at a cost of $715,000.

Senator STENNIS. What page are you on now?

General EATON. Page 27. Portland is the third of three locations for which we are requesting funds to provide an adequate parking apron. Based on the ultimate phaseout of the Air Defense Command, the 53,000 square yards being requested represents the second and final increment of phase construction to provide adequate aprons to park 17 C–119's and the 9 airplanes to be assigned to the air rescue squadron which is also located there.

RICHARDS-GEBAUR AIR FORCE BASE

In addition to this we have one reprogramed item.

Senator STENNIS. We will take it up now.

General EATON. This is at Richards-Gebaur Air Force Base where we require two maintenance docks at a cost of $700,000. They already have 17 C–124's and it is a most severe climate in Kansas City and they require that we have some covered facility that would provide one dock per squadron. The funds for this are made available by the movement of the facility from the Naval Air Station at Dallas to Carswell.

I would like to say again that these C–124's in case of an emergency represent a most important asset and we really require the facility.

Senator STENNIS. This C–124, it seems you bank on it rather strongly. It must be your most modern propeller driven plane.

General EATON. That is true. We have five squadrons, and we have just recently gotten them in the last year. We are in a training program now which is moving satisfactorily. It is a fine airplane and it does have long-range and it can go overseas and there are a great many of them in the active establishment. The Air Force Reserve feels very keenly they want to do a good job and these facilities would be very helpful, we feel.

Senator STENNIS. I like to know which of our aircraft is of the modern type and which is obsolete or semiobsolete.

PLANNING AND MINOR CONSTRUCTION

You have already mentioned your amount of minor construction in passing. Do you want to say something special on page 130?

General EATON. We have $150,000 for planning and $150,000 for minor construction.

Senator STENNIS. Do you have any other urgent item here that is ready even though it is beyond the ceiling of the regular budget?

General EATON. If we could get the reprograming action, it would be very helpful at the present time.

Senator STENNIS. This takes you up to your full authorization, the items you have justified?

Mr. LYNCH. No, sir.

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ADDED SENATE-AUTHORIZED ITEMS

I would like to make a correction. The Senate Authorization Committee added an apron item at Paine Airport in the amount of $608,000. We would like to have that added to the program if we could.

Senator STENNIS. Do you have a justification ready on that?

Mr. LYNCH. No, sir; but we can furnish that for the record.

Senator STENNIS. What is your mission at Paine?

Mr. LYNCH. Troop carrier squadron.

Senator STENNIS. The same part of the program you have been talking about.

General EATON. It is the same as the program at Portland, Oreg.

Senator STENNIS. Was this specifically set up for the Pacific area?

Mr. LYNCH. Yes, sir.

General EATON. We would like to submit an additional statement for the record on that.

Senator STENNIS. I should like to see a program for more of this airlift and not have to take so many of our personnel and keep them permanently in other places in the world. I think something must be done about that. Put in your justification then at this place in the record.

(The justification referred to follows:)

1. Project is required to provide parking apron for 12 of the 16 authorized C–119 aircraft. At the present time all but three aircraft must be towed into position resulting in loss of many man-hours. There is no existing space which can be used in lieu of taxiway parking. Urgent requirement for this project has been aggravated by agreement between ADC and county of Snohomish to reopen taxiway 9 as a runway for light private aircraft. This plan will place the end of the light aircraft runway far enough up taxiway 9 so that this project will be outside of the runway clear zone when established.

2. This project will open taxiway 8 and other additional access. It will also eliminate the need for taxiing on the southeast end of the proposed light plane runway.

3. If this project is not provided, continued high operational costs and reduced operating efficiency will place the mission and effectiveness of the Reserve Training Command squadron in jeopardy. In addition, this project will remove existing violations and assure safe handling and movement of assigned Reserve and ADC aircraft. Project is sited in accordance with the base master plan, and will be constructed in conformance with AF airfield paving criteria.

(Whereupon the committee proceeded into executive session at 12:05 p.m.)

(See p. 508)

MINOR CONSTRUCTION PROGRAM OF AIR FORCE

The Air Force requires $15 million to provide minimum essential support for the minor construction program. Any reduction in this amount will restrict the Air Force's ability to respond to the need for urgent construction projects costing not over $200,000. In fiscal year 1962 the requirements in this area are expected to be very critical due to the military buildup envisioned in current national planning. Such major adjustments inevitably and without alternatives disrupt the assignment of smaller functions which can only be settled by resources available in the minor construction program.

Accordingly, the minor construction program is most essential to the Air Force in meeting urgent construction needs that cannot await the next military construction program.

The minor construction program, as authorized by section 2674, title 10, United States Code, affords the services the essential flexibility and authority to provide for urgent requirements which inevitably arise during the fiscal year under circumstances so urgent as to preclude postponement until a subsequent regular program.

The minor construction program has, in past years, been responsive to such urgent and overriding priority projects as the redeployment of forces from France, the deployment of F–105 aircraft in Europe, the initiation of the consolidated pilot training in the United States, provision of facilities for the MATS modernization with C–135 aircraft at McGuire AFB, N.J., and, very recently, the provision of facilities for a classified mission in a remote area. The minor construction program provides the authorization and appropriations to provide immediate response to situations requiring unusual measures.

The $15 million requested for minor construction in the fiscal year 1962 military construction appropriation is the minimum requirement. It is less than the average annual obligation level of this program for the past 3 years, which was $15.9 million. It is equal to the amount appropriated for this program in fiscal year 1961. Any reduction will seriously impair the Air Force's ability to adjust to any revisions of deployment that may be ordered, especially overseas, for such redeployments generate minor construction demands which must be met.

The estimate of total dollar requirements for minor construction is based upon the experience of prior years, adjusted for such factors as major program revisions; significant deployment, manning, or equipment changes; scientific breakthroughs, etc., which can reasonably be expected to affect the overall level of effort of the Air Force or to generate unpredictable but urgent facility requirements.

Projects financed under the minor construction program are subjected to critical and detailed review. Projects in excess of $25,000 must be individually approved by the Secretary of the Air Force and projects in excess of $50,000 by the Secretary of Defense. Projects undertaken in this program are reported to the Committees on Armed Services of the Senate and House of Representatives semiannually under the provisions of subsection 2674f, title 10, United States Code. Copies of these reports are forwarded to the Appropriations Committees of both Houses of Congress.

The great and rapid evolution of airpower and the accelerated transition into aerospace power have created and will continue to create urgent requirements for new facilities as well as new types of facilities. It is impossible, for example, to foresee and program for all the detailed facility needs of our new and increasingly complex weapons systems. It is vital that the Air Force be capable of meeting these demands promptly when the need arises. The minor construction program is most essential to the realistic satisfaction of critical requirements stemming from such evolution and change.

The projects accomplished under this program represent very high priority requirements. The Air Staff review of these items is designed to insure that they are at least equal to, or of higher priority, than the line items presented individually in the regular program. The action taken by the House Appropriations Committee in reducing by 20 percent the request for minor construction funds will seriously affect facility support of the fighting forces and other vital functions.

(See p. 481)

DEPARTMENT OF THE AIR FORCE

Military construction appropriation, fiscal year 1962

Base	Line item	Amount	Volume	Page
Burns AFS	Trailer court, parking	$30,000	II	288
Condon AFS	do	30,000	II	295
Guthrie AFS	do	30,000	II	308
Hancock Field	do	55,000	II	316
Houma AFS	do	36,000	II	319
K. I. Sawyer AFB	do	400,000	I	60
Kincheloe AFB	do	122,000	I	69
Minot AFB	do	400,000	I	85
Vandenberg AFB	do	215,000	III	487

JUSTIFICATION

The Air Force programs for the construction of trailer park spaces only as a supplement to the regular family housing program. By directive and regulation, trailer facilities may be provided only if adequate commercial facilities are not available at reasonable rates and distances. For this reason, proposed trailer parks are generally at remote or isolated locations.

The lack of adequate family housing at or near many bases has forced many families to decide between the purchase of a trailer or a prolonged family separation. Considering that the military personnel who have acquired trailers are predominantly in the lower pay grades, the purchase of a trailer is a financial burden. The modern trailer, equipped for more permanent living, now costs upward of $6,000. The normal amortization period of a trailer is between 5 and 7 years, with monthly payments averaging $85 per month. Individuals have been paying a flat rate of $6 per month for Government-furnished trailer space exclusive of utilities. The cost of utilities (electricity, water, sewage, and trash hauling) charged separately is $15 to $20 per month. In addition, the occupant must purchase his own heating and cooking fuels. Therefore, to own and live in a modern trailer during its amortization period costs an average of $110 to $125 per month.

The present $6 parking rate was established by a joint DOD/3 service committee in 1952. It was based on an average commercial rate then in use, less overhead and profit. The trailer parking facilities during that period were very minimal and most trailers lacked interior sanitation and toilet facilities. The modern trailer today is equipped with full kitchen and bathroom facilities. The plumbing and electrical services to each parking site are somewhat the same as for a normal house. This, in part, is the reason for the seemingly high unit cost per trailer parking site. The unit cost increases in inverse proportion to the number of units constructed. This factor is compounded at isolated stations where full utility services are required for a relatively small number of trailer parking spaces.

The Air Force recognizes that the rate established in 1952 is no longer valid in light of the increased standards needed and rising construction and building costs. As of October 1, 1961, a flat rate of $10 per month will be charged for the use of each trailer parking site constructed with appropriated funds authorized within a military construction program. This matter has been reviewed with the Department of Defense and concurred in. It is the view of the Air Force that this will provide for an amortization period of 20 years. This is considered realistic. The construction of the proposed trailer parks (fiscal year 1962 military construction program) is fully justified and will contribute greatly to achieving a reasonable living environment at these locations.

COMMITTEE RECESS

Senator STENNIS. The committee will stand in recess.

(Whereupon, at 12:30 p.m., Wednesday, July 26, 1961, the subcommittee was recessed subject to call of the Chair.)

MILITARY CONSTRUCTION APPROPRIATIONS FOR 1962

TUESDAY, AUGUST 1, 1961

U.S. SENATE,
SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS,
Washington, D.C.

The subcommittee met, pursuant to recess, at 2 p.m. in room 1114, New Senate Office Building, Hon. John Stennis (chairman of the subcommittee) presiding.

Present: Senators Stennis, Byrd, Saltonstall and Schoeppel.

Also present: Senators McNamara, Lausche, Engle, Moss, and Carlson.

DEPARTMENT OF DEFENSE

RECLAMA LETTER

Senator STENNIS. The subcommittee will be in order.

At this point, I want to insert in the record, the official reclama letter from the Department of Defense from Mr. Roswell Gilpatric, Under Secretary of the Department of Defense, and the reclama sheets from the Department of the Army, the Navy, and the Air Force.

The information contained in these reclama sheets will be given consideration during the subcommittee's markup of the bill.

(The information referred to follows:)

THE SECRETARY OF DEFENSE,
Washington, August 1, 1961.

Hon. JOHN STENNIS,
Chairman, Subcommittee on Military Construction, Committee on Appropriations, U.S. Senate.

DEAR MR. CHAIRMAN: The Department of Defense has reviewed H.R. 8302, and its accompanying Report No. 752, as passed by the House July 25, 1961. A careful review was made of the statements and recommendations of the report and the adjustments made in the various appropriations for military construction. The report and the bill passed by the House indicate reductions of $152,209,000 in new obligational authority requested by the President. It appears from the report, however, that the House did not consider $12 million of new obligational authority requested in the President's budget including the various amendments, and the reduction, therefore, from the total requested by the President, is $164,209,000.

We have analyzed the House action and reexamined the requirements of the various items deleted by the House. It is our judgment that the various items deleted represent important requirements for our military forces, not only in operational requirements, but in the personnel, morale, and welfare area. We are, therefore, proposing that the Senate restore $161,909,000 to the various appropriations.

In the case of "Military construction, Army," it is requested that $45,527,000 be restored. The $2 million reduction in the budget for Capehart family housing support is not being requested inasmuch as the new Capehart housing for the Army has been substantially reduced.

In the case of "Military construction, Navy," it is requested that $23,524,000 be restored. Of the $400,000 reduction for Capehart housing support, only

$100,000 restoration is being requested, $300,000 being in excess of the requirement to support family housing authorized by Public Law 87–57 for the Navy.

In the case of "Military construction, Air Force," $80,858,000 is requested for restoration.

The House reduction represents program adjustments, reductions in line item estimates, and lump sum reductions in the unobligated balances to be carried over from fiscal year 1961 to fiscal year 1962. The military departments have analyzed all of these dollar reductions and in their judgment, the cost adjustments in the line items and the reduction of unobligated balances will generate such severe problems that because of dollar shortages, line items may have to be dropped from the approved program. The present levels of unobligated balances are considered to be about as low a level as is permissible for the magnitude of the three programs to carry on the construction in an orderly and efficient manner.

The House Appropriations Committee, as well as the House, did not approve all of the $27 million requested to be appropriated to the Secretary of Defense for transfer to the three military departments for the purposes authorized by title V, Public Law 87–57. The $15 million approved by the House is completely inadequate for the estimated requirements of the NIKE-ZEUS and the solid propellent booster programs. In addition to those two programs, other space programs now under development will require supporting facilities in unspecified amounts. The $27 million appropriation request was included to finance these requirements to enable the programs to proceed in an orderly manner. It is not intended to transfer these funds to the military departments until specific line items have been formulated for specific locations.

Enclosed is a table showing each appropriation for military construction, the adjustments made by the House, and the amounts proposed for restoration. The specific details and justification for the requested restorations will be presented to your committee by the three military departments.

Sincerely,

ROSWELL GILPATRIC, *Deputy.*

Department of Defense, military construction, fiscal year 1962

[In thousands of dollars]

Appropriation	Budget estimate	House reduction	Restoration requested
Department of Defense:			
Military construction, Department of Defense	27,000	−12,000	+12,000
Loran stations, Department of Defense	10,000		
Department of the Army:			
Military construction, Army	194,977	−47,527	+45,527
Military construction, Army Reserve	13,000		
Military construction, Army National Guard	12,000		
Department of the Navy:			
Military construction, Navy	205,211	−23,824	+23,524
Military construction, Naval Reserve	7,000		
Department of the Air Force:			
Military construction, Air Force	560,380	−80,858	+80,858
Military construction, Air Force Reserve	4,000		
Military construction, Air National Guard	14,000		
Total	1,047,568	−164,209	+161,909

DEPARTMENT OF DEFENSE

MILITARY CONSTRUCTION, DEPARTMENT OF DEFENSE

(P. 2, line 6)

(House hearings, pt. I, p. 506)

(House hearings, pt. II, pp. 444 and 471)

1961 appropriation	None
1962 estimate	$27,000,000
House allowance	15,000,000
House reduction	12,000,000
Restoration requested	12,000,000

The Department of Defense requests the following amendment:

PROPOSED AMENDMENT

Page 2, line 6: Strike out "$15,000,000" and insert in lieu thereof "$27,000,000", an increase of $12,000,000 over the House approved appropriation.

EFFECT OF PROPOSED AMENDMENT

The requested amendment will restore $21 million to the program for the acceleration of the development of the missile and space programs.

JUSTIFICATION OF PROPOSED AMENDMENT

The Department of Defense requests restoration of the full amount of the House reduction of $12 million to effectively carry out the provisions of title V of Public Law 87–57. The authorization of title V and DOD appropriation requests against this authorization are for the purposes of continuing the construction of required research and development facilities for the NIKE–ZEUS tests, for the initiation of the construction of facilities, for the development and test of a large solid propellent booster, and facilities required for other space programs such as ADVENT, SAMOS, etc.

With respect to the NIKE–ZEUS program, this is an increment to continue work in connection with the testing and would provide facilities at the Pacific Missile Range for the tests which will be undertaken in the near future.

Twelve million dollars for the large propellent booster development program will initiate construction of facilities at a Government-owned installation and it represents the first increment of the program estimated to cost, over several years, something between $60 and $100 million. Final plans and specifications for this program are now being developed and details of the development program are being worked out by a joint DOD–NASA committee. Other costs involved in this program were included in the President's amendment to the budget, House Document 179.

The President's amendment to the budget, House Document 211 contained $6.4 million to finance the total authority of title V. These funds will provide necessary construction of facilities for the space programs which are now in the development stages but the facilities requirements have not been finalized or specifically located. As the development progresses, it is anticipated that construction of certain of these facilities will be undertaken during this fiscal year.

HOUSE COMMITTEE REPORT

Committee approved $15 million for title V with no statement.
Passed by the House, July 25, 1961.

DEPARTMENT OF THE ARMY

(P. 2, line 19)

1961 appropriation	$148,407,000
1962 estimate	194,977,000
House allowance	147,450,000
House reduction	47,527,000
Restoration requested	45,527,000

The Department of the Army requests the following amendments:

PROPOSED AMENDMENT

Page 2, line 19, strike out "$147,450,000" and insert in lieu thereof "$192,977,000", an increase of $45,527,000 over the House-approved appropriation.

EFFECT OF PROPOSED AMENDMENT

Restoration of $45,527,000 of the House reduction of $47,527,000 in the appropriation. This will provide a total of $192,977,000, which is the minimum fund requirement for Army construction in fiscal year 1962.

HOUSE COMMITTEE REPORT

The House committee report recommended an appropriation for fiscal year 1962 of $150,859,000 for "Military construction, Army," a reduction of $44,118,000.

HOUSE FLOOR ACTION

However, the House of Representatives in floor action amended the bill recommended by the committee and approved an appropriation of $147,450,000 for "Military construction, Army," a reduction of $47,527,000.

JUSTIFICATION OF PROPOSED AMENDMENT

The Department of the Army requests the restoration of $45,527,000 of the $47,527,000 House reduction in the appropriation so that authorized and urgently required projects may be initiated in fiscal year 1962 to fulfill Army-assigned missions and objectives. During fiscal year 1962, the Department of the Army will place under contract all of its valid funded but not obligated programs carried over from fiscal year 1961 and all of its fiscal year 1962 military construction program, consistent with a realistic carryover into fiscal year 1963.

RESTORATION OF ITEMS DELETED FROM THE APPROPRIATION PROGRAM

The House deleted a total of $47,527,000 from the requested total appropriation of $194,977,000. The Army requests restoration of $45,527,000 of the House reduction. The $2 million for which restoration is not requested was for utilities support of family housing deleted from the Capehart program. Justification for the restorations in the appropriation program is set forth by installation and line items on the pages that follow.

Fort Devens, Mass.

Item	Budget request	House action	Restoration requested
Gas transmission main and distribution	$2,007,000	−$2,007,000	$2,007,000

REASONS FOR RESTORATION REQUEST

An amortization period of 6 years for a project of this type is considered to be very favorable. Although it is true that there is no assurance gas rates will not increase at some time in the future, an amortization period of 12 to 15 years would still be favorable from an economic standpoint.

In addition to the direct savings which were cited in determining the 6-year amortization period, there are other indirect savings which are of significance. These include the simplification of maintenance and repair of heating systems, the reduction in repair parts stockage, and reduced painting and maintenance costs on buildings at the installation through elimination of soot problems. Further, and perhaps the most important of the indirect savings, will be the release of approximately 160 enlisted men from firing duties to more essential military duties.

Design of this project is complete and contract awards could be made within approximately 60 days of funds becoming available.

HOUSE REPORT STATEMENT (P. 8)

"The committee has approved the request of $626,000 for certain aircraft operational facilities at Fort Devens, Mass., but has denied the request of $2,007,000 for a gas transmission line at this installation. The maximum savings estimated by the Army as a result of changing from existing coal-fired furnaces, boilers, and hot water heaters to gas fired, would require an amortization period of approximately 6 years with no assurance that this period would not be lengthened as a result of increased rates."

Fort Dix, N.J.

Item	Budget request	House action	Restoration requested
Enlisted men's barracks without mess (medical)	$669,000	−$669,000	$669,000
Administration and supply building (2-Co.)	141,000	−141,000	141,000
2 enlisted men's barracks without mess (326 man)	1,318,000	−1,318,000	1,318,000
Battalion administration and supply building	292,000	−292,000	292,000
Battalion mess building	402,000	−402,000	402,000
Steam distribution system	311,000	−311,000	311,000

REASON FOR RESTORATION REQUEST

1. Enlisted men's barracks without mess (medical) and Administration and Supply Building (2 Company)

These projects are required to provide housing, administration, and supply support facilities for the enlisted hospital staff at Walson Army hospital (500 beds). The enlisted hospital staff should be quartered adjacent to the hospital not only for the reason that it is their place of duty, but in order to be immediately available for duty at any hour of the day or night, as these personnel are on 24-hour call; also, these men are required to eat in the hospital mess, which was specifically designed for this function. Therefore, off-duty personnel must be transported from the old hospital area to the new hospital at meal hours. Housing and administrative facilities for enlisted staff within the hospital area are a portion of the normal complex of an efficiently operated hospital plant. Failure to provide these facilities will continue the use of 10 inadequate unimproved mobilization type barracks buildings, 2 mobilization type dayrooms, and a diverted ward in the old hospital. These buildings are located approximately 1½ miles from the new hospital site. There are no existing facilities closer to the new hospital site which can be rehabilitated to meet these requirements.

The savings of $63,000 annually, cited in testimony in support of these items, was intended as supplemental data rather than a primary economic justification. The principal purpose of the proposed construction is to provide adequate housing and administrative facilities for medical personnel at a location which will increase the efficiency of hospital operations.

2. Enlisted men's barracks without mess (326 men), Battalion Administration and Supply Building, Battalion Mess Building, and steam distribution system

These four projects comprise a complete package of facilities required for the housing, administration, and messing of one battalion of troops. Fort Dix is one of the Army's large troop training installations and has a long-range requirement for 25,692 permanent barracks spaces. Present adequate assets consist of 14,505 spaces, 6,345 in permanent buildings and 8,160 in World War II temporary buildings that have been improved sufficiently to provide suitable year-around living accommodations for the near future.

Enlisted men at Fort Dix not provided for in these adequate assets are housed in unimproved barracks built during World War II.

These unimproved World War II structures are grossly inadequate as standard housing for active Army troop units. The Army believes that replacement of these old obsolescent barracks is a vital part of our program for modernizing our hard-core permanent installations and is an essential element of the overall program to promote the retention of trained and skilled soldiers that are required to maintain our Army at a high state of combat readiness and effectiveness.

The prime objection as stated by the House committee is that facilities used by the troops to occupy the new facilities will be held in mobilization reserve and used for Reserve summer training. It is emphasized that nine temporary troop buildings, including three barracks, will be demolished to prepare a site for this proposed battalion package. Also, the master plan siting of permanent facilities at Fort Dix provides for demolition of nearly all of the existing temporary buildings. This demolition is phased according to the availability for use of the planned new facilities.

Since the ground space occupied by some of the present buildings is not required for other purposes, it is considered prudent to let these buildings stand for a few more years to meet emergency mobilization requirements. When these buildings have deteriorated further and reach the point where other than very minor repairs are required, the buildings will be demolished.

The modest request for barracks spaces and associated items in this program will allow the Army to proceed with its thoroughly planned and phased schedule for provision of adequate troop housing facilities at this station.

HOUSE REPORT STATEMENT (P. 8)

"The committee has denied $3,133,000 of the request of $3,919,000 for facilities at Fort Dix, N.J. Existing facilities are adequate to meet the needs for enlisted men's barracks, administration, mess and supply buildings, and supporting utilities. Testimony before the committee disclosed that facilities presently in use by the troops to occupy the new facilities would be continued in mobilization reserve and used for Army Reserve summer training activities, if the new facilities were constructed. Funds were again requested in the amount $669,000 for enlisted men's barracks for medical personnel at Fort Dix. The cost factors involved in these new barracks compared to the continued use of existing facilities point to a 10-year amortization period for the cost of new construction."

Fort George G. Meade, Md.

Item	Budget request	House action	Restoration requested
Dental clinic	$446,000	−$446,000	+$446,000

REASONS FOR RESTORATION REQUEST

The proposed project is required to provide a centrally located permanent dental clinic to care for military personnel at this headquarters. Current requirements are being met by use of a modified DC–1 temporary (mobilization type) structure. The reasons for replacing this standard emergency World War II dental facility are essentially the same as those for replacing similar emergency hospitals with modern buildings conducive to proper postwar medical practice. It is virtually impossible to maintain highest sanitary standards and fully efficient service in these old poorly finished, nonweathertight buildings with their expedient and worn utility systems.

While an original plan to hold the old facility in standby was in fact reflected in the data and testimony presented in support of this project, it has now been determined by Headquarters, Department of the Army, that the old building should be and will be torn down.

HOUSE REPORT STATEMENT (P. 8)

"Facilities in the amount of $2,386,000 are approved for Fort Meade, Md., but the committee has denied the request of $446,000 for a new dental clinic. The present facility would be continued in mobilization reserve if the new clinic is constructed."

Fort Ritchie, Md.

Item	Budget request	House action	Restoration requested
Enlisted women's barracks without mess (108 spaces)	$305,000	−$305,000	$305,000

REASONS FOR RESTORATION REQUEST

The minimal savings in transportation costs which would accrue through construction of the proposed enlisted women's barracks in closer proximity to the existing messhall is not a significant factor in the justification of this item. Likewise, it is considered that the plan to satisfy mobilization requirements for housing, by retention of the existing structures should not militate against providing permanent facilities of adequate standards for housing of personnel under current conditions. Since the ground space of the present buildings is not immediately required for other purposes, it has been considered prudent in this case to let the old building stand, boarded up and without repairs, for possible use in case a war situation should require displacement of key personnel from the Washington area to this alternate area. Where there is some emergency-use life left in such

a building, and planning envisions its use under likely contingencies, it is not considered wise to destroy the old building until roof and wall deterioration reach a point where repairs are required. At that time the building would in fact be destroyed rather than repaired.

The WAC complement assigned to Fort Ritchie is now housed in wood frame buildings constructed at the beginning of World War II to very austere standards. These old buildings were the only facilities available for housing the WAC complement upon assignment to Fort Ritchie and are not of a standard suitable for housing female enlisted personnel. These women are assigned to such organizations as the Defense Communications Agency located at the Alternate Joint Communications Center (AJCC), and are carefully selected for their assignments. Fort Ritchie is a small post in a rather isolated area and recreational facilities are very limited. Under such conditions living accommodations become most important to morale and modern adequate quarters are needed to maintain morale and efficiency of these personnel who will play an important role in maintaining the continuity of our defense under emergency conditions.

HOUSE REPORT STATEMENT (P. 8)

"The request of $305,000 for enlisted women's barracks at Fort Ritchie, Md., is denied. Existing facilities will be continued in mobilization reserve and testimony before the committee disclosed savings of only $1,820 annually would be realized with the new construction."

Fort Benning, Ga.

Item	Budget request	House action	Restoration requested
1. Academic building	$10,421,000	−$1,021,000	$1,021,000
2. Enlisted men's barracks without mess (medical)	611,000	−611,000	611,000

REASONS FOR RESTORATION REQUEST

1. Academic building

The proposed academic building for the Infantry School was developed with consideration given to the peacetime need of the Infantry School, the need for minimizing construction costs and areas wherein savings and increased efficiency of operations could be realized. The classrooms, classroom laboratories, auditorium, library, and facilities in support of these are the minimum essential to fulfill instructional needs employing modern instructional techniques. Each facility contributes to improved learning by students and thus bears directly on the competence of infantrymen throughout our service and the military service of our allied nations. When the original drawings were completed the cost of the building was estimated to be in excess of the $12 million. Design and specifications were reviewed and altered to delete many items considered to be important but not necessarily vital. The final plans and specifications necessary to advertise this project will be completed on August 21, 1961, at a total cost of $265,000. Revision of these plans and specifications to reduce the cost an additional $1,021,000 would necessitate elimination of minimum essential features and would involve additional architect-engineer fees and require elimination of space or features considered essential, the removal of which would impair the capability of the structure to effectively accomplish the mission for which it is being requested.

2. Enlisted men's barracks without mess (medical)

This barracks building is required to provide housing facilities for the enlisted staff of Martin Army Hospital (500 beds). The enlisted hospital staff should be quartered adjacent to the hospital, not only for the reason that it is their place of duty, but in order to be immediately available for duty at any hour of the day or night, inasmuch as these personnel are on 24 hour call; also, these men are required to eat in the hospital mess, which was specifically designed for this function. Therefore, off-duty personnel must be transported from the old hospital area to the new hospital site at meal hours. A barracks within the facility site, to provide housing for the enlisted hospital staff, is a portion of the normal complex of a hospital plant. Failure to provide this facility will continue the use

of the old permanent and temporary mobilization type enlisted barracks, which are a part of the old hospital complex. No existing structures will have to be removed to accommodate the proposed barracks, since the proposed barracks are to be located in the entirely new Houston Hill Hospital site which is approximately 1.5 miles east of the existing old permanent hospital on the Main Post. There are no existing facilities, closer to the new hospital site, that could be rehabilitated to meet this requirement. The existing old permanent barracks are required and will continue in use as barracks for Fort Benning headquarters units. If these barracks are not constructed, it will be necessary to continue transportation service for the enlisted hospital staff from the old hospital area to the new hospital area at a cost of approximately $58,000 annually, which indicates amortization of the new building in an 11-year period through transportation savings alone.

HOUSE REPORT STATEMENT (P. 8)

"The potential savings are inadequate to warrant the construction of the enlisted men's barracks requested in the amount of $611,000. Existing facilities are adequate to meet this requirement. The committee has approved the request of the Army for an academic building for the Infantry School at this installation. It feels however that the design proposed for this building is too elaborate, and has reduced the budget estimates from $10,421,000 to $9,400,000."

Fort Campbell, Ky.

Item	Budget request	House action	Restoration requested
Storm drainage	$2,300,000	−$2,300,000	$2,300,000

REASONS FOR RESTORATION REQUEST

Fort Campbell was originally established in 1942 at which time storm drainage was provided on the basis of minimum initial cost utilizing natural drainage within the limestone formations underlying that area. Subsequently, the post was expanded and made a permanent installation. The buildup of hard surfaced areas and continual drainage through these areas has resulted in silt and soil filling the crevices and reducing the absorption capacity of the underlying rock strata.

At the time the housing area was established on the eastern side of the post, it was not recognized that the silt would subsequently cause flooding, but over the years this natural drainage has become clogged with the result that portions of the housing area are subject to ponding, some ponds covering several acres and attaining a depth of 15 feet. Remedial measures, such as blasting and drilling of new drain holes, have come less effective and the only permanent solution now considered feasible is the installation of the drainage system proposed. The project has been restudied and it has been determined that the $2,300,000 project proposed will complete the storm drainage system for Fort Campbell. The primary justification for this work is the elimination of health hazards and a dangerous condition, particularly to small children, in the post housing area.

HOUSE REPORT STATEMENT (P. 8)

"Funds in the amount of $3,509,000 were requested for Fort Campbell, Ky., including $2,300,000 for storm drainage. Testimony before the committee disclosed that savings of not over $50,000 to $100,000 annually would be realized with the new construction; therefore, the request is denied."

Fort Leonard Wood, Mo.

Item	Budget request	House action	Restoration requested
U.S. Army health facility	$7,520,000	−$750,000	$750,000
Commissary store	771,000	−771,000	771,000

REASONS FOR RESTORATION REQUEST

1. U.S. Army health facility

The design criteria for the proposed U.S. Army health facility at Fort Leonard Wood was developed by intensive and complete study of medical mission requirements at the post and in the area which surrounds it. The study not only encompassed detailed analysis of workload factors, but provided every possible consideration to the economics of the problem, which would permit design and construction of a building commensurate with the work to be done for the least expenditure of funds.

At the time the structure was placed in a design status, the architect-engineer was impressed with the desirability of a facility which could be constructed economically. He was directed to explore new methods of design and construction for the building which would result in savings for the overall project. This course has and is being actively followed in the design of the facility.

Previous authorizations of $7,972,000 for construction of this facility were provided under Public Law 500, 86th Congress and in the fiscal year 1962 MCA deficiency authorization request. A reduction of $452,000 in the estimated construction cost was effected subsequent to completion of the hearings before the Armed Services Committees of Congress on the fiscal year 1962 MCA authorization program, which was based on the above-cited design criteria and resulted in a request for an appropriation of only $7,520,000 for construction of the proposed health facility at Fort Leonard Wood. This amount is the minimum considered necessary to provide the required facilities.

2. Commissary store

A new commissary store is urgently required at Fort Leonard Wood because the present building is grossly inadequate, cannot be expanded, and is not economically repairable. It is an old uninsulated frame building built in 1943 which is not practical to rehabilitate as it is too small and taxed beyond its capacity.

The store is so inadequate (maximum capacity is 250 persons) that patrons have to stand in line for long periods of time for their turn to shop. During peak periods (Saturdays and the first 10 days of the month) this line extends outside the building along the outside wall. There are presently 2,621 family quarters on post. By August 1, 400 new Capehart housing units will be available for NCO's and by September 1, 300 new units will be ready for officer personnel. In the next 18 months an additional 800 NCO quarters will be occupied. This increase in on-post population will place a great additional burden on the presently inadequate store. Insufficient parking space likewise constitutes a serious problem in the present location.

Congestion due to the inadequacy of the sales area causes shopping carts to fill shopping aisles while customers wait in line 20 to 30 minutes for their groceries to be checked out. This congestion impairs the customers' ability to shop, consumes an inordinate amount of time, and contributes to a feeling of frustration and dissatisfaction with service life. Such conditions are particularly disturbing when no other recourse is reasonably available because of the isolated location of Fort Leonard Wood which is 7 miles from Waynesville (pop. 1,500), and 30 miles from Rolla (pop. 12,000), and Lebanon (pop. 10,000).

Further expansion of the existing building is impossible and as an expedient measure, a 2,500 square-foot annex was opened in another temporary building. This measure, which of course increases operating costs, has been unsuccessful in alleviating the crowded unsatisfactory condition which prevails in the main commissary.

A further feature of the proposed project is that the demolition of the existing old commissary facilities will provide room for an urgently needed expansion of the elementary school and the construction of a secondary school for dependent children. This construction is to be accomplished by the Department of Health, Education, and Welfare.

The Fort Leonard Wood commissary has been repeatedly certified by the Department of Defense on the basis of the excessive differential between commissary store prices and adequate commercial facilities prices (25.87 percent), and the unreasonable distance of the two nearest adequate commercial facilities (40 and 45 minutes travel time by private car).

HOUSE REPORT STATEMENT (P. 9)

"The request of $771,000 for a commissary at the latter installation is denied. If such a facility is needed at this installation, steps should be taken to use existing buildings. The committee feels that if consideration is given to more realistic and modern hospital design a reduction can be achieved in the estimate for a new hospital at Fort Leonard Wood and has approved $6,770,000, a reduction of $750,000 in the estimate."

Fort Ord, Calif.

Item	Budget request	House action	Restoration requested
4 motor repair shops and facilities (regimental motor park)	$502,000	−$502,000	$502,000
Hardstand (regimental motor park)	390,000	−390,000	390,000

REASON FOR RESTORATION REQUEST

These shops, the related oil houses, dispatch offices, and gas station houses, plus their associated vehicle parking hardstand, are firm unit motor pool requirements for the phased development of Fort Ord, one of the Army's largest troop training installations. Present temporary facilities in use do not provide suitable accommodations for this requirement.

Restoration of these projects will alleviate the critical deficit of unit maintenance facilities at Fort Ord and will serve to bring the motor park facilities into balance with other permanent barracks construction of recent years.

HOUSE REPORT STATEMENT (P. 9)

"The reduction of $892,000 represents denial of the request for motor repair shops and facilities and a hardstand for the motor park at Fort Ord, Calif. Existing facilities are adequate to meet these needs at this installation."

Army Chemical Center, Md.

Item	Budget request	House action	Restoration requested
Supertoxic Laboratory	$3,584,000	−$3,584,000	$3,584,000

REASONS FOR RESTORATION REQUEST

Only by the urgent construction of the new supertoxic Laboratory can the Chemical Corps hope to expedite its mission to isolate and develop the chemical agents for potential utilization in the weapons systems of all the Armed Forces of the Department of Defense.

This is the first time the supertoxic laboratory has been presented for funding by Congress. At the time of submission of its justification the preliminary designs were only 10 percent complete. However, as of July 25, 1961, these designs are 26 percent complete and are scheduled to be finished October 1, 1961. The planned schedule is to complete final designs for advertising in January 1962, with the objective of awarding a construction contract in February 1962. Thus, the schedule for design and construction of this urgently required supertoxic laboratory is phased as closely as possible in time with the earliest possible availability of the requested military construction funds. Denial of this item in the fiscal year 1962 appropriation will result in an unproductive time lag between completion of designs and potential availability of funds from an appropriation in fiscal year 1963. In order to avoid delay in the research and development of lethal and incapacitating chemical agents necessary to the weapons systems of the Department of Defense for limited and general war defense planning, particularly critical under the tensions of the present age, restoration of the supertoxic laboratory in the fiscal year 1962 program is requested.

At the time the original justification was presented, the laboratories were working toward the DOD objective of locating chemical compounds more toxic than the nerve gases. Since that time, the chemical research and development laboratories have already initiated, within their limited facilities, research and development

on an isolated compound which is over 100 times more toxic than the nerve gases and far more hazardous than any they have worked with in their 40 years of existence. Research and successful development of a chemical agent of such supertoxicity, with incorporation into an appropriate weapon system, will result in proportionately significant reduction in logistic requirements for delivery of such a chemical on potential military targets. In addition, there is considerable emphasis from all echelons of the Defense Department to complete work on a new series of incapacitating agents which will produce profound physical and mental effects with minute quantities of the material. Because of the urgency in getting both the highly toxic material and the incapacitating agents into the supply system of the field forces in the shortest time possible, the supertoxic Laboratory is a critical factor in the defense program. Without it, makeshift arrangements, converting small remotely located existing buildings for the job, will be time consuming, expensive, inefficient, and unsafe.

In addition to the problems caused solely by the high toxicity of the materials being worked on, there is an urgent scientific necessity to develop more sensitive biological tests to be used in evaluating new toxic chemicals. This is particularly true among the incapacitating agents because animal reactions to these agents are more difficult to interpret. The number of new compounds and the more sensitive test require have revealed the serious inadequacies of existing facilities.

The proposed supertoxic laboratory is specifically planned to meet the requirements which the present laboratory cannot meet for safe handling of supertoxic and incapacitating agents. These include—

(*a*) Adequate space and facilities for animal test and observation under controlled contitions.

(*b*) Air-conditioned environment to insure reproducibility of biological and chemical experiments.

(*c*) Adequate number of fume hoods for handling dangerous materials.

(*d*) Complete filtration to remove all gases, liquid and solid materials in the air exhausted from the laboratory, to assure the safety of all personnel in the supertoxic laboratory and in adjacent areas.

(*e*) Emergency exits to provide maximum personnel safety.

(*f*) Safety showers for quick treatment of contaminated personnel.

(*g*) Materials of construction suitable for easy decontamination.

(*h*) Appropriate change rooms to prevent carrying contamination outside of laboratories or upon clothes of personnel.

It is recognized that the estimated unit cost of $53.50 per square foot appears high. However, no such laboratory has previously been constructed and the safety features which must necessarily be incorporated exceed those installed in any similar structure. Because of this high unit cost, the designs for this Laboratory have been under repeated and careful scrutiny. It is believed that the minimum practical standards and safety features have been included and that any reduction could be accomplished only to the detriment of mission performance or risk to personnel.

HOUSE REPORT STATEMENT (P. 9)

"The committee is quite cognizant of the requirement for this laboratory. It is however, a complicated and costly structure. The architect-engineer has only recently been selected and design of the project is not more than 10 percent complete. The committee does not feel that it can approve the estimates for the construction of a building of this type until more definitive plans and specifications and reliable budget estimates are available. The request for funds at this time is denied. The committee will expect the DA to proceed with planning for this facility and, should the need continue to exist, to request funds in support of construction in fiscal year 1963."

Fort Belvoir, Va.

Item	Budget request	House action	Restoration requested
Removal of flight obstructions	$62,000	−$62,000	$62,000
Acquisition of clearance easements	30,000	−30,000	30,000
Extension of runway	156,000	−156,000	156,000
Addition to communications building	145,000	−145,000	145,000

REASONS FOR RESTORATION REQUEST

1. Removal of flight obstructions; acquisition of clearance easements; extension of runway

The aviation facilities requested for Fort Belvoir are not for additional or increased flight activities, but rather are necessary to improve the margin of safety for flight operations currently being conducted at Davison Army Airfield.

Over 30 aircraft are assigned to this installation. These, together with transient aircraft, account for an average or 1,200 landings monthly. The increased safety which will derive from the proposed items at rather nominal costs are considered to far outweigh the risks of personnel injuries, aircraft damage, and claims which could result from continuance of operations under present conditions.

Although standard criteria establish a 50:1 glide angle slope, the elevation of certain areas adjacent to the airfield has necessitated a waiver of these standards and Davison Airfield traffic operates at a 40:1 glide angle. This problem is further aggravated by the existence within the approach zones of obstructions which protrude into the airspace above the 40:1 glide slope. It is the purpose of the first two items to remove such obstructions as feasible and to mark others, which are located on private property, and thus cannot be removed.

The third item, for extension of the runway, is also necessary to improve safety. The present 3,000-foot runway at Davison Army Airfield is 330 feet short of the criteria established by Engineer Manual 1110–3–311. The manual prescribes the runway length of 3,000 feet at mean sea level with a temperature correction of 4 percent for each 10° F. increase above 59° F. in mean temperature for the warmest period during which operation will be conducted. The mean temperature for this installation as determined from Air Force Manual 86–4 is 86° F. Thus, under the provisions of Engineer Manual 1110–3–311, the increase factor is approximately 11 percent, or 330 feet. This additional runway is urgently required to provide the necessary safety for flights in warm weather (many days exceed the 86° average) and to provide a margin of safety for operations under instrument conditions when a missed approach would require an aircraft to remain aloft in a high-density traffic area, obtain a new radio fix and make a new approach, when proper separation from other aircraft is possible. This involves the additional hazard of running out of fuel. To emphasize this requirement, the L–23-type aircraft which is utilized extensively at Davison Army Airfield for the transport of personnel requires at maximum load a hard surface takeoff roll of 2,200 feet under these conditions. This provides a safety margin of only 800 feet should it become necessary to abort a takeoff. In addition, this field has a 5-percent longitudinal slope which further serves to foreshorten the 130° runway for takeoff and causes longer landing rolls on the 310° runway. Extension of the existing runway to a total length of 3,300 feet will provide a runway of standard length for safe operation of Army aircraft in this location.

2. Addition to communications building

The House Appropriations Committee made no comment specifically related to this item, but included the cost within the amount denied at Fort Belvoir. It is considered that it may have been inadvertently construed as a communication facility required in connection with flight operations at Davison Army Airfield. Such is not the case. This addition is required to permit expansion of the telephone exchange from the present 4,000 lines to a capacity of 5,600 lines and thereby relieve the existing seriously overloaded condition. Service to both established post activities and new activities is curtailed pending construction of this addition. The switching equipment required is on hand and can be installed as soon as the proposed facility is complete. Final design of the addition has been completed and contract award can be made within approximately 60 days of funds becoming available.

HOUSE REPORT STATEMENT (P. 9)

"The budget estimates for Fort Belvoir, Va., total $1,851,000, of which $393,000 is directly related to flying activities at this post. Most of these activities are in support of proficiency and administrative-type flying. The committee fails to see the need for additional flight facilities at this location at the present time."

Aberdeen Proving Ground, Md.

Item	Budget request	House action	Restoration requested
Academic building	$3,321,000	−$3,321,000	$3,321,000

REASON FOR RESTORATION REQUEST

After receipt of the House Appropriation Committee report accompanying the military construction appropriation bill of 1961, a complete review of the proposed academic building was conducted by Department of the Army. As a result of this review, a new design for the building was proposed and the supporting construction drawings are approximately 60 percent complete. Cost estimates based on this 60-percent completeness can be considered as firm.

As a result of this review, the basic requirement for space was reduced by approximately 20,000 square feet. This was accomplished through reducing the size of the library and the demonstration area, as well as changing a cafeteria to a snackbar. Additionally, the tiered lecture rooms were eliminated along with space for the commandant and his staff.

Despite this reduction of 20,000 square feet, detailed cost estimates indicated the cost to be the same as the preliminary estimate for the larger originally proposed facility. This is believed entirely due to the fact that the original facility was predicated upon an experimental structural system which, it was hoped, would produce substantial economies.

Investigations by the Corps of Engineers determined that this system could not be used and that, instead, a conventional framing system would have to be employed. Comparative cost studies of various suitable systems were made and the most economical, compatible with the intended use of the building, was selected.

In general, the materials and finishes presently proposed represent no departure from either accepted standards or material employed in recently constructed academic buildings.

It must be emphasized that at the present time instruction is being conducted in temporary-type buildings that have reached the limit of their life expectancy. The majority of these structures were constructed for other purposes during World War II and have been modified of necessity over a period of years to meet the instructional requirements.

It is considered that this upgrading of instructional facilities is of the utmost importance and is fully consistent with the Department of the Army objectives for training facilities.

HOUSE REPORT STATEMENT (P. 10)

"Funds requested in the amount of $3,321,000 for an academic building at Aberdeen Proving Ground, Md., are denied. Although some changes have been made in the scope of this building to meet committee objections, as set forth in the report accompanying the military construction appropriation bill, 1961, the committee is not convinced that the Army is adhering to the minimum standards required for a facility of this type. Further study is necessary and must include maximum utilization of existing facilities."

Ordnance Tank-Automotive Command, Detroit, Mich.

Item	Budget request	House action	Restoration requested
OTAC headquarters building	$5,285,000	−$285,000	$285,000

72472—61——35

REASONS FOR RESTORATION REQUEST

A review of the final design prints of the OTAC headquarters building by the district engineer has reconfirmed that austere, conventional construction methods and materials will be used for the interior and exterior of the building. The elimination of any feature of this facility, even if deemed practicable, could not be accomplished without a substantial and costly reworking of finalized design. Design costs have amounted to approximately $200,000.

Certain reductions could be made in one or more of the basic supporting items now constituting part of the total project, but these changes would result in creating deficiencies which would of necessity require corrective action at a later date. Examples of curtailments that could be made without materially affecting completed design are the reduction of parking areas and elimination of landscaping.

Either the reworking of the existing austere design or the elimination of certain surrounding features in order to effect this reduction appears highly undesirable and would not accrue any reasonable economies.

HOUSE REPORT STATEMENT (P. 10)

"The committee bas approved $5 million, a reduction of $285,000 in the budget estimates, for construction of a headquarters building at the Detroit Arsenal, Mich., for the Ordnance Tank and Automotive Command. This action is based on specific assurances received from the Secretary of the Army that this construction will result in the elimination of a minimum of 175 positions at a minimum annual savings to the Government of approximately $970,000. These savings when coupled with other smaller savings to be derived from various sources provide a realistic period for amortizing the costs of this new construction."

Redstone Arsenal, Ala.

Item	Budget request	House action	Restoration requested
Research and development consolidated facility	$5,038,000	−$538,000	$538,000

REASONS FOR RESTORATION REQUEST

This facility is programed to provide minimum required laboratory space for five laboratories of the Army Ballistics Missile Agency. Design for the facility, which is substantially complete, indicates that the estimated cost of $5,038,000 will be necessary for construction of the proposed facility.

The architectural motif contains no embellishment and consists of reinforced concrete frame with cinder block curtain walls for the office and laboratory space, and structural steel with asbestos siding for the high bay area. There are no structural changes that could be made and lead to material savings. The requirements for mechanical and electrical equipment have been carefully screened. Reduction in scope of these requirements would defeat the purpose for which this facility is intended; namely, advance research and development of ballistic missiles.

A reduction of $538,000 for this facility would require a reduction in size of the building by approximately 20,000 square feet. This elimination would then leave the Agency with a shortage of laboratory facilities and require continued use of some poorly arranged, widely scattered, converted warehouses and other temporary facilities. Close coordination and cooperation between various elements of the laboratories is essential.

HOUSE REPORT STATEMENT (P. 10)

"$4,500,000 for a consolidated research and development facility at Redstone Arsenal, Ala."

Atlanta General Depot, Ga.

Item	Budget request	House action	Restoration requested
Aircraft paint shop	$231,000	−$231,000	$231,000

REASONS FOR RESTORATION REQUEST

Since the time of preparation of the justification data presented to the House Appropriations Committee an architect-engineer has been selected for this project. Preliminary design is scheduled for completion during August 1961 and final designs should be ready so as to permit an award of the construction contract early this fiscal year.

Whereas commercial facilities are available, as stated by the House, the use of such facilities cannot be economically justified. As indicated below, the cost of having painting accomplished commercially would in 3 years exceed the cost of the proposed facility. The depot cannot afford this additional operating cost and must presently use unsatisfactory makeshift arrangements.

The Atlanta General Depot is one of the four Army depots within the United States which provide heavy maintenance support for Army aircraft. The Transportation Corps Section of the Atlanta General Depot has the responsibility for supporting approximately 686 fixed wing and 531 rotary wing army aircraft located within the 3d U.S. Army area.

Experience has indicated that aircraft painting is most efficiently and economically accomplished concurrently with depot maintenance. Annual requirements for painting average approximately 150 complete aircraft paint jobs and 480 touchup paint jobs. At present, aircraft painting is being accomplished partially by contract and partially by "inhouse" operations. Painting performed "inhouse" is accomplished under adverse conditions which seriously affect the quality of workmanship and incur costly delays in the processing of aircraft. Painting by commercial contract is not utilized to a greater extent because commercial facilities are not responsive to Army aircraft painting requirements because of the delays encountered through teardown, assembly, and transportation of aircraft to and from the commercial site. Commercial painting can only be done after maintenance has been completed and reassembly of aircraft accomplished. The cost of such contracts exceeds the cost of "inhouse" painting by approximately $740 per aircraft, an amount which would exceed $100,000 in direct cost per year if all painting was performed by this method. These savings would amortize the cost of construction of the aircraft paintshop in less than 3 years. Erratic maintenance completion dates, resulting from priority changes or parts problems, make it difficult to provide a contractor with firm delivery dates. Contractors are unable to meet Army aircraft requirements and provide prompt service under these conditions. The result is that aircraft are out of service for an inordinate amount of time.

HOUSE REPORT STATEMENT (P. 11)

"The request of $231,000 for a paintshop at Atlanta General Depot, Ga., is denied. No architect-engineer has been selected for the planning of this facility and there are commercial facilities existing in this area which are adequate to meet the Army requirements in this field."

QM Research and Engineering Center, Mass.

Item	Budget request	House action	Restoration requested
1. Office and heavy lab building	$2,276,000	−$2,276,000	$2,276,000
2. Development building, addition and conversion	1,186,000	−1,186,000	1,186,000
3. Animal laboratory facilities	317,000	−317,000	317,000
4. Enlisted men's barracks addition	33,000	−33,000	33,000

REASON FOR RESTORATION REQUEST

It should be noted that the House Appropriation Committee in their report supported the requirement for the proposed facilities at Natick, with the exception that they recommended a reduction of $412,000. The deletion of the items from the bill resulted from floor action led by Mr. Yates of Illinois, who argued that the most thorough investigation of the proposed projects was made by staff investigators of the Appropriations Committee in April 1960. (The report is found on p. 517, pt. 2, of the House hearings on the bill.) The principal points made by Mr. Yates and the Army's position with respect to these points are as follows:

(*a*) That the report rendered by the Advisory Board on Quartermaster Research and Development of the National Academy of Sciences-National Re-

search Council, was "a foregone conclusion" directed by the Secretary of the Army.

(1) The study of the Secretary of the Army acknowledged that the Quartermaster Advisory Board report was completed in a relatively short time but cited the basis for this expeditious action as follows: "This group however was thoroughly familiar with the facilities and operations conducted at Natick and at the Quartermaster Food and Container Institute and generally familiar with the research facilities available in Chicago and elsewhere. In addition, all of the members of this group are recognized experts. With such a background it is apparent that most of the pertinent information was already known by the Board."

(b) Mr. Yates implied that the investigative staff report disproved the merit of the proposed move of the Food and Container Institute to Natick. In fact, the investigative staff report noted: "The staff proposed the Army should reevaluate this entire proposal and that any decision to move the Quartermaster Food and Container Institute from Chicago should be predicated on locating that facility where it can best perform its mission." The reevaluation recommended was accomplished, not only by the Army staff but by a task group of the Advisory Board on Quartermaster Research and Development of the National Academy of Sciences-National Research Council and also by a special subcommittee of the House Armed Services Committee.[1] Perhaps the best testimony to the merit of this proposed move is the fact that the House Appropriations Committee, after careful assessment of the numerous studies and various supporting data, reversed the position they had taken in 1960 and stated "Testimony received by the committee and information made available have been both detailed and voluminous. Based on this testimony and the various studies to which it has access the committee believes that it is in the best interest of the Government to transfer this function as recommended in the budget."

(c) Mr. Yates cited segments of the investigators' report wherein "officials" of the Food and Container Institute state they consider the present facilities at the Chicago Administrative Center adequate and that if the move to Natick is made numerous employees would resign.

(1) It should be noted that the "officials" at Chicago are inclined by human nature to express a parochial view influenced by self-interest. The proposed relocation of the Food and Container Institute to Natick has received the careful study of the Quartermaster Research and Engineering Command, the Office, Chief of Research and Development, other elements of the Army staff, and the other special groups cited in the previous paragraph. The scientific and economic benefits to be derived are of paramount importance and fully warrant the proposed move.

(2) Insofar as resignations are concerned the plans for relocation have been discussed informally with key personnel of the Food and Container Institute. These personnel are dedicated people who have voluntarily remained with the Quartermaster research and development effort for many years and will continue their association with Quartermaster regardless of location. A major concern cited by many of these personnel is the extended delay in effecting the relocation due to the pressure by local congressional interests. This has seriously affected morale of these personnel as verified by the Advisory Board, National Academy of Sciences-National Research Council in their report to the Secretary of the Army.

(d) Mr. Yates noted that the investigative staff differed from the Army with respect to the period of amortization.

(1) The savings estimated by the Army included a reduction of 167 civilian personnel and an annual recurring savings to the Government of $1.155 million or an amortization of the $3.812 million construction items in less than 4 years. This savings is explained in the attached tabulation.

The tabulation referred to appears on page 547.

The design of these facilities has been under careful study for 3 years throughout which period various reviews have been conducted to assure the elimination of all nonessential features or embellishments. The reduction of $412,000 as proposed by the House committee could not be accomplished without elimination of features essential to the performance of the missions intended for these facilities. Such a reduction would incur additional design costs which would negate in part the proposed reduction and delay the initiation of construction on these important research facilities.

The basis for restoration of these items may be expressed in essence in the words of Congressmen Doyle and Van Zandt in their special subcommittee

[1] See H. Rept. 70, "Report of Special Subcommittee of the House Armed Services Committee Concerning the Movement of the Quartermaster Food and Container Institute from Chicago, Ill., to Natick Mass.," as proposed in H.R. 10777.

report—"It is stated above that the move would be recommended even were the costs in Chicago and in Natick identical. In arriving at this conclusion, the subcommittee has placed considerable emphasis on a fiscal imponderable; that is, the advantages of a scientific atmosphere which, while existent to some extent in the present location of the Food and Container Institute, is truly pervasive at the facility in Natick. The subcommittee feels that in addition to the mere convenience of contact with scientific personnel in closely allied or complementary fields, there is the definite advantage of mutual stimulus which is naturally engendered by direct communication with scientific personnel housed under the same roof. The subcommittee feels that moving the Food and Container Institute from Chicago to Natick is in a real sense a uniting of child with parent."

HOUSE REPORT STATEMENT (P. 11)

"Funds were requested in the amount of $3,812,000 for the Quartermaster Research and Engineering Center, Massachusetts. This estimate is directly related to the proposed transfer of the Quartermaster Food and Container Institute from Chicago, Ill., to this location. This matter has been investigated and studied on numerous occasions by several committees of the Congress, the Army, and the Department of Defense. Testimony received by the committee and information made available have been both detailed and voluminous. Based on this testimony and the various studies to which it has access, the committee believes that it is in the best interest of the Government to transfer this function as recommended in the budget. The estimates submitted in support of the new facilities for this work at the Massachusetts installation appear to be excessive and the committee recommends a reduction of $412,000."

Economic evaluation of transfer of CAC facilities to GSA and the relocation of the Quartermaster Food and Container Institute to Natick

[Dollars in thousands]

Action	Effect on annual budgetary requirements—				
	Of the QMC	Of 5th U.S. Army	Of the DA	Of GSA	Of the U.S. Government
1. Transfer to GSA of responsibility for maintenance, utilities, and security of the buildings and grounds of the CAC	[1] −333	.....	−333	+333	.....
2. Transfer to 5th Army of responsibility for area maintenance of typewriters, office appliances, furniture, and miscellaneous support of residual Army elements (other than Quartermaster) in the Chicago area	[1] −291	+291	.....	.....	.....
3. Relocation of the Quartermaster Food and Container Institute from Chicago to the Quartermaster Research and Engineering Center, Natick, Mass	[2] −893	.....	−893	.....	−893
4. Release of 40 civilian technical personnal and reduction of the administrative overhead subsequent to merger of the scientific and technical capabilities of the Food and Container Institute with that already existing at the Quartermaster Research and Engineering Center, Natick, Mass	−262	.....	−262	.....	−262
Total	−1,779	+291	−1,488	+333	−1,155

[1] Based on actual operating cost incurred by Quartermaster in performing these functions.
[2] Represents the differential between the current annual operating cost of the Chicago Administration Center and the cost of continuing essential functions subsequent to relocation of the Quartermaster Food and Container Institute.

Current operating cost of CAC	$2,028,000
Exclusive of reimbursements from non-Army agencies, which reimbursements will subsequently be made to GSA.	
Cost of functions to be continued	1,135,000
By GSA (see action No. 1)	(333,000)
By 5th Army (see action No. 2)	(291,000)
Increased requirements at Natick to support the Food and Container Institute	(311,000)
Annual requirements for supportingQ uartermaster elements remaining in Chicago after relocation of the Food and Container Institute	(200,000)
Savings	893,000

Fort Monmouth, N.J.

Item	Budget request	House action	Restoration requested
Signal Corps R. & D. Laboratory	$7,171,000	−$7,171,000	$7,171,000

REASON FOR RESTORATION REQUEST

Presently approximately one-third of the engineering and scientific personnel of the U.S. Army Signal Research and Development Laboratory are employed in the Camp Evans area, which is approximately 12 miles or 30 minutes driving time from the uncompleted laboratory building in the Charles Wood area. The Evans area has 244 buildings of which 200 are being used to carry on research and development projects. The majority of these buildings were constructed during World War II and are temporary-type, mostly wood. A very important consideration is the fact that this construction will permit the demolition of 161 buildings and disposal, as excess to the Army's requirements, 46 acres of real property. This is in keeping with the desires of the Congress to have the Federal Government agencies excess all property and buildings that they do not have a requirement for.

These buildings also present many additional problems in electrical shielding, controlled conditions; i.e., temperature and humidity controlled dust-free environment which are vital in electronic research and development equipment.

Segmentation of laboratories in the various ramshackle buildings makes an extremely inefficient operation from several aspects, such as administration, correlation of work, workflow, efficient use of personnel, efficient use of equipment, exchange of ideas, development of facts derived from progress of an experiment, the accessibility of the scientific and technical library, transportation supplies and equipment required in operation. These facilities also have inadequate personnel facilities; i.e., restrooms, conference rooms, office space, etc.

The estimated annual savings after the completion of the third and final increment of the R. & D. laboratory building is $965,903. This estimate includes reduction of maintenance and repair of facilities ($262,224), elimination of security guards ($229,750), reduction of transportation requirements ($279,154), and estimated dollar savings of scientist-engineer time ($194,775). This would amortize this addition in 7.4 years, but even ignoring the dollar value of the scientist-engineer time it would amortize the addition in 9.2 years. This estimation of annual savings does not include the monetary remunerations from the sales of the facilities and real property. More important, no attempt has been made to put a monetary value on the savings in the reduction of the average leadtime for the research and development cycle that would be most certainly realized.

This is the third and final increment of Signal Corps Research and Development Laboratory. In 1952 the U.S. Congress approved the concept of a new completely integrated Signal research and development laboratory. The construction was authorized by Congress on an increment basis. The first increment, $6,250,000, was authorized and funded by Congress in fiscal year 1952. Construction was completed in September 1954. The second increment, $7,500,000, was authorized and funded by Congress in fiscal year 1953. Construction was completed in March 1955. The third and final increment was authorized by Congress in fiscal year 1961. The completion of this building will provide urgently needed improvements in the technical and laboratory facilities.

The cost of the third increment is 4 percent of the total Army construction bill. It is a small amount to pay for the insurance that our scientific and engineering personnel have the facilities necessary to foster their creative thinking, direction, and supervision of the work which industry does for the Government and to insure that commanders, including the President, have at their disposal the best communications ability possible to control the lethal ground weapons with which we seek to preserve the United States. To do otherwise would jeopardize the effectiveness of U.S. ground forces and compromise the military posture.

HOUSE REPORT STATEMENT (P. 11)

"The request of $7,171,000 for an additional increment for the Signal Corps Research and Development Laboratory at Fort Monmouth, N.J., is denied. Considering the facilities available for this type of activity within the Government and private agencies and institutions, the committee fails to see the need for this

addition at the present time. Estimated annual savings to be achieved after completion of the additional increment to this laboratory are extremely questionable. For example, annual personnel savings of $194,775 are claimed in scientific and engineering personnel costs. Testimony before the committee disclosed that the Department of the Army does not propose to remove personnel of this type from the payroll, but these savings supposedly were to result from saving of time lost by personnel moving between the different laboratories at Fort Monmouth. The committee realizes the importance of the work carried on at this laboratory, but believes that present facilities are adequate to meet the requirements."

U.S. Military Academy, West Point, N.Y.

Item	Budget request	House action	Restoration requested
Library	$4,222,000	−$222,000	$222,000

REASONS FOR RESTORATION REQUEST

The library for which the request of $4,222,000 was submitted is to be a new structure in the heart of the cadet academic area in the central portion of the post at West Point. The scope of the proposed library, originally based on experience at USMA, independent studies of architect-engineers, and on standards of the American Library Association, has been reduced to allow a suitable facility to be constructed for $4,222,000. In doing so, desirable features have been eliminated. Specifically, normal quantities and distribution of plumbing facilities have been modified to reduce the cost; the period of time for which growth is normally provided in library construction has been reduced from 25 to 10 years; and the space devoted to study areas and to library administration has been reduced. The library, as now planned for $4,222,000, contains the minimum essential items for such a facility, without attendant luxury items.

Certain requirements are peculiar to this particular library. First, its location contiguous to and between the academic buildings requires that the library match these buildings reasonably well in floor levels, exterior architecture, and elevation. Secondly, construction costs at West Point, due to the nature of the real estate and the labor market, are among the highest in the Nation. Thirdly, in view of the advanced curriculum at USMA, the provision for normal growth is particularly essential in view of ever-increasing utilization of the library by cadets and instructors. Finally, USMA is a repository for selected Government documents of historical value, and has its own archives stretching over 150 years of history.

The full effect of a reduction of $222,000 cannot be stated with certainty. Such a decrease cannot be accommodated by eliminating nice-to-have items, for they have already been excluded. A redesign of the building would be required to effect a reduction in one or more of its main functions. This will result in serious delay in initiating this critical and overdue construction, and would incur additional design costs tentatively estimated to approximate one-third of the reduction recommended by the House.

HOUSE REPORT STATEMENT (P. 11)

"The committee has approved the request for construction of the new library at the U.S. Military Academy in the amount of $4 million, a reduction of $222,000 from the budget estimates."

Clarksville Base, Tenn.

Item	Budget request	House action	Restoration requested
Gas transmission line	$238,000	−$238,000	$238,000

REASONS FOR RESTORATION REQUEST

It is realized the annual savings in the estimated amount of $14,152 will require approximately 16 years to amortize the cost of this project. However, since there are several intangibles on which no definite price tag can be placed, this is not considered unreasonable for an installation of this size. Some of these intangibles are:

Eliminates three types of heating fuel resulting in purchasing and stocking only one type of replacement and repair parts. Also, eliminates requirement for personnel to be trained in repairing more than one type of heating equipment.

Eliminates requirement for procurement operations and repair of coal hauling trucking equipment.

Soot resulting from burning coal causes extensive damage to exterior screens, metal work and walls of buildings. Elimination of this soot will result in a reduced maintenance cost for exterior painting.

Even though no definite price tag has been placed on the above intangibles, it is believed that a conservative estimate would reflect an additional annual savings of $6,000. This plus the savings itemized in the project documents would result in amortizing the project in less than 12 years.

Final design of the project has been completed and a contract could be awarded within approximately 60 days of funds being made available.

HOUSE REPORT STATEMENT (P. 12)

"Funds requested in the amount of $238,000 for a gas transmission line at Clarksville Base, Tenn., are denied. The cost factors involved in the construction of this transmission line compared to the continued use of existing facilities point to an amortization period in excess of 16 years."

Sandia Base, N. Mex.

Item	Budget request	House action	Restoration requested
Communications facilities	$1,333,000	−$1,333,000	$1,333,000
NCO open mess	411,000	−411,000	411,000

REASONS FOR RESTORATION REQUEST

1. Communications facilities

The degree of hardness to be incorporated in these proposed facilities has been established for 2 years, and most of the items do not require a specific or complicated design.

The basic purpose of these items is to provide to the Defense Atomic Support Agency for execution of its critical defense mission a communications system which is not wholly dependent upon commercial land lines, which would be unreliable under attack conditions.

The major portion of the funds ($988,000) is required for roads, fencing, utilities, site preparation, and the construction of two small igloo-type structures, all of which are of standard type construction which has been reduced to the minimum necessary for the project. Accurate, detailed estimates have been prepared based on other similar costs in the geographical area.

The architect-engineer contract which has been awarded includes preparation of the details of preliminary plans and specifications for the balance of the project ($345,000) which provides for those items required to make the existing hardened facility suitable for intended use. The design for the doors is to be taken from standard plans and specifications previously prepared by the Corps of Engineers. The design of the small antenna vault is a relatively simple matter and presents no unusual technical problems. The preliminary plans are sufficiently advanced as of this date to permit the preparation of accurate estimates of cost. Further, these plans, when complete, will constitute approximately 75 percent of the effort required to complete final plans and specifications.

For further details pertaining to the remainder of the project ($345,000) see classified reclama sheet submitted separately.

2. NCO open mess

Although the existing facility has a gross area approximately the same as the proposed structure, it is entirely inadequate and there are no other available buildings on the installation which in their present form, or with modifications, would satisfy this requirement.

NCO activities are currently being provided in a building erected in 1943 from salvaged CCC-type building panels. It is a one-story, wood frame structure that has deteriorated to a point where it can no longer be reasonably maintained and is considered unsafe for use. The compartmentation of the numerous rooms as were required by the CCC-type construction results in a very poor utilization of the total area and creates an overcrowded condition in the main area of the building. The combination of these factors makes the building unsuitable as a public gathering place for the 1,100 NCO's which it must serve.

HOUSE REPORT STATEMENT (P. 12)

"The existing facilities for the noncommissioned officers' club at Sandia Base, N. Mex., are adequate to meet the requirements at the present time and the request of $411,000 for a new club is denied. Funds were also requested in the amount of $1,333,000 for communications facilities at this location. The concept of operation provides for a hardened command post. This is a highly technical and complicated structure. Design of the project has not started. While such facilities may be desirable, the committee does not feel that it can approve the request for funds until the plans and specifications are completed and the degree of hardness determined."

Alternate Joint Communications Center (AJCC)

Item	Budget request	House action	Restoration requested
Construction of additional facilities	$5,137,000	−$387,000	$387,000

REASONS FOR RESTORATION REQUEST

The proposed project for the construction of additional facilities at the AJCC is urgently required in the fiscal year 1962 military construction program in the full amount requested in the budget estimate. This project has been planned to provide an austere facility with a balanced capability to insure rapid and positive accomplishment of an extremely important Department of Defense mission.

Architect-engineer planning and estimates for the new construction have progressed to a point where it must be concluded by the Army that the $5,137,000 is required to complete the construction at the AJCC in the full scope authorized by the Congress. If the $387,000 reduction in the budget estimate is not restored, it will be necessary to adjust the design and eliminate some parts of the project. This curtailment will very seriously affect the capability of the Secretary of Defense and the Joint Chiefs of Staff to carry out their mission and will necessitate a subsequent request for construction funds in order to provide a center which will guarantee this capability.

Further details are contained in a classified reclama statement submitted separately.

Korea

Item	Budget request	House action	Restoration requested
POL facilities (Taegu)	$1,040,000		
Unit facilities for tactical communications grid	1,650,000		
Miscellaneous tactical—troop facilities	220,000		
Tactical and logistic facility (Kyongen-Ni)	810,000		
Logistical facility (Waegwan)	5,399,000	−$1,635,000	$1,635,000
Signal-ordnance direct support facilities, missile units	235,000		
Ordnance general support company facilities	465,000		
HIPAR and improvement kits	583,000		
Air defense control facility	233,000		

REASON FOR RESTORATION REQUEST

The facilities listed above are for essential operation and logistical requirements that are needed urgently to support improvements in our defense readiness posture in Korea. Construction requirements in Korea are reviewed carefully on a continuing basis, as the magnitude of the Army facilities deficit in this country precludes inclusion in any specific fiscal year program of other than the highest priority projects. The projects included in the appropriations request reflect a large reduction in the total Army fiscal year 1962 program for Korea, as the Congress reduced the Army's military construction authorization request from $15,461,000 to $10,635,000. A further reduction, as proposed by the House, will seriously delay the Army's plans for provision of adequate facilities properly located so as to avoid their early denial of use or destruction in event of resumption of hostilities.

Design of these facilities has proceeded sufficiently that the Department of the Army is confident that the cost estimates do not include any excess. Hence, it must be concluded that with the reduced amount of funds as proposed by the House it will be necessary either to eliminate some of the projects entirely from the construction execution program or to reduce the scope of essential elements of several projects.

HOUSE REPORT STATEMENT (P. 13)

"The committee has approved $13,653,000 for essential facilities in the Pacific area, a reduction of $3,788,000 in the budget estimates. A large portion of these funds were requested for various facilities in Korea including new logistical support installations. The estimates for these facilities were based on incomplete plans. The committee has approved $9 million for facilities in Korea, a reduction of $1,635,000 from the estimate. This is adequate to meet the needs of the Army in this area and at the same time it provides time for completion of plans and specifications and for a needed restudy of the overall requirements in this area."

Okinawa

Item	Budget request	House action	Restoration requested
1. Addition to U.S. Army hospital	$1,501,000	−$1,501,000	$1,501,000
2. High school, Sukiran	2,652,000	−652,000	652,000

REASONS FOR RESTORATION REQUEST

1. Addition to U.S. Army hospital

The existing hospital on Okinawa was authorized and funded in the fiscal year 1952 MCA program as a 250-bed hospital on a 500-bed expansible chassis. The original working drawings and specifications, developed at that time, provided for the expansion to be accomplished by addition to the central core of 2 separate 125-bed wings.

These completed working drawings and specifications are currently undergoing final review and will require only minor modifications, principally to effect site adaptation for present conditions. It is estimated that if funds are provided the project can be advertised for bids by early January 1962.

Only one wing is proposed for construction at this time in accordance with a phased program for meeting long-range requirements at Fort Buckner. The additional 125 beds to be provided by this 1 wing addition will satisfy the inpatient requirements on Okinawa based on a current projection of troop strength for the near future.

2. High school, Sukiran

Although the effects of a $652,000 reduction in the proposed project have not been fully assessed, it is obvious that such a reduction, approximating 25 percent, could not be accomplished without elimination of space or features which are essential to the project.

The proposed project was carefully designed to provide the minimum essential facilities for the junior high school of 1,600 students. Approximately 1,400 students are presently enrolled, and by 1963, when this facility can be completed, it is estimated the enrollment will exceed 1,700. This increase is due almost entirely to the post-World War II baby boom, now entering and passing through

high schools, a phenomena readily observed in schools throughout the United States.

In the interim these junior high school students, as well as approximately 800 additional high school students (grades 9–12) must be accommodated in diverted barracks spaces which are urgently required for troop housing and which are marginal, at best, as school facilities.

In order to provide an adequate education at high school level, certain requirements must be met. Lacking these, the North Central Association of Colleges and Secondary Schools which accredits all service-operated high schools in oversea areas, will withdraw its accreditation. This loss of accreditation can do irreparable harm to those boys and girls who will graduate from the school in the future. The North Central Association strongly recommended a new building as a result of a biennial visitation in 1957 and again in 1959.

Critical deficiencies exist in library, cafeteria, and gymnasium facilities. The library is the focal point of an adequate high school and the present library cannot be expanded. The cafeteria is a standard 134-man messhall and is, therefore, entirely inadequate to support the present student body, most of whom are required to eat lunch at the school because of distances from housing areas to school. Boys and girls are required to use the gymnasium simultaneously resulting in an unsatisfactory condition.

In essence the full $2,652,000 is required to alleviate an unsatisfactory condition which adversely affects the education of dependent children and leads to dissatisfaction of parents with regard to a service career.

HOUSE REPORT STATEMENT (P. 13)

"Funds were denied in the amount of $1,501,000 for an addition to the hospital at Fort Buckner, Okinawa. The plans as proposed by the Army do not fulfill the requirements at this installation and as of the time of hearings no architect-engineer had been selected. Funds were also requested at this location in the amount of $2,652,000 for the construction of a high school. Testimony before the committee disclosed that this high school is required as long as we maintain dependents of military personnel in this area. The design of the school, however, appears to be too elaborate, and the committee has reduced the amount requested by $652,000."

Line of communications, France (Montmorillon)

Item	Budget request	House action	Restoration requested
Trainfire I range	$140,000	—$140,000	$140,000

REASONS FOR RESTORATION REQUEST

The nearest Trainfire I range is at Asiago, Italy, approximately 700 miles from the area which this proposed facility would serve. Within this area are commands having an aggregate troop strength of approximately 10,000.

Trainfire I is the standard marksmanship course adopted by the Army several years ago to provide the soldier with more realistic rifle training simulating combat conditions. Since it is impracticable for the troops in southern France to be moved the 700 miles to train on the range in Italy they must train on the less satisfactory old style known-distance ranges. This lack of a modern marksmanship course adversely affects the training of these units and impairs their combat readiness.

HOUSE REPORT STATEMENT (P. 13)

"The reduction represents the denial of training facilities in France and reduction in the funds * * *. Funds approved by the committee will provide for essential facilities in support of the Army's operational, training, and communications requirements in the European area."

Classified

Item	Budget request	House action	Restoration requested
Forward depot	$5,046,000	—$546,000	$546,000

REASON FOR RESTORATION REQUEST

The reduction made by the House represents 11 percent of the total estimated cost of this project. Such a reduction could be absorbed only by reducing the scope of proposed storage facilities or by deferring some of the items to a subsequent year. Both alternatives are unsatisfactory, and would impair the ability of the depot to serve its intended use.

The requirements for this depot have received very careful study for the past 3 years. Original estimates by the using and constructing agencies were on the order of $15 million. Both operational and logistic support plans were revised in order to reduce this requirement, and in 1960 a team comprised of representatives of Joint Chiefs of Staff, U.S. Army Europe, and the Department of the Army surveyed the site and made final adjustments on which the present cost estimate is based.

Any reduction in the storage capacity would impair the capability of the depot to support scheduled forces. The supporting facilities, such as barracks, roads, and utilities, are minimum requirements; they could be deferred to a subsequent year only at the expense of delaying the operational readiness date of the depot.

The full $5,046,000 is essential to providing at the earliest date a usable depot which will significantly enhance the defense posture of the United States in this vital area.

HOUSE REPORT STATEMENT (P. 13)

"The reduction represents the denial of * * * and reduction in the funds requested for construction of a forward depot at a classified location from $5,046,000 to $4,500,000."

Fort Clayton, Canal Zone

Item	Budget request	House action	Restoration requested
Elementary school	$382,000	−$382,000	$382,000

REASON FOR RESTORATION REQUEST

There is a precedent for construction of schools by the Panama Canal Company. The proposed facility is to be provided by conversion of an existing permanent barracks building, located on Fort Clayton and owned by the Army. Construction by the Panama Canal Company would introduce unwarranted complications regarding ownership and maintenance responsibilities, with no difference in total cost to the U.S. Government.

Establishment of this elementary school at Fort Clayton will eliminate the necessity of transporting approximately 500 children in two round trips daily to distant schools. The benefits to be derived are several, as enumerated below, and the direct savings would amortize the cost of construction within 9 years.

(*a*) Savings in transportation costs estimated at $42,300 annually.

(*b*) Reduce appreciably the time spent by students during bus trips and enable them to have a longer lunch period, at home.

(*c*) Save the cost of bus guards, hired on a voluntary basis by parents.

(*d*) Enable the school to make use of an auditorium, gymnasium, and recreational facilities already existing at Fort Clayton.

HOUSE REPORT STATEMENT (P. 13)

"The request of $382,000 for an elementary school at the Canal Zone location is denied. If such school is needed, the committee feels that the construction is the responsibility of the Panama Canal Company which will operate the school."

General authorization

Item	Budget request	House action	Restoration requested
Minor construction	$6,000,000	−$1,500,000	$1,500,000
Capehart housing support	2,700,000	−2,000,000	0

REASONS FOR RESTORATION REQUEST

The original estimate of $6 million is the minimum amount considered necessary to meet the Army's requirements for urgent minor construction projects during fiscal year 1962. This estimate derives from the experience of the past several years for projects of this nature and represents an especially conservative projection where viewed in the light of changing missions and tasks, advances in technology, and reorganizations directed to improve the Armys capability to combat' the growing threat from Communists' conventional and unconventional forces. Such actions generate a need for numerous smaller facilities to support operational and training missions; research, development, and testing programs; and logistical requirements. The dynamic nature of modern military programs is such that all specific item requirements cannot be foreseen and yet the urgency of the requirements, once identified, is such that deferral of the items to a subsequent year's program would impose unacceptable delays on the attainment of mission objectives.

In fiscal year 1961, carryover from fiscal year 1960 plus the amount appropriated for fiscal year 1961 resulted in the Army's having $4.75 million available for commitment for minor construction. By March 1961, almost all this was committed and it was necessary to request an additional $1.5 million in a reprograming action. Thus in fiscal year 1961, Army minor construction requirements totaled $6.25 million. As of this date, there is already under consideration for financing from fiscal year 1962 appropriations an additional $3 million in urgent minor projects. In view of the current world situation and the President's recently announced program for expansion of the Army, it is expected that during the remainder of fiscal year 1962, the requirements for additional minor facilities will fully utilize the total $6 million requested by the Army originally.

HOUSE REPORT STATEMENT (P. 13)

"The amount of $27,050,000 is approved for certain general support programs of the Army, a reduction of $3,500,000 from the budget estimates. Funds approved by the committee are allocated as follows:

Planning	$13, 000, 000
Minor construction	4, 500, 000
Access roads	1, 930, 000
Capehart housing support	700, 000
Family housing	6, 920, 000
Total	27, 050, 000"

REDUCTION IN UNSPECIFIED PRIOR YEARS' PROGRAMS

Although the House approved for funding a program totaling $153,004,000, they recommended an appropriation of only $147,450,000. The House Appropriations Committee report recommended "use of unobligated funds remaining from prior year's programs in the amount of $5 million." An additional $9,000 was apparently inadvertently deleted during House floor action which amended the bill recommended by the committee to effect the denial of project proposed at the Quartermaster Research and Engineering Center, Natick, Mass. The Army requests restoration of the full amount, $5,009,000.

REASON FOR RESTORATION REQUEST

All MCA funds previously appropriated are presently either apportioned or reserved for use on projects authorized by the Congress. The reduction proposed by the House would hamper the early initiation of execution for projects totaling this amount and thereby delay the Army's construction programs to that extent.

Such savings as have been realized from favorable bids on projects in the fiscal year 1961 and prior years' programs are being relied upon to finance major projects which are developing as a result of recent mission changes and the accelerated programs to enhance the defense posture. These projects will be programed under the authorizations provided by section 103 of Public Law 87–57.

Savings in the amount of the House reduction cannot and should not be anticipated from projects in the fiscal year 1962 program. As has been indicated in testimony presented to the Congress and elsewhere in this reclama statement, the cost estimates for the items proposed have been carefully developed to present

the minimum essential requirements. These items have been subjected to careful review not only within the Army staff, but also within the Department of Defense and the Bureau of the Budget. Whereas, favorable bids may result in some savings, such savings, if generated, should be used to defray costs of future construction and should not be anticipated and made to apply against the projects for which funds are now being requested.

HOUSE REPORT STATEMENT (P. 7)

"The committee recommends an appropriation of $150,859,000 for the military construction program of the Regular Army in fiscal year 1962, a reduction of $44,118,000 from the budget estimate of $194,977,000 and $2,452,000 above the appropriations for fiscal year 1961. The committee action is based on a reduction in the Army program of $39,118,000 and the recommended use of unobligated funds remaining from prior year programs in the amount of $5 million."

STATEMENT BY REAR ADM. FRANK L. JOHNSON, USN, DIRECTOR, SHORE ACTIVITIES AND CONTROL DIVISION, OFFICE OF THE CHIEF OF NAVAL OPERATIONS TO THE MILITARY CONSTRUCTION SUBCOMMITTEE OF THE SENATE COMMITTEE ON APPROPRIATIONS FOR RESTORATION OF REDUCTIONS BY THE HOUSE OF REPRESENTATIVES COMMITTEE ON APPROPRIATIONS IN THE NAVY'S FISCAL YEAR 1962 MILITARY CONSTRUCTION FUNDING PROGRAM

Mr. Chairman and members of the committee: The Navy's military construction funding program is comprised of line items which have been carefully selected to meet the most urgent of our military requirements for the ultimate support of our operating forces. The line items in our construction program for fiscal year 1962 in the adjusted amount of $205,918,000 had been screened from a much larger number of items submitted by our various shore stations totaling over $780 million.

The decision to include these line items in the program was the result of considerable study in the development of various stages of coordinated planning for optimum support of the fleet within the climate of the Navy's budget.

The need for each of the items has been examined closely within the Navy, Department of Defense, the Bureau of the Budget and the Congress itself. That they have withstood these repeated examinations, is evidence of their urgent need in support of our combat forces.

Not only do these line items conform to urgent military requirements, but they have been studied as to the engineering features and tailored to the necessary minimum scope and estimated cost. To satisfy the latter demands, the Bureau of Yards and Docks has enlisted the best available architectural and engineering services in the area of the proposed construction in order to obtain a firm estimated cost of each line item. These professional concerns have an intimate knowledge of the area's terrain, labor, and material conditions and other features of the locale which may affect cost and design. Their work is supervised and checked closely by the Navy's civil engineers to insure that unnecessary refinements are excluded and that the estimates are reasonable and accurate.

The House Committee on Appropriations has deleted a number of line items from the program and has reduced the amounts for certain others for a total reduction of $21,824,000. This action reduced the program total from $205,918,000 to a new total of $184,094,000. Failure to provide the proposed facilities which have been denied funding approval by the House committee will, in our opinion, seriously impair the ability of the operating forces to carry out adequately the Navy's worldwide commitments and responsibilities. Similar effects will be felt from the reductions in the estimated costs of proposed facilities. Such cost reductions may necessitate deferral of some facilities or will require redesign with resultant delay in start of construction and decrease in scope below the austere original dictated by efficiency and economy.

The House committee has also recommended a reduction of $23,824,000 in new obligational authority (NOA) from the revised budget request of $205,211,000 to $181,387,000. The NOA reduction recommended by the House committee is $2 million greater than the amount by which it reduced the program total. That committee further recommended that the $2 million be obtained by use of unobligated funds remaining from prior year programs. No uncommitted funds are available, but the Navy does have approximately $71 million of unobligated funds. All of these funds are committed for completion of previously authorized and approved projects, many of which are already under construction. Consequently, the required $2 million cannot now be made available for the fiscal year

1962 program without detrimental reduction or deferral of previously authorized and funded valid projects.

Accordingly, the Navy earnestly recommends: (*a*) restoration to the program of $21,524,000 for line item deletions and reductions made by the House committee; and (*b*) restoration of $23,524,000 reduction in NOA recommended by the House committee. Your approval would bring the Navy program total to $205,618,000 and the amount for new obligational authority to $204,911,000. Details of the House committee action and Navy recommendations are outlined on the summary sheet furnished to Mr. Rexroad. Your staff has also been furnished reclama statements in support of the Navy's recommendations.

I shall be pleased to answer any question on the Navy's program or to provide such additional information as the committee may desire. Major General Allen, Quartermaster General of the Marine Corps, is present to provide any additional information this committee may desire relative to facilities for Marine Corps Ground Forces. The Chief, Bureau of Yards and Docks is also present. He is prepared to discuss the estimating and engineering details of the program.

DEPARTMENT OF THE NAVY

MILITARY CONSTRUCTION, NAVY

(P. 3, line 4)

1961 appropriation	$162,519,000
1962 estimate, NOA	205,211,000
House committee	181,387,000
House reduction	23,824,000
Restoration requested	23,524,000

House hearings, part 1, pages 1–268, Senate hearings pages 194–299. The Department of the Navy requests the following amendment:

PROPOSED AMENDMENT

Page 3, line 4: Strike out "$181,387,000" and insert in lieu thereof the following: "$204,911,000".

EFFECT OF PROPOSED AMENDMENT

Restoration of $23,524,000 of the reduction of $23,824,000 in the appropriation as approved by the House of Representatives on July 25, 1961, in H.R. 8302. This will provide a total of $204,911,000 which is the minimum fund requirement for Navy construction in fiscal year 1962.

JUSTIFICATION OF PROPOSED AMENDMENT

The Department of the Navy requests the restoration of $23,524,000 so that all the urgently required and authorized projects may be initiated in fiscal year 1962 and assured of completion on a fully-funded basis to fulfill Navy assigned missions and objectives. During fiscal year 1962 the Department of the Navy will place under contract all of its funded but not obligated program carried over from fiscal year 1961, and all of its fiscal year 1962 military construction program, consistent with a realistic carryover into fiscal year 1963. This objective cannot be attained unless the funds reduced are restored.

HOUSE COMMITTEE REPORT

"The committee recommends an appropriation of $181,387,000 for the military construction program of the regular Navy in fiscal year 1962, a reduction of $23,824,000 from the budget estimate of $205,211,000 * * *."

DEPARTMENT OF THE NAVY, FISCAL YEAR 1962 MILITARY CONSTRUCTION FUNDING PROGRAM—RECLAMA

Item	Budget request	House action	Restoration requested
Reduction in new obligational authority		−$2,000,000	+$2,000,000

REASONS FOR RESTORATION REQUESTED

(*a*) The Navy has no uncommitted funds available from prior year military construction appropriations.

(*b*) A reduction of $2 million in new obligational authority will seriously restrict the ability of the Navy to execute efficiently and effectively the fiscal year 1962 program. Reductions in scopes of planned facilities, delays in starting new projects and deferral of valid line item requirements will be necessary.

It is estimated that approximately $71 million will be available as a carryover from previous fiscal year appropriations into fiscal year 1962. However, these funds are fully committed to complete projects already started and to start new projects which have been authorized and approved for funding.

HOUSE REPORT STATEMENT (P. 14)

"The committee recommends an appropriation of $181,387,000 for the military construction program of the Regular Navy in fiscal year 1962, a reduction of $23,824,000 from the budget estimate of $205,211,000. * * * The committee action is based on a reduction in the Navy program of $21,324,000 and the recommended use of unobligated funds remaining from prior year programs in the amount of $2 million."

Item	Budget request	House action	Restoration requested
See attached list		−$4,641,000	+$4,641,000

REASONS FOR RESTORATION REQUESTED

The line item cost estimates in the Navy's fiscal year 1962 military construction funding program were prepared by competent architects and engineers who examined each item in detail and priced the proposed work to reflect the actual construction market at the site. These estimates were reviewed by several echelons of experienced cost analysts in the executive branch, ranging from those in the Bureau of Yards and Docks through the Office of the Secretary of Defense to the Bureau of the Budget. Each estimate presented to the committee is a sound indicationiof the amount required to accomplish the work proposed.

To impose the price reductions made by the House Military Construction Subcommittee, without a corresponding reduction in scope, is to force a redesign of each item toward a standard lower than that regularly accepted as the minimum to meet the military requirement justified in the project. Such lowering of standards not only produces facilities with built-in physical deficiencies which demand correction in later years at higher costs, but threatens the ability of the user to fully meet the military requirement the facility is intended to serve.

Although cost differentials may sometimes be generated in a program as a whole due to the random, unpredictable occurrence of favorable bids, the application of such a statistical record to individual items or projects before bids are received will result in paralyzing a large number of projects due to insufficient funding and inadequate flexibility in shifting funding limits within present congressional authorization from one project to another.

HOUSE COMMITTEE REPORT (P. 2)

"* * * General or specific action has been taken in this category to reduce funds available to each of the services in an effort to achieve better costs * * *."

[In thousands]

Station and line item	Navy estimate	Committee reductions	Restoration requested
Shipyard facilities:			
NSY Charleston, S.C.: Graving drydock	$12,500	−$625	+$625
NSY Norfolk, Va.: 2 line items	3,001	−201	+201
NSY Portsmouth, N.H.: 5 line items	1,774	−74	+74
NSY Mare Island, Calif.: Dredging Mare Island Strait	417	−17	+17
Naval weapons facilities:			
Air Training Stations:			
NAS Glynco, Ga.: Addition to CIC School	639	−39	+39
Field Support Stations:			
NAS Brunswick, Maine: Survival, escape, and evasion training facility	211	−11	+11
NAAS Fallon, Nev.: 2 line items	772	−22	+22
NAS Lemoore, Calif.: 3 line items (including 1 classified)	925	−25	+25
NAS Miramar, Calif.: Extension of electrical distribution system	1,145	−145	+145
NAS Norfolk, Va.: Improvement (electrical) to maintenance shops	435	−35	+35
NAS Oceana, Va.: Improvements (electrical) to maintenance hangar	161	−11	+11
Marine Corps Air Stations:			
MCAS, Cherry Point, N.C.: 5 line items	4,703	−363	+363
MCAF, New River, N.C.: 3 line items	2,731	−231	+231
Fleet Readiness Stations:			
NAD Concord, Calif.: Extension to quality evaluation lab	345	−45	+45
Classified location AC-7: 3 line items	2,899	−149	+149
Classified location AC-4: 2 line items	7,138	−378	+378
R.D.T. & E. Stations:			
NOTS China Lake, Calif.: Expansion of water system	1,086	−86	+86
NAS Lakehurst, N.J.: Extension of runway	1,628	−128	+128
P.M.R. Point Mugu, Calif.: 7 line items	2,791	−191	+191
Oversea Stations:			
MCAF Futema, Okinawa: 3 line items	1,527	−77	+77
MCAF Iwakuni, Japan: Aircraft parking apron	1,375	−75	+75
NAF Naha, Okinawa: Aircraft maintenance hangar	1,791	−91	+91
Supply facilities:			
MISA Philadelphia, Pa.: Administrative space	825	−45	+45
Marine Corps facilities:			
MCB Camp Lejeune, N.C.: Head buildings, Montford Point	1,500	−100	+100
MCB Camp Butler, Okinawa: 10 line items	3,238	−160	+160
Service school facilities:			
NA Annapolis, Md.: Rehabilitation of Bancroft Hall (2d increment)	7,730	−230	+230
NTC Great Lakes, Ill.: Recruit messhall	2,684	−184	+184
NSCHS Mare Island, Vallejo, Calif.: 2 line items	2,213	−113	+113
LANTFLT ASW Tactical School, Norfolk, Va.: ASW training building	868	−68	+68
FBM Submarine Training Center, Charleston, S.C.: Classified line item	1,689	−139	+139
FLT Anti-Air Warfare Training Center, Dam Neck, Va.: 2 classified line items	1,258	−83	+83
BuDocks facilities:			
PWC Guam, M.I.: Acquisition of land for road right-of-way	2,000	−500	+500
Grand total	73,999	−4,641	+4,641

Naval Station, Charleston, S.C.

Item	Budget request	House action	Restoration requested
Barracks	$1,972,000	−$1,000,000	+$1,000,000
Bachelor officer quarters (BOQ)	1,046,000	−1,046,000	+1,046,000

REASONS FOR RESTORATION REQUESTED

If these facilities are not provided—

(*a*) The Naval Station, Charleston, will not be able to provide barracks for all personnel in the Charleston area who require space including approximately 500 submarine and minecraft personnel homeported at Charleston.

(*b*) Crowding of personnel in inadequate, substandard quarters will continue and it will be necessary to double up in many of the existing spaces which will adversely affect morale. Reenlistment rates will suffer accordingly at a time when the Navy can ill afford to lose experienced personnel.

(*c*) A deficiency of 500 barrack spaces will continue to exist in the Charleston area.

(*d*) The Naval Station, Charleston, will not be able to provide BOQ facilities to meet present requirements in the Charleston area.

(*e*) Approximately 30 officers will continue to draw quarters allowance in lieu of BOQ in the amount of $2,400 per month for 30 officers or $28,800 a year. This will increase as time goes on and the inadequate rundown spaces become completely untenable.

Pursuant to its primary mission, Naval Station, Charleston, provides housing for officers and enlisted men of all commands and activities at the Charleston Naval Base. The only exceptions are the Marine Barracks and the naval hospital which have modest enlisted barracks, sufficient only for their own needs. The shipyard maintains a barracks for crews displaced by overhaul. This is a World War II temporary structure and is inadequate to meet requirements with the result there is usually an overflow into station barracks. The naval station furnishes housing for officers and enlisted men of homeported submarines and minecraft, which have crowded, uncomfortable shipboard accommodations; for students at the Mine Warfare School and the Fleet Training Center; and for all area transients.

The average present requirement for enlisted barracks at the naval station is 2,467. During periods of peak demand the requirement is as high as 2,850. To meet this requirement the station had 2,016 spaces, but only 1,850 are available, because it has been necessary to utilize two floors of one of the barracks buildings (166 spaces) for administrative offices. Commencing on June 27, 1961, the summer peak berthing count built up from 2,114 to 2,449 on July 21, 1961. As many as nine bunks have been installed in a single four-man cubicle. Throughout this period space was denied to some 400 submarine and minecraft personnel who were required to live in cramped quarters aboard ship. During extended cruises and patrols personnel of submarines and minecraft endure cramped shipboard berthing, with tightly tiered bunks, crowded together in small compartments, and bare minimum locker space. When these ships return to homeport their crews must be afforded better living conditions.

No other military activity in the Charleston area has any barracks space available to overcome the existing naval station deficit. There are no barracks in the Charleston area which can be rehabilitated so as to alleviate the problem. There is no administrative space available to permit restoration of the aforementioned 166 spaces to their designed use.

The Navy's request for four 252-man barracks was intended to provide 510 spaces to offset the first increment of the buildup at the Fleet Ballistic Missile Training Center to permit assignment of space to crews of submarines and minecraft, and 498 spaces to eliminate overcrowding of existing barracks. The two barracks approved will suffice only for the first of the aforementioned purposes. Unless the other two barracks are approved, it will not be possible for the naval station to accomplish the mission of providing barracks for all submarine and minecraft personnel who require space. Crowding of other personnel into less than standard space will have to be continued.

The current requirement for BOQ space at Charleston is 228. During peak loading periods as many as 260 spaces are required. On June 23, 1961, there were 185 BOQ occupants, with 44 additional requests from officers scheduled to arrive within 24 hours, while 30 permanently assigned male officers were drawing quarters allowance (approximately $2,400 a month or $28,800 a year) in lieu of occupying BOQ space. The overcapacity occupancy was achieved by crowding furniture for two officers into rooms designed for one. Only 177 spaces are available, and of these, 65 spaces in BOQ 1 and 2 are highly inferior, in that the rooms are small and poorly designed. The buildings are structurally unsound and in need of complete renovation, including replacement of all electrical features. Much needed refurbishing work has been deferred in anticipation of early replacement.

These World War II structures cost $85,000 when new. For quarters, $46,000 was expended while $39,000 was expended for the dining facilities. The $710 cost of each room has been recouped many times over during 18 years' use. These buildings can be restored to structural, mechanical and electrical stability for $210,000. However, at best, these BOQ's would be substandard, with small rooms, gang heads, poor ventilation. It is not feasible to repair or alter them as BOQ under present Department of Defense criteria. Even if BOQ's 1 and 2 are retained, additional new construction must be provided to overcome the existing deficit and to provide for the first increment of the buildup at the Fleet Ballistic Missile Training Center.

HOUSE REPORT STATEMENT (P. 14; HEARINGS P. 219.)

"The committee has approved $3,905,000 for the Naval Station, Charleston, S.C. The request for two barracks and a bachelor officers' quarters at the Naval Station, Charleston, S.C., are denied. The funds approved by the committee will allow the construction of two additional barracks at this station to meet the expanding requirements occasioned by the homeporting of fleet ballistic missile submarines at this location. The committee feels that a further study of the housing requirements for officers and enlisted personnel is in order at this station, and that more detailed consideration should be given to the use of existing facilities including the rehabilitation of barracks and bachelor officer quarters."

Naval Air Station, Miramar, Calif.

Item	Budget request	House action	Restoration requested
Jet engine maintenance shop	$1,307,000	−$1,307,000	+$1,307,000

REASONS FOR RESTORATION REQUEST

The proposed facility will amortize itself in approximately 2 years. This statement is supported by the data on the attached fact sheet.

There are seven types of jet engines used in aircraft based at NAS Miramar, with procurement cost per engine ranging from $69,000 to $210,000. Overhauls of these engines are performed at the following overhaul and repair departments (O. & R.)

3 types at NAS North Island (round trip transportation cost)	$400
3 types at NAS Alameda (round trip transportation cost)	1,500
1 type at MCAS Cherry Point (round trip transportation cost)	4,000

If funds for this line item are not provided—

(*a*) Miramar will continue to lack the capability of inspecting an engine to determine whether a malfunction can be repaired locally.

(*b*) Avoidable delays in engine availability will continue because of the necessity to have engine repairs done at an O. & R. point, such as North Island, Alameda, and Cherry Point, which otherwise could be done at Miramar.

(*c*) To avoid unnecessary downtime of aircraft, a large stockpile of engines must be maintained to replace those which are shipped to an O. & R. point for overhaul.

(*d*) Cost of engine transportation to O. & R. points will continue to be excessively high.

The jet engine maintenance shop requirement at NAS Miramar has become even more essential than in fiscal year 1961. With the recent reassignment of west coast squadrons, an increased number of jet squadrons will be operating from Miramar. As many as 16 squadrons, a replacement air group, a photo squadron and a station pool, for a total of 334 aircraft and 350 jet engines will make up the station's base load.

If the proposed facility were provided, its cost would be amortized in approximately 2 years. This statement is supported by actual recent experiences in the operation of a jury-rig shop at Miramar.

Experience from August 1960 through May 1961 at the east coast counterpart master jet station, NAS Oceana, has shown that approximately 50 percent of the engines inspected at its new jet engine maintenance shop could be repaired locally.

The other engines had to be shipped to the O. & R. facilities at NAS Norfolk, NAS Quonset Point, and MCAS Cherry Point. Thus, these short-supply engines were quickly returned to the fleet units at Oceana. Oceana has a base load of 260 aircraft with 275 jet engines as compared to Miramar's load of 334 aircraft and 350 jet engines. The locally repaired engines cost $36,000 for the 9-month period but, had facilities not been available, the overhaul cost alone would have been $650,000. A net savings of $614,000 was realized by the Navy, and, more importantly, the operational readiness of fleet squadrons was increased. Similar favorable results are anticipated at NAS Lemoore in the operation of its new jet engine maintenance shop.

FACT SHEET

Comparison of actual cost during a recent 6 months period to repair 88 jet engines in a jury-rig shop at NAS Miramar and estimated cost to overhaul these same engines in O. & R. at NAS North Island:

A. NAS Miramar (actual): Repair cost per engine: $1,000 times 88 (excludes cost of military labor)	$88,000
B. NAS North Island (estimated):	
Overhaul cost per engine (includes cost of civilian labor): $8,000 times 88	704,000
Transportation cost per engine: $400 times 88	35,200
Total	739,200
Difference: $739,200 minus $88,000	651,200

In addition, North Island reported that Miramar had unnecessarily shipped 43 engines for overhaul during this period which Miramar should have handled itself for the lesser "repair" process:

C. Actual cost at North Island: $8,000 times 43	$344,000
Transportation cost: $400 times 43	17,200
Total	361,200
D. Estimated cost at Miramar: $1,000 times 43	43,000
Difference	318,200
Estimated savings per year: $318,200 times 2	636,400
Estimated savings in 2 years	1,272,800

Naval Air Station, North Island, Calif.

Item	Budget request	House action	Restoration requested
Offshore tactical control facility	$1,480,000	−$1,480,000	+$1,480,000

HOUSE REPORT STATEMENT (P. 15; HEARINGS, P. 63)

"Funds requested in the amount of $1,307,000 for a jet engine maintenance shop at NAS Miramar, Calif., are denied. A short distance from this NAS is the aircraft overhaul and repair facility at NAS North Island, Calif. There is no logical reason why facilities presently available at this latter station cannot be used to meet the requirement."

REASONS FOR RESTORATION REQUESTED

If funds for this item are not provided—

(*a*) Naval and other military aircraft operating in the San Diego offshore area will be forced to continue training and operations without the radar surveillance necessary to provide essential aircraft safety.

(*b*) Strict control of civilian contractor air testing and Pacific Missile Range (PMR) testing will become more and more difficult. As PMR increases its workload of testing, a more positive means must be provided to prevent civil or military aircraft from straying into the range area.

(*c*) The Navy will be unable to prevent encroachment of gunnery training areas by unscheduled aircraft. These hazardous encroachments are not intentional but occur because of the lack of adequate navigational aids in the area.

(*d*) It will be increasingly difficult to keep high speed, high altitude aircraft within assigned boundaries. The necessity of this is fully realized when it is noted that one of the air-to-air gunnery lanes in use is adjacent to the Los Angeles oversea air route.

(*e*) The Navy will be unable to effectively prosecute its assigned ASW mission in the San Diego offshore area. This facility will greatly enhance our effectiveness in contact evaluation and identification by providing constant radio and radar contact with ASW ships and aircraft.

(*f*) Search and rescue (SAR) operations in the San Diego area will continue to operate at reduced efficiency. This facility will enable SAR forces to pinpoint positions of a downed aircraft or pilot.

This is not a new, highly complex system but rather the simple provision of a means to tie in many existing facilities into a coordinated whole. Since there is no radar on San Clemente Island capable of meeting the requirements of this system, a radar site plus radio transmitting and receiving buildings will be constructed. On Point Loma a radio relay station will shunt communications from San Clemente to the Tactical Control Center at NAS North Island.

Plans for procurement of the electronics collateral equipment are now underway. The A. & E. contract for final plans and specifications will be awarded by December 1, 1961. Final plans and specifications will be completed by February 15, 1962.

Funding for the total amount of electronics equipment to be installed is divided into two increments. The long leadtime items, those requiring 12 to 24 months, have been budgeted for in the fiscal year 1962 "Other procurement, Navy, ground electronics program," and amount to $1,400,800. The short leadtime items, offshelf to 12 months, will be budgeted for in fiscal year 1963 in the amount of $690,060.

The single civilian agency having an interest in this facility is the Federal Aviation Agency. The FAA, by letter of September 16, 1960, to the Department of the Navy, concurs in the implementation of this plan.

The west coast offshore sea and air space has long been the training area for Pacific Fleet units, both ship and aircraft. The increased usage of the offshore area by military air training and operations, civilian contractor air testing and the Pacific Missile Range has generated a need for air surveillance and control to protect the aircraft pilots, passengers, and equipment.

The urgent requirements that impose the development of an offshore tactical control facility are threefold. First, protection of military and civilian aircraft requires establishment of all safety measures that can be provided. Second, effective utilization of the offshore area is of paramount importance if all branches of our military forces are to maintain proficiency in the use of their weapons. Third, protection of our western shores against enemy submarines demands every possible means of ship detection and ensuing identification.

The new aircraft of our Armed Forces, with their high speeds and devastating armament, require that continual training be conducted so that the pilots are as proficient as possible in their use. This training should not be conducted over inhabited areas of our Nation. In recent years the rapid growth in population and the increased high density airspace problems have seriously affected fleet operational training, both surface and air, in the southern California area. New space must be sought; one such space is that over the sea. The air training of military aircraft has migrated in increasing numbers to the offshore areas in order to insure the safety of our populace. This migration, however, has created new problems. The increasing density of operations and congestion of the offshore area, complicated by higher speeds of aircraft, compel surveillance and tactical control of these offshore areas.

Parallel to this is the responsibility for adequate search and rescue coverage. At the present time, SAR facilities are not geared to cover large water areas. Patrol aircraft operating several miles off the coast are subject to estimates of last known position if they are forced down at sea. The extensive radar coverage this surveillance system could provide would save considerable search time in effecting rescue. Within the training areas, pilots of aircraft in trouble would have an immeasurable advantage in survival probabilities inasmuch as the aircraft would be in radar observation even to the point where they "ditch." The equipment proposed for this system would have this capability.

Consideration must also be given to the support capabilities of this system in antisubmarine alerts. The advantage of being able to vector antisubmarine aircraft directly to a submarine contact in all-weather conditions are obvious. The ASW control center located at NAS North Island will be able to initiate the required search patterns, control tracking aircraft and be provided with additional information upon which to base a reliable evaluation of the contract.

HOUSE REPORT STATEMENT (P. 15; HEARINGS, P. 66)

"Funds were requested in the amount of $1,480,000 for an offshore tactical control facility for control of fleet air units operating in the San Diego offshore area. This is a highly complex facility involving procurement of electronic equipment and coordination with several civilian agencies. Preliminary engineering was not accomplished for this item and final plans and specifications have not yet started. Until firm cost estimates based on realistic plans are available, the committee cannot approve funds for this project."

MCB, Camp Pendleton (Stuart Mesa), Calif.

Item	Budget request	House action	Restoration requested
Recruit weapons training facilities, Camp Pendleton, Calif..	$6,101,000	−$6,101,000	+$6,101,000

REASONS FOR RESTORATION REQUESTED

Since the presentation of the program to the House committee, the Navy has been able to expedite the preparation of the plans and specifications. The initial estimated date of completion, May 1962, has been revised to February 1962. This will enable the Navy to advertise for bids and award the construction contract for the entire first increment in March 1962.

Only the minimum facilities necessary for military personnel directly involved with recruit training and other military activities in the area will be constructed.

If this item is not provided, the Marine Corps will be forced to—

(*a*) Continue using the existing facilities at Camp Matthews with attendant danger to members of the civilian community.

(*b*) Decrease the operation of the existing weapons range to such an extent that the level of recruit weapons training will be reduced so as to adversely affect the combat readiness of the Marine Corps.

A requirement exists to thoroughly and completely train all Marine recruits on the west coast in all phases of rifle marksmanship. In addition, these recruits must be completely trained in the use of other weapons, such as the pistol and automatic rifle, which are so vital in the training of a combat-ready Marine. The recruit weapons training facility at Stuart Mesa is designed to replace the physical plant of Camp Matthews, San Diego. The existing recruit weapons training facility was established at Camp Matthews in 1933, when the total population of the entire city of San Diego, including the outer city areas, was 144,378. The city has now grown to over 750,000 with the vast majority of residential growth being in the northerly and easterly directions from the downtown area. In 1933 when Camp Matthews was established, the nearest residential area was 12 miles away, but with the rapid increase in San Diego's population, the camp has been completely encircled. In the areas to the south and in the direct line of fire of the ranges, housing areas have been built that are within the danger zones of the types of weapons being fired daily. Furthermore, firm plans are now being negotiated by real estate firms to develop and build more homes that will be much nearer the firing ranges, thus increasing the danger of civilian casualties.

A new elementary school has recently been constructed only 100 yards from the firing lines on the eastern boundary of Camp Matthews. During the time the school was under construction, one 50-target range had to be shut down. When the fall school term commences, a portion of the next adjacent range must be closed down. Continued reduction of the range facilities will adversely affect the combat readiness of the Marine Corps, since every Marine recruit trained on the west coast must receive his marksmanship training at Camp Matthews.

HOUSE REPORT STATEMENT (P. 16; HEARINGS, P. 136)

"Funds were requested in the amount of $6,101,000 for the movement of recruit weapons training facilities at Camp Matthews, Calif., to Camp Pendleton, Calif. The total cost of the new training facility is estimated to be $11,600,000. Testimony before the committee disclosed that final plans and specifications for this large project will not be completed until May 1962. The reasons given for the change in location of this range are the continued growth and development of San Diego, which is approaching the Camp Matthews area, and the proposed construction of State freeways through the area. The committee feels that the freeway construction and the growth and development of the city are far enough in the future to allow time for more definitive plans and specifications to be formulated and that the project can be deferred at least until the fiscal year 1963 construction program. Meanwhile it is expected that every effort will be made to hold the cost for this new facility to the lowest amount possible and that personnel facilities will be constructed only for military personnel directly involved with recruit training and other military activities in this area. Should additional facilities be required for temporary duty personnel, they should be of the nonpermanent type rather than costly permanent construction.

Marine Corps schools, Quantico, Va.

Item	Budget request	House action	Restoration requested
Air conditioning for Harry Lee Hall	$118,000	−$118,000	+$118,000

REASONS FOR RESTORATION REQUESTED

Conferences conducted by Governors of various States, by the Joint Chiefs of Staff, by officials of the Department of Defense and others of equal or greater importance are held in Harry Lee Hall at Marine Corps Schools, Quantico. When large numbers of people assemble for conferences in this building they are subjected to extremely uncomfortable conditions during the hot and humid summer months. Harry Lee Hall is the only building on the station of adequate size and suitability for formal conferences involving distinguished guests.

During the hearings by the House Military Construction Subcommittee, the question was raised as to whether this item will be required in view of the fact that the Department of Defense and service secretaries' conference is not contemplated this year and since the conference may also be canceled for ensuing years. Subsequent to the hearings, in a letter to the chairman, Military Construction Subcommittee, Committee on Appropriations, House of Representatives, dated June 21, 1961 (attached), the Honorable Kenneth E. BeLieu, Assistant Secretary of the Navy, stated that he had been informed by the Honorable Thomas D. Morris, Assistant Secretary of Defense, that the Department of Defense and service secretaries' conference will not be held this summer; however, conferences by the Department of Defense and other Government agencies are being held and will continue to be held at Harry Lee Hall and that there is, therefore, a continuing requirement for this item.

DEPARTMENT OF THE NAVY,
OFFICE OF THE SECRETARY,
Washington, June 21, 1961.

Hon. HARRY R. SHEPPARD,
Chairman, Military Construction Subcommittee, Committee on Appropriations, House of Representatives, Washington, D.C.

MY DEAR MR. CHAIRMAN: Recently you raised the question as to the merits of proceeding with the project for the air conditioning of the first floor of Harry Lee Hall at the Marine Corps Schools, Quantico, Va. Your question stemmed from information that the Department of Defense-sponsored service secretaries' conference would not be held this year.

I have looked into the matter and have been advised by the Assistant Secretary of Defense (Installations and Logistics) that the June Department of Defense-sponsored service secretaries' conference will not be held this year. However, Secretary Morris informs me that conferences by the Department of Defense and other Government agencies are being held and will continue to be held at

Harry Lee Hall. Therefore, there is a continuing requirement for the air-conditioning project proposed for funding in the fiscal year 1962 appropriation for "Military construction, Navy," in the amount of $118,000.

Sincerely yours,

KENNETH E. BELIEU,
Assistant Secretary of the Navy
(Installations and Logistics).

HOUSE REPORT STATEMENT (P. 16; HEARINGS, P. 144)

"The committee fails to see the need for air conditioning of the auditorium at the Marine Corps Schools, Quantico, Va., and has denied the request of $118,000."

Naval Training Center, Great Lakes, Ill.

Item	Budget request	House action	Restoration requested
Recruit dispensary and dental clinic	$2,268,000	−$2,268,000	+$2,268,000

REASONS FOR RESTORATION REQUEST

The statement submitted by the Navy on May 25, 1961, concerning the status of preliminary engineering and final design for this item was based on the latest information then available. Immediately following the hearings the Navy was informed that the Department of Defense had approved the preliminary engineering report and had authorized preparation of final plans and specifications. A contract for the preparation of final plans and specifications is being negotiated with a completion date of April 1, 1962, stipulated.

This facility is urgently required by the Navy for the following reasons:

(*a*) Medical and dental facilities must be provided at the recruit training center. The average onboard recruit load during 6 months of the year, May through October, is 15,000, with an average onboard load of 12,500 during the balance of the year.

(*b*) Complete medical and dental examinations must be given to 6,600 recruits per month at the recruit training center.

(*c*) When new facilities for the first recruit camp were constructed, one of the three temporary wood frame medical and dental dispensaries constructed in World War II was demolished without replacement. Demolition of the two remaining dispensaries is necessary to permit construction of planned facilities for a second recruit camp.

(*d*) This facility is a part of the Navy's overall program to replace the temporary deteriorated recruit camps at Great Lakes with permanent facilities. Failure to provide the proposed new dispensary and dental clinic will require the Navy to continue use of dilapidated and hazardous temporary dispensaries and also to delay construction of other urgently required facilities.

HOUSE REPORT STATEMENT (P. 17; HEARINGS, P. 162)

"Funds requested in the amount of $2,268,000 for a recruit dispensary and dental clinic at the Naval Training Center, Great Lakes, Ill., are denied. Testimony received by the committee disclosed that preliminary engineering for this project had not yet been approved by the Department of Defense and development of final plans and specifications have not been authorized."

U.S. Naval Postgraduate School, Monterey, Calif.

Item	Budget request	House action	Restoration requested
Aeronautical propulsion laboratories	$2,463,000	−$2,463,000	+$2,463,000

REASONS FOR RESTORATION REQUEST

(a) These laboratories will correct a critical weakness in the Navy's ability to educate its officers in the critical field of propulsion at a time when international events are demanding that the Navy and the Nation rush to catch up with the pace set by our principal competitor. Recent national and international activity in the propulsion field has led to the most significant astroaeronautical development of this century. Yet it is in this field that the Naval Postgraduate School is weakest in laboratory instruction equipment.

(b) The new facilities will afford a part of the programed instruction for the following numbers of students by specialty:

Curricula:	*Annual number of students*
Aeronautical engineering	119
Weapons engineering	181
Naval engineering	74
Total	374

(c) Complete and effective training in propulsion cannot be accomplished without the laboratory assignments which are a basic and fundamental complement to the classroom instruction.

(d) This laboratory work, to be truly effective, must be performed at Monterey on a day by day, week by week basis throughout the course.

(e) There are no facilities within the military or private establishment which will meet these day by day laboratory requirements in the aeronautical propulsion field.

(f) The necessity of providing frequent laboratory periods for 374 students eliminates the practicability of using existing facilities at such remote government laboratories as the Naval Ordnance Test Station, China Lake; the Naval Missile Center, Point Mugu; the overhaul and repair departments at Alameda and San Diego; and the laboratories located at the various Army and Air Force installations.

(g) Civilian universities do possess a limited number of laboratories somewhat similar to those proposed, but in the propulsion field the capabilities in these institutions are meager and overloaded. Furthermore, the Navy postgraduate propulsion instruction is designed to supplement, but not compete with civilian universities.

(h) The continued absence of this requested facility will require a continuation of the current inadequate advanced instruction of naval officers in the propulsion field at a time when there is a great need for the Navy and the Nation to catch up.

The requested laboratories are required as a basic component of science study at the postgraduate level. They are not an appendage nor optional in any sense. The postgraduate study of science is required to realize technically qualified officers trained in the optimum use of advanced weapons. The need for these laboratories can be expressed in absolute and real terms of weapons, people, and time.

The engineering school at Monterey gives advanced education to selected naval officers in such fields as aeronautical engineering, aeronautical advanced sciences, chemistry, chemical engineering, and physics. It is necessary to provide such advanced education to officers numbered in the hundreds if these sciences are to be effectively and safely applied. The proposed laboratories will consist of modern propulsion equipment that will support the academic instruction in these sciences and fields of engineering. The new weapons and their vehicles which are being supplied to the fleet in increasing numbers each year are constructed and operated on the principles of rocket and jet propulsion. They are intricate and expensive. Their development has been recent and rapid—more rapid than the development of opportunities for education of personnel in their nature and functioning. The requested laboratories will correct this serious weakness by giving students the opportunity for controlled laboratory exercises coordinated with classroom instruction.

The use of existing Government and civilian institution facilities has been thoroughly evaluated. The remote locations of other Government laboratories prohibit their use at the frequency required by the Navy. However, in any case, these facilities are now used on a production, testing, research, development, and repair schedule which precludes their use for more than the limited time now available to postgraduate school students during summer visits to these installations.

The engineering and scientific education provided at Monterey is comparable in its purpose to that provided by leading American universities. It is of the same nature and the same level and requires comparable facilities for linking the newest scientific concepts with practical applications through laboratories such as those proposed. However, the instruction in the Naval Postgraduate School is oriented specifically to military needs; for example, toward weapons engineering. Furthermore, the laboratories at the California Institute of Technology, the University of Michigan, University of Minnesota, and MIT, and limited facilities at Princeton are busy with Government work and with educational requirements of civilian science students. In accordance with the Navy's normal practice of using civilian educational institutions to the extent practicable, the Navy has enrolled limited numbers of officers in courses at the above-mentioned universities. However, it has not been possible for the Navy to enroll more than a very few of the most outstanding students in civilian universities to pursue this type of education because of the crowded conditions at our civilian institutions and the strict academic entrance requirements.

HOUSE REPORT STATEMENT (P. 17; HEARINGS, P. 170)

"The committee has denied the request of $2,463,000 for aeronautical propulsion laboratories at the Naval Postgraduate School, Monterey, Calif. The committee does not believe that the Department of Defense has given adequate consideration to the use of existing facilities, including those in private institutions, to meet this requirement. The committee will also expect the Department to give more detailed consideration to the postgraduate training programs of the several services and take steps to combine this training where practicable in existing governmental or private facilities."

Item	Budget request	House action	Restoration requested
Minor construction	$4,000,000	−$500,000	+$500,000

REASONS FOR RESTORATION REQUEST

(*a*) A total of $3 million was approved for funding in fiscal year 1961 for the Navy for minor new construction projects. Funds in the amount of $577,000 were available as a carryover from fiscal year 1960. An additional $1 million available through reprograming, was recently approved by the Senate and House Military Construction Subcommitttees. Approved projects for the fiscal year 1961 amounted to $5,251,460 thus necessitating a carryover of projects into fiscal year 1962 in the amount of $704,460.

(*b*) Approved and pending minor construction projects for funding in fiscal year 1962, totaling $2,242,447, now exist. These projects are urgently required and should be funded in fiscal year 1962.

(*c*) It is fully expected that additional minor new construction requirements will arise during the remainder of fiscal year 1962 and total funding requirements will thus exceed the $3,500,000 recommended by the House Appropriations Committee.

(*d*) It is essential that the Navy have the capability to respond to rapidly changing needs of the Shore Establishment in support of new weapons systems developments and fleet operating requirements. In this current year of world crisis this could never be more true.

HOUSE REPORT STATEMENT (P. 18) (HEARINGS P. 248)

"The amount of $38,600,000 is approved for certain general support programs of the Navy, a reduction of $1,400,000 in the budget estimates. Funds approved by the committee are allocated as follows:

* * * * * * *

Minor construction ---------- $3,500,000

* * * * * * * "

Various locations

Item	Budget request	House action	Restoration requested
Restoration of damaged facilities	$4,000,000	−$500,000	+$500,000

REASONS FOR RESTORATION REQUEST

(*a*) It is essential that the Navy have sufficient flexibility for responding to natural disasters which damage or destroy existing facilities vital to the support of the Naval Shore Establishment and operating forces of the fleet.

(*b*) A total of $3 million was made available to the Navy for projects in this category in fiscal year 1961. An additional $3 million available through reprograming, was recently approved by the Senate and House Military Construction Subcommittees. Approved projects for the fiscal year 1961 totaled $5,995,579.

(*c*) Approved and pending projects for restoration of damaged facilities in the amount of $300,000 now exist. These projects are for restoration of operational facilities and are urgently required.

(*d*) Based on past experience, it is fully expected that additional valid projects will arise during the remainder of the fiscal year which will exceed the $3,500,000 recommended by the House Appropriations Committee.

HOUSE REPORT STATEMENT (P. 18) (HEARINGS P. 250)

"The amount of $38,600,000 is approved for certain general support programs of the Navy, a reduction of $1,400,000 in the budget estimates. Funds approved by the committee are allocated as follows:

* * * * * * *

Restoration of damaged facilities 3,500,000

* * * * * * * "

Item	Budget request	House action	Restoration requested
Capehart housing support	$1,700,000	−$400,000	+$100,000

REASONS FOR RESTORATION REQUESTED

(*a*) The Navy's request for $1,400,000 for Capehart support is based upon a sound estimate of the support costs for 950 units at the following specific locations:

	Units
Naval Submarine Base, New London, Conn	300
Naval Air Station, Lemoore, Calif	200
Naval Base, Norfolk, Va	200
Naval Base, Charleston, S.C	250
Total	950

The Navy's fiscal year 1962 budget estimate for Capehart housing support, totaling $1,700,000, was based upon a planned program of 1,000 Capehart units plus a limited number of units previously authorized. The unit cost of the support items in the original request was slightly less than the unit cost estimate for the items in this request. However, a unit cost estimate for support items is not only dependent upon the number of units involved but also upon the nature and magnitude of the work involved due to site location. The original request for $1,700,000 Capehart support was heavily weighted by the higher than average unit cost at the three locations remaining in this request, i.e., Charleston, New London, and Lemoore. Therefore, a high percentage of the original cost estimate remains unchanged. The $1,400,000 for Capehart support is the minimum necessary to meet the requirements for the above four locations.

HOUSE REPORT STATEMENT (P. 18) (HEARINGS P. 477, PT. 2)

"The amount of $38,600,000 is approved for certain general support programs of the Navy, a reduction of $1,400,000 in the budget estimates. Funds approved by the committee are allocated as follows:

* * * * * * *

Capehart housing support $1,300,000

* * * * * * * "

DEPARTMENT OF THE AIR FORCE

Military Construction, Air Force

(P. 3, line 13)

1961 appropriation	$609,501,000
1962 estimate	560,380,000
House committee	479,522,000
House	479,522,000

PROPOSED AMENDMENTS

Page 3, line 13: Strike out "$479,522,000" and insert in lieu thereof "$560,380,000", an increase of $80,858,000 over the House approved appropriation.

EFFECT OF PROPOSED AMENDMENT

Restoration of the full amount of the House reduction of $80,858,000 in the appropriation. This will provide a total of $560,380,000 which is the minimum fund requirement for Air Force construction in fiscal year 1962.

HOUSE COMMITTEE REPORT (P. 18)

The House committee Report No. 752, dated July 21, 1962, recommended an appropriation for fiscal year 1962 of $479,522,000 for "Military Construction, Air Force," a reduction of $80,858,000, with the following comment:

"The committee recommends an appropriation of $479,522,000 for the military construction program of the regular Air Force in fiscal year 1962, a reduction of $80,858,000 from the budget estimates of $560,380,000 and $129,979,000 below the appropriations for the current year. The committee action is based on a reduction in the Air Force program of $57,858,000 and the recommended use of unobligated funds remaining from prior year programs in the amount of $20,000,000. The committee feels that estimates based on more realistic plans and specifications would result in additional savings. To encourage better management practices in this area, the committee has reduced the Air Force funds available in support of the approved program by $3,000,000 * * *."

JUSTIFICATION OF PROPOSED AMENDMENT

The Department of the Air Force requests the restoration of $80,858,000 so that authorized and urgently required projects may be initiated in fiscal year 1962 to fulfill Air Force assigned missions and objectives. During fiscal year 1962 the Department of the Air Force will place under contract all of its funded but not obligated program carried over from fiscal year 1961, and all of its fiscal year 1962 military construction program, consistent with a necessary and realistic carryover into fiscal year 1963.

RESTORATION OF THE CARRYOVER OF UNOBLIGATED BALANCES AND ITEMS DELETED FROM THE APPROPRIATION PROGRAM

The House deleted a total of $80,858,000 from the requested total appropriation program of $560,380,000. The total deletion consists of (1) $20 million indicated by the House committee report as available for use to fund the fiscal year 1962 military construction program in the carryover of fiscal year 1961 and prior year unobligated balances, (2) $3 million unspecified reduction to encourage improvement in funds management, and (3) $57,858,000 of deletions and cost reductions for specific line items and unidentified reductions in major program areas. The Air Force requests restoration of the full amount to restore the original request for new obligating authority to $560,380,000. These individual reductions above are discussed in the like numbered paragraphs below. Among the important projects in this category are the following:

(1) *Carryover of unobligated balances.*—The application of $20 million from the carryover of unobligated balances to fund an equal amount of the fiscal year 1962 military construction appropriation program would preclude the construction of line items previously authorized and appropriated for by the Congress and urgently required by the Air Force. It would seriously affect the overall Air Force construction program as follows:

(*a*) Unobligated funds carried forward from prior years are required for these purposes:

1. *To continue its construction operations until the receipt of fiscal year 1962 funds.*—The Air Force has testified that new funds are not received until approximately 4 months of the new fiscal year have passed. Continued experience clearly indicates that this time lapse is realistic. It reflects:

(*a*) The time between July 1 and passage of the appropriation.

(*b*) The time required to receive apportionment of funds so appropriated, and

(*c*) The time necessary to get these funds in the hands of field construction contracting agencies.

Only the availability of these reasonable balances permits normal construction planning supervision and operations to be continued in the interim. This is a most vital consideration.

2. To fund line items approved in prior years programs which were not placed under contract in the fiscal year in which approved. Many of these projects are of necessity in the process of being placed under contract in the early months of fiscal year 1962; all of the items are current, valid, urgently required projects. The Air Force has listed its best estimate of items which would not be awarded as of June 30, 1961, in the House hearings (p. 30). The loss of any portion of the unobligated balance requires the deletion of specific projects from these already congressionally approved projects in the Air Force military construction appropriation program. This list includes top priority items such as: the missile program requirements at Davis-Monthan, Little Rock, and Malmstrom Air Force Bases; Midas facilities; radar improvement and AC & W facilities; important operational facilities; composite medical facilities in five locations; and family housing and other personnel facilities which are very important for the effectiveness, career orientation, and good morale of Air Force personnel.

The House committee report "recommended (the) use of unobligated funds remaining from prior year programs in the amount of $20,000,000", and on that basis and in that amount reduced the Air Force request for new obligating authority. As explained above, this recommendation has the effect of deleting actual line items from the approved program. Accordingly, the Air Force considers the reduction to be completely unrealistic in terms of adequate funding of the approved programs.

3. To cover supervision, overhead, and contingencies related to construction contracts which have been awarded. Carryover funds for these purposes are committed with the same finality as the funds obligated for the associated contracts, and with no opportunity for adjustment or cancellation of the commitment. Therefore, though not obligated fiscally, these funds are not available for application to other projects.

4. As pointed out above the Air Force must look to improved and effective military construction program management to provide funds for:

(*a*) Emergency projects—$10 million authorized but not funded.

(*b*) Previously authorized but unfunded projects—$12 million.

In other words the Air Force has a $22 million incentive already built into its construction program to encourage better management.

As pointed out in the hearings the $15 million requested for access roads will not be adequate to meet anticipated charges against this account stemming from the so-called Fulbright amendment to the Highways Act as recently enacted. The budget estimate did not include provision for payment for damages to local roads as now required by law. Only by achieving "savings" from good program management can any funds be generated for reprograming to the access road account.

5. Summary: It is clear that realistically and practically the fiscal year 1962 Air Force military construction program is already saddled with serious funding gaps without the imposition of the additional $23 million reflected in the House action. If the House action is sustained there will be no recourse except to defer at least $23 million of projects specifically authorized and appropriated for by the Congress.

(*b*) Because important large program increments, such as ballistic missiles, space, research and development, advance planning, minor construction and

access roads for missile sites require approximately 75 percent of the total program, a large number of small items at many locations for the balance of the program will have to be deferred if the deletion of $20 million is sustained. The accumulation of such a total of work to be deferred will, inevitably, adversely affect urgent Air Force programs across the board, in many weapon systems and in many geographical areas.

(2) *Management improvement.*—The Air Force manages its military construction program to achieve the most efficient and economical construction. The cost estimates contained in the fiscal year 1962 program reflect austerity of design, as careful estimating as can reasonably be achieved, the maximum care and thoroughness in the selection of items. To assure adequate financial provision for the program thus prepared and presented to Congress, the Air Force requests restoration of the $3 million which has been denied. The Air Force will continue to improve the management of its construction funds in every way it can discover. It points out however that strong inducements already exist in the direction of improved management. Only by such better management can emergency authorization be financed. Only by such better management can authorized, but unfunded, projects be financed on an emergency basis.

(3) *Restoration of line items.*—The justifications for the restorations in the appropriation program are set forth by command, base, and line items on the pages that follow:

DEPARTMENT OF THE AIR FORCE

MILITARY CONSTRUCTION APPROPRIATION

ALASKAN AIR COMMAND

Eielson Air Force Base, Alaska

Line item	Budget request	House action	Restoration requested
Open Mess, Officers, (RPMT)	$354,000	−$354,000	+$354,000

REMARKS—REASON FOR RESTORATION

The open mess facility now in use at this location is rated one of the most inadequate facilities in the Air Force. It consists of a group of temporary buildings totaling 14,432 square feet. These structures have deteriorated beyond economic repair and maintenance. Subfloors and joists have rotted excessively and the narrow connecting corridors create a personnel hazard if fire should ensue. The proposed facility will properly consolidate the functions in a safer structure.

It has long been the policy of DOD, established under Executive order, that the basic structures be constructed from appropriated funds. Interior decorations, furnishings, and equipment are provided from nonappropriated funds generated by open mess operation.

HOUSE REPORT STATEMENT

Officers' clubs (p. 20)

"The program submitted by the Air Force includes $1,589,000 for additions to existing officers' clubs at various installations within the Air Force. The committee has denied this request and feels that existing facilities in these instances are adequate to meet the requirements. Should future personnel changes make larger clubs more desirable at the various installations, consideration should be given to providing additional space with nonappropriated funds."

Grand Forks Air Force Base, N. Dak.

Line item	Budget request	House action	Restoration requested
Civil engineering maintenance shop	$147,000	−$147,000	+$147,000

REMARKS—REASONS FOR RESTORATION

The requested 5,606-square-foot addition is required to provide adequate space for the carpentry shop, plumbing and heating shop, electrical shop, refrigeration shop, and metal shop.

These functions are now housed, to a limited degree, in the existing 6,194-square-foot facility. However, they are extremely crowded and space available will be totally inadequate as a consequence of the increased maintenance responsibility imposed upon the civil engineering squadron by the continuing buildup of the base.

Grand Forks Air Force Base, which was originally constructed at a virgin site to support a single fighter interceptor squadron, has more than doubled in population since the existing shop was constructed. Real property facilities to be maintained and serviced from this shop have increased accordingly.

The addition of a SAC bomber and tanker mission and a SAGE direction center to the fighter facilities makes the civil engineering squadron responsible for approximately 120 buildings, 1,400 family housing units, runway and paved areas and utilities valued in excess of $70 million.

Winter weather at Grand Forks Air Force Base generally prevails from early November until late in March and is usually accompanied by high winds and several severe blizzards. This makes the performance of repair and maintenance functions in an enclosed shop mandatory.

Since Grand Forks Air Force Base was constructed as a new base, there are no other facilities existing, surplus, or programed which could satisfy the requirement for additional shop space. Further, there are no commercial facilities available in the vicinity of the base and the city of Grand Forks is some 16 miles distant. Because of the day-to-day maintenance which is necessary, it is of the utmost importance that the capability be provided on base.

It is requested that this item be reinstated in the fiscal year 1962 military construction appropriation program.

HOUSE REPORT STATEMENT (P. 20)

"Funds were requested in the amount of $2,741,000 for civil engineering maintenance facilities in support of base engineer operations at several locations within the Air Force. The committee feels that the requirements and costs of this program could be reduced drastically if a close review were made of local requirements and a more practical use of existing facilities achieved. The request for these funds is denied."

K. I. Sawyer Air Force Base, Mich

Line item	Budget request	House action	Restoration requested
Trailer court, parking	$400,000	−$400,000	+$400,000

REMARKS AND REASON FOR RESTORATION

The Air Force programs for the construction of trailer park spaces only as a supplement to the regular family housing program. By directive and regulation, trailer facilities are provided only if adequate commercial facilities are not available at reasonable rates and distances. There are no satisfactory private trailer parks in the vicinity of this base.

The lack of adequate family housing at or near this base has forced many families to decide between the purchase of a trailer and a prolonged family separation. Considering that the military personnel who have acquired trailers are predominantly in the lower pay grade, the purchase of a trailer is a financial burden. The modern trailer, equipped for more permanent living now costs upwards of $6,000. The normal amortization period of a trailer is between 5 to 7 years with monthly payments averaging $85 per month. Individuals have been paying a flat rate of $6 per month for Government-furnished trailer space exclusive of utilities. The cost of utilities (electricity, water, sewage, and trash hauling) charged separately is $15 to $20 per month. In addition the occupant must purchase his own heating and cooking fuels. Therefore, to own and live in a modern trailer during its amortization period costs an average of $110 to $125 per month.

The present $6 parking rate was established by a joint DOD/3 service committee in 1952. It was based on an average commercial rate then in use, less overhead and profit. The trailer parking facilities during that period were very minimal and most trailers lacked interior sanitation and toilet facilities. The modern trailer today is equipped with full kitchen and bathroom facilities. The plumbing and electrical services to each parking site are somewhat the same as for a normal house. This, in part, is the reason for the seemingly high unit cost per trailer parking site. The unit cost increases in inverse proportion to the number of units constructed. This factor is compounded at isolated stations where full utility services are required for a relatively small number of trailer parking spaces.

The Air Force recognizes that the rate established in 1952 is no longer valid in light of the increased standards needed and rising construction and building costs. As of October 1, 1961, a flat rate of $10 per month will be charged for the use of each trailer parking site constructed with appropriated funds authorized within a military construction program. This matter has been reviewed with the Department of Defense and concurred in. It is the view of the Air Force that this will provide for an amortization period of 20 years. This is considered realistic. The construction of this proposed trailer park (fiscal year 1962 military construction program) is fully justified and will contribute greatly to achieving a reasonable living environment at this location.

It is requested that this item be reinstated in the fiscal year 1962 appropriation program.

HOUSE REPORT STATEMENT (P. 21)

"The funds requested in the amount of $1,318,000 for the construction of trailer courts at various installations within the Air Force are denied. These facilities provide parking areas for trailers owned by military personnel, who are generally lower grade airmen not entitled to family quarters. The facilities consist of internal streets, parking and trailer pads of black top paving, concrete sidewalks, utilities, including water supplies, sanitary sewer, and electrical services, and support facilities including a community building providing facilities for washing and drying of clothes, a community meeting room with toilet facilities, a secure dry storage area, as well as a basic storage utility unit to accommodate a water outlet valve, electric, telephone, and TV panels and fuel oil and gas cradles, as well as site preparation. An example of the costs associated with this program is the $2,000 per trailer parking space estimated at K. I. Sawyer Air Force Base, Mich. It is contemplated that personnel occupying these trailer parking spaces will pay a flat rate of $6 per month for the parking privileges. At this rate it would require almost 28 years to amortize the construction cost. The committee feels that such a period is entirely unrealistic. The Department of Defense should take steps immediately to study the requirements for this program, not only in the Air Force but in the other military services and formulate regulations based on maximum utilization of private facilities and requiring rental rates to be based on a realistic amortization period."

Kincheloe Air Force Base, Mich.

Line item	Budget request	House action	Restoration requested
1. Civil engineering maintenance shop	$220,000	−$220,000	+$220,000
2. Trailer court, parking	122,000	−122,000	+122,000
3. Exchange sales store	187,000	−187,000	+187,000
4. Open mess, officers (DFRP)	300,000	−300,000	+300,000
Total	829,000	−829,000	+829,000

REMARKS AND REASON FOR RESTORATION

1. Civil engineering maintenance shop

The requested facility is required to house the civil engineering maintenance shops to include carpenter, plumbing and heating, paint, electrical, refrigeration, sheet metal and welding. The requirement is for 10,044 square feet.

Existing functions are located in two separate buildings. The space available, which is 8,127 square feet, is totally inadequate because of functional arrangement. These buildings, one of 4,400 square feet and the other of 3,727 square feet, are vitally needed in support of required additional civil engineer administration space and for covered storage of his supplies and equipment. The 4,400-square-foot building will be pressed into use for administrative space as none now exists and the 3,727-square-foot building will be applied toward satisfying a pressing deficiency of 6,900 square feet in covered storage.

The recent expansion of Kincheloe Air Force Base from a single fighter-interceptor base to one supporting a SAC dispersal mission and an air defense missile squadron, has resulted in the base civil engineer assuming the responsibility for the repair and maintenance of real property in excess of $80 million.

Winters experienced at Kincheloe Air Force Base are extreme, and it is quite common in this area to have an annual snowfall of 100 inches with temperatures ranging to 35° below zero. Therefore, outside maintenance work is impossible. There are no other facilities existing, surplus or programed which could satisfy the requirement for this shop space. Adequate shop space must be available to maintain and protect the capital investment and assure support to the vital defense and strategic missions.

It is requested that this item be reinstated in the fiscal year 1962 military construction appropriation program.

2. Trailer court, parking

The Air Force programs for the construction of trailer park spaces only as a supplement to the regular family housing program. By directive and regulation, trailer facilities are provided only if adequate commercial facilities are not

available at reasonable rates and distances. The only trailer court within a 15-mile radius of the base already is filled to capacity with Air Force personnel. There are no other facilities for the remaining requirement.

The lack of adequate family housing at or near this base has forced many families to decide between the purchase of a trailer and a prolonged family separation. Considering that the military personnel who have acquired trailers are predominantly in the lower pay grade, the purchase of a trailer is a financial burden. The modern trailer, equipped for more permanent living now costs upwards of $6,000. The normal amortization period of a trailer is between 5 and 7 years with monthly payments averaging $85 per month. Individuals have been paying a flat rate of $6 per month for Government-furnished trailer space exclusive of utilities. The cost of utilities (electricity, water, sewage, and trash hauling) charged separately is $15 to $20 per month. In addition the occupant must purchase his own heating and cooking fuels. Therefore, to own and live in a modern trailer during its amortization period costs an average of $110 to $125 per month.

The present $6 parking rate was established by a joint DOD/3 service committee in 1952. It was based on an average commercial rate then in use, less overhead and profit. The trailer parking facilities during that period were very minimal and most trailers lacked interior sanitation and toilet facilities. The modern trailer today is equipped with full kitchen and bathroom facilities. The plumbing and electrical services to each parking site are somewhat the same as for a normal house. This, in part, is the reason for the seemingly high unit cost per trailer parking site. The unit cost increases in inverse proportion to the number of units constructed. This factor is compounded at isolated stations where full utility services are required for a relatively small number of trailer parking spaces.

The Air Force recognizes that the rate established in 1952 is no longer valid in light of the increased standards needed and rising construction and building costs. As of October 1, 1961, a flat rate of $10 per month will be charged for the use of each trailer parking site constructed with appropriated funds authorized within a military construction program. This matter has been reviewed with the Department of Defense and concurred in. It is the view of the Air Force that this provide for an amortization period of 20 years. This is considered realistic. The construction of this proposed trailer park (fiscal year 1962 military construction program) is fully justified and will contribute greatly to achieving a reasonable living environment at this location.

It is requested that this item be reinstated in the fiscal year 1962 military construction appropriation program.

3. Exchange sales store

Kincheloe AFB is a major installation located in a remote section of northern Michigan. There will be approximately 4,000 military personnel assigned to this base. Including dependents, the total base population will approach 10,000. The base exchange is necessary to fulfill the need of this sizable community. It is over 20 miles to the nearest commercial facility; an excessive distance considering the severe climatic conditions prevalent in this area for much of the year. The existing facility is not adequate for the operation of the base exchange. The structure is too small to provide sufficient area for display of merchandise and handling of stock. Military personnel and their families are dependent upon the personal services offered by the base exchange system at this remote location.

4. Open mess, officers

The existing structure now being used at Kincheloe AFB as an officers' open mess is inadequate to provide for the needs of the base. There will be over 450 officers assigned to this location. In addition, the present facility, an officers' dining hall, is required for the basic purpose for which it was built. This base was originally built for the support of a much smaller mission. Operational necessity has caused additional tactical missions to be assigned with a corresponding increase in base population. It has long been the policy of DOD, established under Executive order, that the basic structure be constructed from appropriated funds. Interior decorations, furnishings, and equipment are provided from nonappropriated funds generated by open-mess operation. On May 10, 1951 the President of the United States publicly endorsed the report of his Committee on Religion and Welfare in the Armed Forces which stated in part: "Appropriated funds should assume the necessary costs up to a certain level for construction of facilities and employment of civilian personnel for the extended activities listed under the essential program i.e. service clubs, libraries, hobby shops, facilities

for intrapost athletic competition. In general, appropriated funds should support the cost of providing facilities for the basic function, while nonappropriated funds are used for any elaboration on the basic function."

It is requested that exchange sales store and officers' open-mess projects be reinstated in the fiscal year 1962 military construction appropriation program.

HOUSE REPORT STATEMENT

1. Civil engineering maintenance shop (p. 20)

"Funds were requested in the amount of $2,741,000 for civil engineering maintenance facilities in support of base engineer operations at several locations within the Air Force. The committee feels that the requirements and costs of this program could be reduced drastically if a close review were made of local requirements and a more practical use of existing facilities achieved. The request for these funds is denied."

2. Trailer court, parking (p. 21)

"The funds requested in the amount of $1,318,000 for the construction of trailer courts at various installations within the Air Force are denied. These facilities provide parking areas for trailers owned by military personnel, who are generally lower-grade airmen not entitled to family quarters. The facilities consist of internal streets, parking, and trailer pads of black-top paving, concrete sidewalks, utilities, including water supplies, sanitary sewer, and electrical services, and support facilities including a community building providing facilities for washing and drying of clothes, a community meeting room with toilet facilities, a secure dry storage area, as well as a basic storage utility unit to accommodate a water outlet valve, electric, telephone, and TV panels and fuel oil and gas cradles, as well as site preparation. An example of the costs associated with this program is the $2,000 per trailer parking space estimated at K. I. Sawyer Air Force Base, Mich. It is contemplated that personnel occupying these trailer parking spaces will pay a flat rate of $6 per month for the parking privileges. At this rate it would require almost 28 years to amortize the construction cost, not including costs of operation and maintenance and replacement of facilities. The committee feels that such a period is entirely unrealistic. The Department of Defense should take steps immediately to study the requirements for this program, not only in the Air Force but in the other military services, and formulate regulations based on maximum utilization of private facilities and requiring rental rates to be based on a realistic amortization period."

3. Exchange sales store (p. 22)

"In addition to previously mentioned overall reductions the committee has denied the request for $187,000 for an addition to the post exchange at Kincheloe AFB, Mich. Existing facilities are adequate to meet the requirements at this installation."

4. Open mess, officers (p. 20)

"The program submitted by the Air Force includes $1,589,000 for additions to existing officers' clubs at various installations within the Air Force. The committee has denied this request and feels that existing facilities in these instances are adequate to meet the requirements. Should future personnel changes make larger clubs more desirable at the various installations, consideration should be given to providing additional space with nonappropriated funds."

Minot Air Force Base, N. Dak.

Line item	Budget request	House action	Restoration requested
1. Corrosion control facility	$575,000	−$575,000	+$575,000
2. Civil engineering maintenance shop	140,000	−140,000	+140,000
3. Trailer court, parking	400,000	−400,000	+400,000
4. Open mess, officers (ADDN)	205,000	−205,000	+205,000
Total	1,320,000	−1,320,000	+1,320,000

REMARKS AND REASON FOR RESTORATION

1. Corrosion control facility

Prevention and control of corrosion on the surface of advanced weapons systems are vitally important preventive maintenance functions which must be conducted to maintain the structural integrity and operational capability of the aircraft, and thus protect the initial investment of the multimillion dollar weapons systems for effective completion of their intended use.

This project is requested to provide a corrosion control capability for Minot Air Force Base.

Corrosion is simply deterioration of a metal due to reaction with its environment. Corrosion usually begins as a surface condition; but if allowed to progress, it will work its way down to the core of the material.

When an aircraft must perform under highly varied climatic conditions, the corrosion problem becomes very complex. The amount of salt, acid, alkali and other corrosive agents in the atmosphere of operation cannot be controlled; but the effects can be minimized by field personnel if adequate facilities are furnished them. Failure to provide the necessary wherewithal for periodic cleaning can result in mandatory expenditure for repairs of aircraft which are nonoperational due to corrosion damage. Recent examples of high repair costs necessitated by corrosion prove the economic advantage of preventive maintenance. Cost of replacing high stress wing panels on 16 C–130 aircraft exceeded $800,000. The estimated cost of reskinning and cleaning up heavily corroded areas on 20 F–101 aircraft is $625,000. These situations resulted directly from lack of adequate cleaning facilities and similar examples are to be expected from the aircraft at Minot if proper corrective measures are not employed.

While it is true that experience of corrosive structural failure cannot be presented for the aircraft at Minot, it can be stated without equivocation that when this proof is available large sums of money will be required to replace failed aircraft to the operating inventory. In effect to delay this project is to gamble with SAC posture.

Use of outside washing facilities at Minot Air Force Base would not permit an effective corrosion control program to be carried out. The temperature remains below freezing for an average of 136 days during a year and open washing cannot be done during this period. Protective cover is necessary.

With regard to maximum utilization of existing facilities, it must be pointed out that the Air Force has restricted requests for aircraft maintenance docks at Minot to one less than the calculated requirement and all efforts will be made through improved procedures and by benefit of experience to conduct the maintenance workload within this reduced area. Specifically, there will be six docks available against a calculated requirement of seven covered spaces for necessary maintenance of the SAC fleet; and it is intended that the corrosion control facility will be used whenever possible, for other maintenance functions such as aircraft weighing, gear retraction, painting, deicing, etc.; thus, possibly negating the requirement for the additional dock.

There is no surplus maintenance space existing; but the committee may be assured that if through continued scrutiny of method and procedures, it is determined that the restricted maintenance space is adequate, the Air Force will take action to expend the requested appropriation to modify one of the existing docks in lieu of new construction and effect all possible savings.

It is requested that the item for corrosion control facility be reinstated in the fiscal year 1962 appropriation program.

2. Civil engineering maintenance shop

The requested 5,808-square-foot addition is necessary to provide adequate shop space in support of the civil engineering maintenance functions including carpentry, plumbing and heating, paint, electrical, refrigeration, sheet metal and welding. A requirement exists for a shop totaling 11,800 square feet.

Four shops, sheet metal, refrigeration, plumbing and heating, and carpentry, are currently occupying the existing 5,992-square-foot shop building. Shops are overcrowded at the present time and with the increased maintenance responsibility imposed upon the base civil engineer, resulting from the continuing buildup of the base, it will be impossible to adequately maintain base facilities from the existing inadequate shop facility. The present facilities result in inefficient working conditions with commensurate loss at production time on the part of the workers.

Minot AFB was originally constructed to support a single fighter-interceptor squadron at a virgin site. However, with the addition of a SAC bomber and tanker mission and a SAGE direction center, the base has more than doubled in

strength since the existing shop was constructed. Real property facilities to be maintained by base shops have increased accordingly.

With base expansion, the civil engineering squadron will have responsibility for approximately 120 buildings, 1,500 family housing units, runway and paved areas, and utilities valued in excess of $70 million.

Winter weather at Minot AFB generally prevails from early November until late in March and is usually accompanied by high winds and several severe blizzards. This makes the performance of repair and maintenance functions in an enclosed shop mandatory.

Because Minot AFB was constructed as a new base, there are no other facilities existing, surplus, or programed which could satisfy the requirement for additional shop space. In addition, there are no commercial facilities available in the vicinity of the base, and the city of Minot is 14 miles distant. The work performed in this shop is day-to-day maintenance and it is of the utmost importance that the necessary capability be provided to protect our investment in the base.

Provision of these facilities will result in a closer knit organization thus providing better control and more efficient operation of the civil engineering organization.

It is requested that this item be reinstated in the fiscal year 1962 military construction appropriation program.

3. Trailer court, parking

The Air Force programs for the construction of trailer park spaces only as a supplement to the regular family housing program. By regulation, trailer facilities are provided only if adequate commercial facilities are not available at reasonable rates and distances. Although several trailer parks within a 20-mile radius were surveyed none were considered adequate by existing commercial standards.

The lack of adequate family housing at or near this base has forced many families to decide between the purchase of a trailer and a prolonged family separation. Considering that the military personnel who have acquired trailers are predominantly in the lower pay grades, the purchase of a trailer is a financial burden. The modern trailer, equipped for more permanent living now costs upward of $6,000. The normal amortization period of a trailer is between 5 and 7 years with monthly payments averaging $85 per month. Individuals have been paying a flat rate of $6 per month for Government-furnished trailer space exclusive of utilities. The cost of utilities (electricity, water, sewage, and trash hauling) charged separately is $15 to $20 per month. In addition the occupant must purchase his own heating and cooking fuels. Therefore, to own and live in a modern trailer during its amortization period costs an average of $110 to $125 per month.

The present $6 parking rate was established by a joint Department of Defense/3-Service committee in 1952. It was based on an average commercial rate then in use, less overhead and profit. The trailer parking facilities during that period were very minimal and most trailers lacked interior sanitation and toilet facilities. The modern trailer today is equipped with full kitchen and bathroom facilities. The plumbing and electrical services to each parking site are somewhat the same as for a normal house. This, in part, is the reason for the seemingly high unit cost per trailer parking site. The unit cost increases in inverse proportion to the number of units constructed. This factor is compounded at isolated stations where full utility services are required for a relatively small number of trailer parking spaces.

The Air Force recognizes that the rate established in 1952 is no longer valid in light of the increased standards needed and rising construction and building costs. As of October 1, 1961, a flat rate of $10 per month will be charged for the use of each trailer parking site constructed with appropriated funds authorized within a military construction program. This matter has been reviewed with the Department of Defense and concurred in. It is the view of the Air Force that this will provide for an amortization period of 20 years. This is considered realistic. The construction of this proposed trailer park (fiscal year 1962 military construction program) is fully justified and will contribute greatly to achieving a reasonable living environment at this location.

It is requested that this item be reinstated in the fiscal year 1962 appropriation program.

4. Open mess, officers (addition)

At the present time the open mess activity at this installation operates in a portion of a building constructed as an officers' dining hall. Considering that over 600 officers will be assigned to this base, the existing building is totally

inadequate for the proper functioning of this important recreational activity. The base is remotely located and personnel assigned there are almost wholly dependent upon what is available to them on base. The open mess is the center of social activity in the base community; a very sizable community in the case of Minot.

It has long been the policy of Department of Defense, established under Executive order, that the basic structure be constructed from appropriated funds. Interior decorations, furnishings, and equipment are provided from nonappropriated funds generated by open mess operations.

On May 10, 1951, the President of the United States publicly endorsed the report of his Committee on Religion and Welfare in the Armed Forces which stated in part: "Appropriated funds should assume the necessary costs up to a certain level for construction of facilities and employment of civilian personnel for the extended activities listed under the 'essential' program, i.e., service clubs, libraries, hobby shops, facilities for intrapost athletic competition. In general, appropriated funds should support the cost of providing facilities for the basic function, while nonappropriated funds are used for any elaboration on the basic function."

Reinstatement of the officers' open mess in the fiscal year 1962 military construction appropriation program is requested.

HOUSE REPORT STATEMENT

1. Corrosion control facility (p. 19)

"Funds requested in the amount of $2,403,000 for corrosion control facilities at various locations within the continental United States are denied. These facilities are actually washracks for the washing of large aircraft. Several were funded by the Congress in the fiscal year 1961 program. Testimony disclosed that as yet the Air Force has not stabilized the design and requirements for these facilities. This is a new program at the bases concerned and little if any experience is available to the Air Force as to the extent of corrosion resulting from the inadequate washing of aircraft at these locations. Steps should be taken to review these requirements and proposed locations and to achieve maximum utilization of existing facilities including maintenance docks and outside washing facilities."

2. Civil engineering maintenance shop (p. 20)

"Funds were requested in the amount of $2,741,000 for civil engineering maintenance facilities in support of the base engineer operations at several locations within the Air Force. The committee feels that the requirements and costs of this program could be reduced drastically if a close review were made of local requirements and a more practical use of existing facilities achieved. The request for these funds is denied."

3. Trailer court, parking (p. 20)

"Funds requested in the amount of $1,318,000 for the construction of trailer courts at various installations within the Air Force are denied. These facilities provide parking areas for trailers owned by military personnel who are generally lower grade airmen not entitled to family quarters. The facilities consist of internal streets, parking and trailer pads of black top paving, concrete sidewalks utilities including water supplies, sanitary sewer, and electrical services, and support facilities including a community building providing facilities for washing and drying of clothes, a community meeting room with toilet facilities, a secure dry storage area, as well as a basic storage utility unit to accommodate a water outlet valve, electric, telephone and TV panels and fuel oil and gas cradles, as well as site preparation. An example of the costs associated with this program is the $2,000 per trailer parking space estimated at K. I. Sawyer Air Force Base, Mich. It is contemplated that personnel occupying these trailer parking spaces will pay a flat rate of $6 per month for the parking privileges. At this rate it would require almost 28 years to amortize the construction cost, not including costs of operation and maintenance and replacement of facilities. The committee feels that such a period is entirely unrealistic. The Department of Defense should take steps immediately to study the requirements for this program, not only in the Air Force but in the other military services, and formulate regulations based on maximum utilization of private facilities and requiring rental rates to be based on a realistic amortization period."

4. Open mess, officers (p. 20)

"The program submitted by the Air Force includes $1,589,000 for additions to existing officers' clubs at various installations within the Air Force. The committee has denied this request and feels that existing facilities in these instances are adequate to meet the requirements. Should future personnel changes make larger clubs more desirable at the various installations, consideration should be given to providing additional space with nonappropriated funds."

Otis Air Force Base, Mass.

Line item	Budget request	House action	Restoration requested
Corrosion control facility	$373,000	−$373,000	+$373,000

REMARKS—REASON FOR RESTORATION

The covered corrosion control facility required for Otis Air Force Base will provide for year round, all weather aircraft cleaning and an adequate corrosion prevention program. The excessive amount of salt and moisture in the atmosphere at Otis Air Force Base and the continuous operation of the Air Defense Command early warning aircraft in a salt laden atmosphere creates an ideal situation for extensive aircraft corrosion problems. The existing open facility cannot be used in subfreezing temperatures and necessary chemical applications often cannot be accomplished due to excessive wind conditions.

Corrosion is considered one of the major problems in advanced weapon systems. The expanded use of dissimilar metals and the use of new metals and materials compound deterioration from environmental and atmospheric conditions. The amount of salt, dirt, dust, acid, alkali, and other corrosive agents in the atmosphere cannot be controlled. However, the extent of corrosion damage incurred as a result of these conditions can be minimized if adequate cleaning facilities are provided. the cleaning of aircraft is important preventive maintenance, recognized not only by the Air Force, but the aircraft industry and civil airlines as well.

It is true that little experience is available to the Air Force as to the extent of corrosion resulting from inadequate washing of aircraft specifically at Otis. Without equivocation, it can be stated that by the time actual experience is gained, it will be too late and a considerable expenditure of maintenance money will be required to correct the problem which will in no way eliminate the need for an adequate facility in which preventative action can be taken.

Failure to provide adequate cleaning facilities can result in extremely costly repairs. Recent examples are extensive corrosion of high stress wing panels on C–130 aircraft and wing corrosion problems on F–101 aircraft. Cost of replacing panels on 16 C–130 aircraft exceeded $800,000. Estimated cost of reskinning 20 F–101 aircraft and cleaning up other corroded areas is $625,000. Both situations resulted directly from a lack of adequate cleaning facilities. The facility requested will prevent a similar situation from occurring on the aircraft at Otis.

It is requested that this project be reinstated in the fiscal year 1962 appropriation program.

HOUSE REPORT STATEMENT (P. 19)

"Funds requested in the amount of $2,403,000 for corrosion control facilities at various locations within the continental United States are denied. These facilities are actually washracks for the washing of large aircraft. Several were funded by the Congress in the fiscal year 1961 program. Testimony disclosed that as yet the Air Force has not stabilized the design and requirements for these facilities. This is a new program at the bases concerned and little if any experience is available to the Air Force as to the extent of corrosion resulting from the inadequate washing of aircraft at these locations. Steps should be taken to review these requirements and proposed locations and to achieve maximum utilization of existing facilities including maintenance docks and outside washing facilities."

NORAD, Colorado Springs, Colo.

Line item	Budget request	House action	Restoration requested
Combat Operation Center	$12,400,000	−$2,000,000	+$2,000,000

REMARKS—REASON FOR RESTORATION

The budget request presented to the committee of $12,400,000 is the best estimate available to the Air Force at this time. It is based on final design which is 5 percent complete. A reduction of $2 million in the cost of the hardened NORAD combat operations center is unwarranted. The estimated cost of this hardened underground control center is conservative. To assure continuity of effort, and to prevent the need to resort to special funding procedures, should the $10,400,000 provided by the House prove to be insufficient, it is requested that the NORAD Combat Operations Center be reinstated in the program in the amount of $12,400,000.

HOUSE REPORT STATEMENT (P. 2)

"Projects were eliminated or estimates reduced where the costs appeared excessive or plans were inadequate. The committee has recommended against the appropriation of funds in several instances involving complicated structures for which the architect-engineer to do the planning and design work has not yet been appointed or the design not sufficiently advanced to assure realistic cost estimates. General or specific action has been taken in this category to reduce funds available to each of the services in an effort to achieve better costs."

AIR FORCE LOGISTICS COMMAND

Olmsted Air Force Base, Pa.

Line item	Budget request	House action	Restoration requested
Shop, instrument repair, depot (MOD)	$755,000	−$755,000	+$755,000

REMARKS—REASON FOR RESTORATION

The Air Force agrees completely with the House Appropriations Committee's recommendation to utilize existing facilities to meet the requirement for an instrument repair shop. This was, in fact, the basis for the original request. The project will upgrade a 30,000-square-foot portion of building 28 at Olmsted Air Force Base, rather than build a new structure there or elsewhere at several times the cost.

The repair of missile and aircraft instruments now entering the Air Force inventory requires a strictly controlled shop environment where temperature and humidity are held within close limits and dust is virtually eliminated. Manufacturers have found these conditions essential in the manufacturing process. They are equally essential during repair. This project will meet these conditions within an existing structure at minimum cost.

At a few other locations, the Air Force does have, or has under construction, limited quantities of repair space with an environment suitable for this work. However, these few shops are for other purposes such an inertial guidance system maintenance, gyro repair, electronics, etc. Each has been sized to handle specific workloads on first-line weapon systems. None have excess space in which to accomplish the work planned for Olmsted.

Olmsted Air Force Base has the personnel to do this work. Instrument repair has been accomplished at Olmsted since before World War II by over a thousand people. The function occupies 136,000 square feet of shop space which will continue in use without modification as long as the requirements of the instruments repaired will permit.

Work to be performed in the proposed facility is an extension of old tasks which have changed with technological progress and which demand exceedingly close tolerances, greater accuracy, and increased reliability. There is no economic advantage to moving the instrument repair functions elsewhere. Equivalent or

greater construction costs would be involved and a trained work force would be diluted.

The deficiency of 64,445 square feet of space shown on the project justification form will only be partially met by the 30,000 square feet of environmentally controlled space to be provided by this modification project. Remaining deficiencies will be met by future programing. It is requested that this item be reinstated in the fiscal year 1962 appropriation program.

HOUSE REPORT STATEMENT (P. 22)

"The request for an instrument repair shop in the amount of $755,000 at Olmsted Air Force Base, Pa., is denied. The requirement for this installation can be met by the use of existing facilities at this or other locations available to the Air Force."

Wright-Patterson Air Force Base, Ohio

Line item	Budget request	House action	Restoration requested
Science laboratory materials (Mod)	$781,000	−$781,000	+$781,000

REMARKS—REASON FOR RESTORATION

This modification is required to provide suitable space for 181 people to accomplish research work in materials. This work entails all the research done in coatings, fluids, and lubricants, the preponderance of metals and ceramics laboratory work and part of that research done by the physics laboratory.

The allocation of manpower spaces was increased just over a year ago, and there is no action contemplated to reduce this allocation.

The work accomplished comprises the majority of both the inhouse and contract work done within the materials laboratory complex. There is no plan for this workload to be lightened, neither internally nor that accomplished by contract.

Design of this laboratory is 30 percent complete. The Corps of Engineers is doing the design work with its own resources, and in accord with present plans they will complete the design by November 1961. Award of the construction contract is scheduled for January 1962. An architect-engineer firm has not been, nor is it contemplated that one will be, employed.

There are no existing facilities at Wright-Patterson Air Force Base that can adequately accommodate the materials research functions without modification. The modification proposed by this project is the most suitable and economical plan for providing the required facility. There are no facilities available at other installations that are designed to house research work in materials. Modifications would be required and would cost as much or more than is involved in this proposed project. Additionally it would be entirely impractical to locate a portion of the materials research function away from the Wright-Patterson complex where the entire Air Force effort in materials research is currently centralized.

It is mandatory that an inhouse capability be maintained within the Air Force. Without it, there would be no way of managing the contract effort with private industry. The average man employed in this portion of the materials laboratory divides his effort as follows: 10 percent administrative overhead, 45 percent inhouse research, and 45 percent technical monitoring of contract research.

The modification requested is aimed primarily at increasing the quality of the inhouse research work, which in turn will reflect in an increase in the quality of the contract research program.

It is requested that this item be reinstated in the fiscal year 1962 military construction appropriation program.

HOUSE REPORT STATEMENT (P. 23)

"Funds were requested in the amount of $781,000 for a science material laboratory at Wright-Patterson Air Force Base, Ohio. The committee notes that not only is there a relatively light workload proposed for this laboratory, but that no architect-engineer has yet been selected. This requirement can also be met by the use of existing facilities at this or other installations or those available in private industry."

AIR FORCE SYSTEMS COMMAND

Arnold Engineering Development Center, Tenn.

Line item	Budget request	House action	Restoration requested
Aerospace systems environmental chamber, Mark I	$18,500,000	−$1,000,000	+$1,000,000

REMARKS—REASON FOR RESTORATION

The cost estimate for the Mark I chamber is derived from the completed final design drawings and specifications. This cost estimate represents an analysis of the kind of material and types of equipment included in this project and is the best engineering estimate available for this highly specialized facility.

The Mark I is unique in that it will provide the largest vacuum chamber and the most complete array of simulated space environments for testing complete satellite vehicles that will be available in this country. There is no comprehensive cost experience available that is comparable to that used in estimating costs for conventional repetitive type facilities. Our experience in the construction of unique, first-of-a-kind facilities shows that the construction costs are more regularly higher than our best estimates. On this basis the $18.5 million is believed to be a reasonable cost for the facility.

It is requested that the $1 million deleted from this item be reinstated in the fiscal year 1962 military construction appropriation program.

HOUSE REPORT STATEMENT

Aerospace systems environmental chamber, Mark I (p. 23)

"The committee concurs in the need for this facility, but believes that it can be constructed at a lesser cost than the budget estimates and approves the amount of $17,500,000."

L. G. Hanscom Field, Mass.

Line item	Budget request	House action	Restoration requested
1. Special laboratory, computation	$1,212,000	−$1,212,000	+$1,212,000
2. Air-conditioning plant	382,000	−82,000	+82,000
3. Command and control building	919,000	−919,000	+919,000
Total	2,513,000	−2,213,000	+2,213,000

REMARKS—REASON FOR RESTORATION

1. Special laboratory, computation

2. Air conditioning plant

The work in this laboratory is devoted to establishing ways of processing more information in a shorter time and displaying the results in a manner that is meaningful in reaching decisions related to the command and control of our future aerospace force. The computers used are commercially developed and the immediate objective is to effectively and efficiently fit their capability to our military application.

For example, a maneuverable orbital vehicle such as a satellite interceptor will need to acquire information as to location, speed, and direction of the target, compare this with its own location and speed and determine the best route for interception. This must be done rapidly and accurately. This laboratory will develop the techniques for (*a*) assembly and furnishing this information to the computer and (*b*) displaying or representing the processed information in a manner that is meaningful and will permit rapid and accurate control of the vehicle to the point of interception.

The primary objective is to identify that information which is important to a commander in making decisions. Using this criteria, this laboratory will establish what basic data is to be assembled, the manner in which it is processed by the computer so that the end result can be quickly assimilated, understood, and used.

It is mandatory that the Air Force maintain an inhouse capability to develop the specialized military applications of computers and associated programing techniques to the point where a particular problem can be defined and reduced to an intelligible work statement. This then can be given to a private contractor for further work in establishing the manner in which commercially available computers can be used in military applications.

It is requested that the special laboratory and the associated air-conditioning plant capacity supporting it be reinstated in the fiscal year 1962 appropriation program.

3. Command and control building

The existing facilities are totally inadequate to accommodate personnel presently assigned to the Electronic Systems Division. The situation is extremely critical and will get worse with the buildup of the assigned mission. The facility is required to house the management staff of the Electronic Systems Division. There are no other suitable facilities at L. G. Hanscom Field or in the Boston area that will accommodate this requirement. The Electronic Systems Division is responsible for supervising the development, production and acquisition of all electronic systems being brought into the Air Force inventory. It is urgently requested that this project be restored to the fiscal year 1962 military construction appropriation bill.

HOUSE REPORT STATEMENT

1. Special laboratory, computation (p. 24)

2. Air conditioning plant (p. 24)

"The committee fails to see the need for the Air Force to work in this field of basic research and believes that it is a requirement of the many private organizations building computers and selling or leasing them to Government agencies."

3. Command and control building (p. 24)

"The committee has approved $1,767,000, eliminating the requests for a headquarters building in the amount of $919,000, * * *. The committee feels that existing facilities are adequate to meet the need for headquarters facilities at the present time. The Air Force and the Department of Defense should give consideration to use of existing facilities at other locations rather than a continued costly buildup at Hanscom Field."

AIR TRAINING COMMAND

Brooks Air Force Base, Tex.

Line item	Budget request	House action	Restoration requested
School of aerospace medicine	$2,673,000	−$2,673,000	+$2,673,000
Total	2,673,000	−2,673,000	+2,673,000

REMARKS—REASON FOR RESTORATION

Since the Air Force has, by directive, been given tasks in space exploration and surveillance in conjunction with the National Aeronautics and Space Administration, it follows that its medical research program must supplement this mission.

Cellular Physiology Laboratory

This building is required so that the fundamental bioscience investigations, based on known and anticipated Air Force applied research objectives, can be done. These objectives must be met to insure maximal exploitation of man's capabilities in aerospace operations of the present and those anticipated for future extension to completely new and previously unexplored environments.

The practical and theoretical questions already raised by present and anticipated aerospace operations are circumscribed by the absence of adequate information about fundamental biomechanisms and their inner actions.

Essential to continued supremacy in aerospace biospace applications is an extensive program to investigate the biomechanisms underlying the life processes which are subjected to a tremendous complex of environmental factors peculiar to aerospace operations.

All scientific disciplinary effort in this building will be committed directly to biomedical problems of established concern in aerospace operations. These investigations require a varied scientific disciplinary approach. Efforts will be directed to obtaining information required by the Air Force to meet its objectives.

Bioscientists within various scientific disciplines will be put to work in the specialty areas on those problems which pertain directly to the biomedical aspects of concern in aerospace operations as opposed to basic research done in other governmental and private institutions. It is intended that this building will provide the work space in which to obtain required information in investigational areas that are now covered inadequately or not at all for aerospace operational situations by the other agencies mentioned above.

This building is required for team effort in problem solving. Reliance on outside agencies (already committed to other areas of concern) to provide critical information on a demand basis will result in an unprecedented lag in obtaining urgently required data to meet established research objectives. In this facility, research will encompass such types and categories as: biophysics, biokinetics, microbiology, virology, cytochemistry, cellular and molecular biology, regulatory systems biology, pharmacology, and the various subdisciplines and interdiscipline areas of comparable concern. Additionally, the availability of these disciplines already directed toward the assigned mission objectives will permit immediate inhouse consultation during problem solving and as a consequence will accelerate achieving desired goals. The inhouse capability provided by this building must be available to provide information required from day to day on a demand basis to solve problems engendered by the other ongoing research being done in the facilities already in use and under construction at this center.

Without such an aggressive and knowledgeable pursuit of the required studies, progress will be too slow and failure of man in the weapon system can result.

Dental Research Laboratory

1. It has been repeatedly recognized by eminent civilian consultants and outstanding USAF dental authorities that the dental research program of School of Aerospace Medicine is the sole means for solving the problems of providing immediate dental health care. The inability to provide complete dental care was frankly admitted in the June 1961 issue of the USAF Medical Service Digest. This admission was given solely as justification for continued, unrelenting research. Specific Air Force dental problems not amenable to extramural research must be accomplished at this facility, since it is peculiarly qualified as follows:

(a) Resources are dedicated specifically to Air Force problem areas.
  (1) Dental-medical aspects of the man-in-space program.
    (*a*) Responsibility for the health of the astronaut.
    (*b*) Effects of space flight on the oral tissues.
    (*c*) Oral hygiene in prolonged orbital flight.
  (2) Causes, diagnosis, and treatment of oral disease.
  (3) More and better dentistry for Air Force personnel.
  (4) Prevention of dental disease in the Air Force population, to minimize disability of personnel in isolated duty stations or subject to deployment to remote areas.

(b) Highly trained scientific personnel, a third of whom are medical.
  (1) Aware of the Air Force problems by virtue of extensive training in Air Force clinics.
  (2) Graduate degree training in civilian universities.
  (3) Fully qualified to monitor extramural research.

(c) Incomparable human experimental subject-sources with absolute control of diet, health status, age group, physical activity, and environmental exposure.

2. Thus, only an intramural solution is possible. No other facility, civilian or governmental, possesses this necessary combination of specially-qualified personnel, unlimited sources of human subjects, access to and full participation in simulated space flights.

3. The present physical facility World War II type barracks building was intended only as interim quarters and is grossly inadequate to accommodate the present research workload.

4. The new facility will make possible the undertaking of Headquarters USAF directed programs currently awaiting implementation.

5. The present personnel planning and educational training programs have been implemented on the known research workload and the assurance that a move from temporary facilities was imminent.

6. Without this, the research residency training program will necessarily terminate and the extension of research into vital areas will be drastically curtailed.

Thus, the one last hope of the dental service to meet its mission will have vanished and the solution will then lie amid the hopelessness and impracticability involved in obtaining a substantial increase in dental personnel.

It is requested that this item be reinstated in the fiscal year 1962 appropriations program.

HOUSE REPORT STATEMENT (P. 24)

"Funds are requested in the amount of $2,673,000 for additional facilities for the Air Force School of Aviation Medicine, Brooks Air Force Base, Tex. These facilities are to be devoted to basic research in such items as pharmacology and dental research. There are many Government and private agencies engaged in basic and advanced research in these fields. Fiscal year 1962 budget estimates for the National Institute of Dental Research are estimated at $14,681,000. Congress has just completed funding of a new building for this Institute at a total estimated cost of $3,800,000. The committee fails to see the need for the Air Force to engage in additional work in these areas and believes that existing facilities in governmental and private institutions are adequate to meet any Department of Defense requirements."

Lackland Air Force Base, Tex.

Line item	Budget request	House action	Restoration requested
1. Training, technical (addition)	$966,000	−$66,000	+$66,000
2. Recruit training and housing facility (replacement)	3,565,000	−3,565,000	+3,565,000
Total	4,531,000	−3,631,000	+3,631,000

REMARKS—REASON FOR RESTORATION

1. Training, technical (addition)

The scope of this addition to the Technical Training Building at Lackland Air Force Base was designed at the minimum to provide the required facility. The cost data represents the best engineering estimates available. It is recognized that in normal bid practice, actual contract bids and awards may vary from the estimated project cost; however, it is requested that consideration be given to approval of the item at the requested amount in the fiscal year 1962 appropriation program.

2. Recruit training and housing facility (replacement)

These new dormitory spaces will supplement a major dormitory modernization program now being accomplished at the base. Under the dormitory modernization program 6,627 spaces are being upgraded to adequate standards. No other buildings remain which are capable of upgrading. Upon completion of this program and with the construction of 624 spaces from the fiscal year 1961 program, now under construction, adequate standard dormitory spaces will total 16,390 against a requirement of 20,502.

The proposed project of seven individual buildings with a capacity of 208 men each, will provide a completely functional military training complex by integrating sleeping, living, and training facilities under one roof. The construction authorized in the fiscal year 1961 program, now under construction, provides buildings under the same concept. It is estimated that the cost of constructing the equivalent dormitory; classroom and training space in separate facilities would approximate $800,000 over the cost of the requested project.

There is a current deficiency in academic classroom space of 97,457 square feet. This deficiency will be reduced with the construction of 13,440 square feet from the fiscal year 1961 program, now under construction. The additional classroom space of 18,760 square feet requested in this project will further reduce the deficiency to manageable proportions.

It is requested that the items be reconsidered for inclusion in the fiscal year 1962 appropriation program.

HOUSE REPORT STATEMENT

1. Training, technical (p. 2)

"Projects were eliminated or estimates reduced where the costs appeared excessive or plans were inadequate."

2. Recruit training and housing facility (p. 24)

"The Air Force requested funds in the amount of $3,565,000 for construction of seven recruit training and housing units at Lackland Air Force Base, Tex. Proper consideration has not been given to the utilization of existing facilities within the military services including rehabilitation of dormitory space presently available. The construction of seven buildings as proposed by the Air Force is much more costly than the conventional type of facilities in use at other locations. The Department of Defense will be expected to make a thorough restudy of this facility as to scope, cost, and requirements with maximum use being made of existing facilities at this or other locations."

AIR UNIVERSITY

Gunter Air Force Base, Ala.

Line item	Budget request	House action	Restoration requested
Dormitory, airmen	$758,000	−$58,000	+$58,000

REMARKS—REASON FOR RESTORATION

The cost estimate provided to the committee is based upon plans and specifications which are 60-percent complete. This fact, plus the professional judgment of the construction agency, based on the cost of construction of similar projects in this area, is the source of the budget request for this project. The basic unit cost of the facility is $1,780 per man which is below the minimum limit of $1,850 per man prescribed by law. The facility is being designed to provide a standard of accommodation comparable to other Air Force installations, and is in keeping with the overall criteria for dormitories established by the Department of Defense.

It is requested that the cost reduction made by the House of Representatives be restored for this project.

HOUSE REPORT STATEMENT (P. 2)

"Projects were eliminated or estimates reduced where the costs appeared excessive or plans were inadequate."

Maxwell Air Force Base, Ala.

Line item	Budget request	House action	Restoration requested
Dormitory, airmen	$802,000	−$52,000	+$52,000

REMARKS—REASON FOR RESTORATION

The cost estimate provided to the committee is based upon plans and specifications which are 85-percent complete. This fact, plus the professional judgment of the construction agency, based on the cost of construction of similar projects in this area, is the source of the budget request for this project. The basic unit cost of the facility is $1,675 per man which is below the minimum limit of $1,850 per man prescribed by law. The facility is being designed to provide a standard of accommodation comparable to other Air Force installations, and is in keeping with the overall criteria for dormitories established by the Department of Defense.

It is requested that the cost reduction made by the House of Representatives be restored for this project.

HOUSE REPORT STATEMENT (P. 2)

"Projects were eliminated or estimates reduced where the costs appeared excessive or plans were inadequate."

HEADQUARTERS COMMAND

Andrews Air Force Base, Md.

Line item	Budget request	House action	Restoration requested
1. Operations mission training	$827,000	−$827,000	+$827,000
2. Shop, aircraft maintenance, field	425,000	−425,000	+425,000
3. Shop, parachute and dinghy	288,000	−288,000	+288,000
4. Headquarters Command building	1,720,000	−1,720,000	+1,720,000
Total	3,260,000	−3,260,000	+3,260,000

REMARKS—REASON FOR RESTORATION

1. Operations mission training

The requirement and scope of this facility has been thoroughly reviewed, especially in view of the action taken on the Defense Department appropriations bill for fiscal year 1961. This facility is required regardless of the proposed cut in proficiency flying. The building will house the staff operations supervisor of CRF flying, jet and conventional flying training sections, navigator training section, personal, equipment section, and synthetic trainer section. There will be 147 officers, 66 airmen, and 29 civilians working in this building.

With the programed move of the Bolling AFB flying mission to Andrews AFB the consolidation of CRT missions will involve 2,166 pilots and 100 observers who will use the facilities of this building. The present inadequate facilities on the east side now handle only half this number of pilots and will be in the area to be used by the Reserve and Navy flying missions. This area is 5 miles away from the proposed operations and training building. The new building was sited so as to consolidate all training activities, because of its nearness to base operations, base weather station, and the mission aircraft. Classrooms for the pilots ground school will be located in this building as well as the scheduling and administration of all flights.

In summary, regardless of the proposed cut in CRT flying, this facility is still an essential and vital requirement. Request it be reinstated in the fiscal year 1962 MCP.

2. Shop, aircraft maintenance field

Proficiency training represents less than one-half of the necessary field maintenance shop capability which must be attained at Andrews Air Force Base to meet maintenance responsibilities during the program period. Without an aircraft fabrication and repair shop in the near vicinity of the major workload, no degree of efficiency or management control can be exercised. Based on flying time per aircraft and work hours in relation to total number of Air Force aircraft to be supported, this project is necessary and if not provided, will have the following major impacts on the assigned mission:

(*a*) Increase of spare parts and aircraft components by 20 percent.

(*b*) Major increase in transportation requirements in excess of $50,000 annually.

(*c*) Increase personnel requirements to the extent of costing in excess of $135,000.

It is requested that this line item be reinstated in the fiscal year 1962 appropriation program.

3. Shop, parachute and dinghy

This project is not predicated on support of proficiency training alone, but represents the requirement generated by all aircraft to be operating from Andrews Air Force Base with the exception of those assigned to the Navy. Proficiency training requirements represent only about 40 percent of the total parachute and dinghy shop workload which is currently and projected through 1965 to be in excess of 2,000 parachutes per month. This workload must be met to maintain all of the vital survival equipment in a serviceable ready condition.

The existing shop at Andrews Air Force Base is inadequate to accomplish the present missions. This condition will become unacceptable when the responsibility of maintaining the survival equipment of the Bolling Air Force Base aircraft is assumed. In addition it is a temporary wood frame structure of 3,784 square feet which, from an economic aspect, is not reparable and will be demolished when a new building is available.

It is requested that this item be reinstated in the fiscal year 1962 appropriation program.

4. Headquarters Command Building

The Headquarters, Air Force Systems Command Building is totally inadequate as to condition and size to accommodate presently assigned personnel. The situation is so critical that office space of personnel absent from the headquarters on temporary duty or leave has to be used by other personnel of the headquarters on an interim basis. The personnel strength of the headquarters is at an absolute minimum consistent with the proper accomplishment of the assigned mission. Maximum decentralization of headquarters functions to the operating divisions of the command has been effected. All of these operating divisions are located away from the Washington area. There are no available facilities at Andrews Air Force Base or in the Washington area that are suitable for accommodating this requirement. Headquarters, AFSC is responsible for supervising the development, production, and acquisition of all systems being brought into the Air Force inventory. It is urgently requested that this project be restored to the fiscal year 1962 MCP appropriation bill.

HOUSE REPORT STATEMENT

1. Operations mission training (p. 25)

2. Shop aircraft maintenance field (p. 25)

3. Shop, parachute and dinghy (p. 25)

"The committee fails to see the need for additional proficiency flying facilities of this type" * * *.

4. Headquarters Command Building (p. 25)

"The committee fails to see the need for * * * [this facility] and believes that the requirements for command headquarters facilities can be met by continued utilization of existing facilities at this or other locations within the Department of Defense."

TACTICAL AIR COMMAND

Seymour-Johnson Air Force Base, N.C.

Line item	Budget request	House action	Restoration requested
Washrack, aircraft	$263,000	−$263,000	+$263,000

REMARKS—REASON FOR RESTORATION

Without the requested open facility, an effective corrosion combating program cannot be conducted on the strategic aircraft at Seymour-Johnson Air Force Base. The washrack existing at Seymour-Johnson is not large enough to handle the SAC bombers and is fully utilized in support of the ADC and TAC missions.

It is true that little experience is available to the Air Force as to the extent of corrosion resulting from inadequate washing of aircraft at Seymour-Johnson. Without equivocation, it can be stated that by the time actual experience is gained, it will be too late and a considerable expenditure of maintenance money will be required to correct the problem which will in no way eliminate the need for an adequate facility in which preventative action can be taken.

Corrosion is considered one of the major problems in advanced weapon systems. The expanded use of dissimilar metals and the use of new metals and materials compound deterioration from environmental and atmospheric conditions. The amount of salt, dirt, dust, acid, alkali, and other corrosive agents in the atmosphere cannot be controlled. However, the extent of corrosion damage incurred as a result of these conditions can be minimized if adequate cleaning facilities are provided. The cleaning of aircraft is important preventative maintenance recognized not only by the Air Force but the aircraft industry and civil airlines as well.

Failure to provide adequate cleaning facilities can result in extremely costly repairs. Recent examples are extensive corrosion of high stress wing panels on C–130 aircraft and wing corrosion problems on RF–101 aircraft. Cost of replacing

panels on 16 C–130 aircraft exceeded $800,000. Estimated cost of reskinning 20 F–101 aircraft and cleaning up other corroded areas is $625,000. Both situations resulted directly from lack of adequate cleaning facilities. Facility requested will prevent similar situations from occurring on B–52/KC–135 aircraft at Seymour-Johnson Air Force Base.

It is requested that the item be reinstated in the fiscal year 1962 appropriation program.

HOUSE REPORT STATEMENT (P. 19)

"Funds requested in the amount of $2,403,000 for corrosion control facilities at various locations within the continental United States are denied. These facilities are actually washracks for the washing of large aircraft. Several were funded by the Congress in the fiscal year 1961 program. Testimony disclosed that as yet the Air Force has not stabilized the design and requirements for these facilities. This is a new program at the bases concerned and little if any experience is available to the Air Force as to the extent of corrosion resulting from the inadequate washing of aircraft at these locations. Steps should be taken to review these requirements and proposed locations and to achieve maximum utilization of existing facilities including maintenance docks and outside washing facilities."

AIR DEFENSE COMMAND (A.C. & W.)

Burns Air Force Station, Oreg.

Line item	Budget request	House action	Restoration requested
Trailer court, parking	$30,000	−$30,000	+$30,000

REMARKS—REASON FOR RESTORATION

The Air Force programs the construction of trailer park spaces only as a supplemental to the regular family housing program. By regulation, trailer facilities are provided only if adequate commercial facilities are not available at reasonable rates and distances. There are no satisfactory private trailer parks in the vicinity of this base. One of the six small courts rents space on an overnight basis only. The other five courts are very deficient in laundry facilities. Water is furnished from private wells with low pressure. Gravel and cinder roads predominate. All courts are located at least 10 miles from the radar site.

The lack of adequate family housing at or near this base has forced many families to decide between the purchase of a trailer and a prolonged family separation. Considering that the military personnel who have acquired trailers are predominantly in the lower pay grade, the purchase of a trailer is a financial burden. The modern trailer, equipped for more permanent living now costs upward of $6,000. The normal amortization period of a trailer is between 5 and 7 years with monthly payments averaging $85 per month. Individuals have been paying a flat rate of $6 per month for Government-furnished trailer space exclusive of utilities. The cost of utilities (electricity, water, sewage, and trash hauling) charged separately is $15 to $20 per month. In addition the occupant must purchase his own heating and cooking fuels. Therefore, to own and live in a modern trailer during its amortization period costs an average of $110 to $125 per month.

The present $6 parking rate was established by a joint DOD/3 service committee in 1952. It was based on an average commercial rate then in use, less overhead and profit. The trailer parking facilities during that period were very minimum and most trailers lacked interior sanitation and toilet facilities. The modern trailer today is equipped with full kitchen and bathroom facilities. The plumbing and electrical services to each parking site are somewhat the same as for a normal house. This, in part, is the reason for the seemingly high unit cost per trailer parking site. The unit cost increases in inverse proportion to the number of units constructed. This factor is compounded at isolated stations where full utility services are required for a relatively small number of trailer parking spaces.

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The Air Force recognizes that the rate established in 1952 is no longer valid in light of the increased standards needed and rising construction and building costs. As of October 1, 1961 a flat rate of $10 per month will be charged for the use of each trailer parking site constructed with appropriated funds authorized within a military construction program. This matter has been reviewed with the Department of Defense and concurred in. It is the view of the Air Force that this will provide for an amortization period of 20 years. This is considered realistic. The construction of this proposed trailer park (fiscal year 1962 military construction program) is fully justified and will contribute greatly to achieving a reasonable living environment at this location.

It is requested this item be reinstated in the fiscal year 1962 appropriation program.

HOUSE REPORT STATEMENT (P. 21)

"The funds requested in the amount of $1,318,000 for the construction of trailer courts at various installations within the Air Force are denied. These facilities provide parking areas for trailers owned by military personnel, who are generally lower grade airmen not entitled to family quarters. The facilities consist of internal streets, parking and trailer pads of black top paving, concrete sidewalks, utilities, including water supplies, sanitary sewer, and electrical services, and support facilities including a community building providing facilities for washing and drying of clothes, a community meeting room with toilet facilities, a secure dry storage area, as well as a basic storage utility unit to accommodate a water outlet valve, electric, telephone and TV panels and fuel oil and gas cradles, as well as site preparation. An example of the costs associated with this program is the $2,000 per trailer parking space estimated at K. I. Sawyer Air Force Base, Mich. It is contemplated that personnel occupying these trailer parking spaces will pay a flat rate of $6 per month for the parking privileges. At this rate it would require almost 28 years to amortize the construction cost, not including costs of operation and maintenance and replacement of facilities. The committee feels that such a period is entirely unrealistic. The Department of Defense should take steps immediately to study the requirements for this program, not only in the Air Force but in the other military services, and formulate regulations based on maximum utilization of private facilities and requiring rental rates to be based on a realistic amortization period."

Condon Air Force Station, Oreg.

Line item	Budget request	House action	Restoration requested
Trailer court, parking	$30,000	−$30,000	+$30,000

REMARKS—REASON FOR RESTORATION

The Air Force programs for the construction of trailer park spaces only as a supplement to the regular family housing program. By directive and regulation, trailer facilities are provided only if adequate commercial facilities are not available at reasonable rates and distances. There is only one existing trailer court within 25 miles. It is located 7 miles from the base in a low-cost building area and is surrounded by shacks. There are no lawns, no trees, and the court is located on sloping ground.

The lack of adequate family housing at or near this base has forced many families to decide between the purchase of a trailer and a prolonged family separation. Considering that the military personnel who have acquired trailers are predominantly in the lower pay grade, the purchase of a trailer is a financial burden. The modern trailer, equipped for more permanent living now costs upwards of $6,000. The normal amortization period of a trailer is between 5 and 7 years, with monthly payments averaging $85 per month. Individuals have been paying a flat rate of $6 per month for government-furnished trailer space, exclusive of utilities. The cost of utilities (electricity, water, sewage, and trash hauling) charged separately, is $15 to $20 per month. In addition, the occupant must purchase his own heating and cooking fuels. Therefore, to own and live in a modern trailer during its amortization period costs an average of $110 to $125 per month.

The present $6 parking rate was established by a joint DOD/3 service committee in 1952. It was based on an average commercial rate then in use, less overhead and profit. The trailer parking facilities during that period were very

minimum and most trailers lacked interior sanitation and toilet facilities. The modern trailer today is equipped with full kitchen and bathroom facilities. The plumbing and electrical services to each parking site are somewhat the same as for a normal house. This, in part, is the reason for the seemingly high unit cost per trailer parking site. The unit cost increases in inverse proportion to the number of units constructed. This factor is compounded at isolated stations where full utility services are required for a relatively small number of trailer parking spaces.

The Air Force recognizes that the rate established in 1952 is no longer valid in light of the increased standards needed and rising construction and building costs. As of October 1, 1961, a flat rate of $10 per month will be charged for the use of each trailer parking site constructed with appropriated funds authorized within a military construction program. This matter has been reviewed with the Department of Defense and concurred in. It is the view of the Air Force that this will provide for an amortization period of 20 years. This is considered realistic. The construction of this proposed trailer park (fiscal year 1962 military construction program) is fully justified and will contribute greatly to achieving a reasonable living environment at this location.

It is requested that this item be reinstated in the fiscal year 1962 appropriation program.

HOUSE REPORT STATEMENT (P. 21)

"The funds requested in the amount of $1,318,000 for the construction of trailer courts at various installations within the Air Force are denied. These facilities provide parking areas for trailers owned by military personnel, who are generally lower grade airmen not entitled to family quarters. The facilities consist of internal streets, parking and trailer pads of black top paving, concrete sidewalks, utilities, including water supplies, sanitary sewer, and electrical services, and support facilities including a community building providing facilities for washing and drying of clothes, a community meeting room with toilet facilities, a secure dry storage area, as well as a basic storage utility unit to accommodate a water outlet valve, electric, telephone and TV panels and fuel oil and gas cradles, as well as site preparation. An example of the costs associated with this program is the $2,000 per trailer parking space estimated at K. I. Sawyer Air Force Base, Mich. It is contemplated that personnel occupying these trailer parking spaces will pay a flat rate of $6 per month for the parking privileges. At this rate it would require almost 28 years to amortize the construction cost, not including costs of operation and maintenance and replacement of facilities. The committee feels that such a period is entirely unrealistic. The Department of Defense should take steps immediately to study the requirements for this program, not only in the Air Force but in the other military services, and formulate regulations based on maximum utilization of private facilities and requiring rental rates to be based on a realistic amortization period."

Crystal Springs Air Force Station, Miss.

Line item	Budget request	House action	Restoration requested
Civil engineering facility addition	$16,000	−$16,000	+$16,000

REMARKS—REASON FOR RESTORATION

The recently constructed large frequency diversity radar facility plus 27 family housing units under construction will more than double the number of facilities requiring civil engineering maintenance at this station. The existing civil engineering shop is not large enough to accommodate the increased functions. The total requirement is 1,701 square feet and only 967 square feet exist. There are no existing facilities which can be converted or modified for this essential purpose.

This project will provide adequate space for performance of necessary shopwork related to the maintenance of this station's buildings, structures, and utilities. If this project is not provided, maintenance efforts will be limited. This results in accelerated plant deterioration and possible ultimate disruption of the mission.

It is requested that this item be reinstated in the fiscal year 1962 military construction appropriation program.

HOUSE REPORT STATEMENT (P. 20)

"Funds were requested in the amount of $2,741,000 for civil engineering maintenance facilities in support of base engineer operations at several locations within the Air Force. The committee feels that the requirements and costs of this program could be reduced drastically if a close review were made of local requirements and a more practical use of existing facilities achieved."

Eufaula Air Force Station, Ala.

Line item	Budget request	House action	Restoration requested
Civil engineering facility addition	$21,000	−$21,000	+$21,000

REMARKS—REASON FOR RESTORATION

The recently constructed large frequency diversity radar facility plus 27 family housing units under construction will more than double the number of facilities requiring civil engineering maintenance at this station. The existing civil engineering shop is not large enough to accommodate the increased functions. The total requirement is 1,701 square feet and only 640 square feet exist. There are no existing facilities which can be converted or modified for this essential purpose.

This project will provide adequate space for performance of necessary shopwork related to the maintenance of this station's buildings, structures, and utilities. If this project is not provided maintenance efforts will be limited which will result in accelerated plant deterioration which will ultimately disrupt the mission.

It is requested that this item be reinstated in the fiscal year 1962 military construction appropriation program.

HOUSE REPORT STATEMENT (P. 20)

Civil engineering maintenance facilities

"Funds were requested in the amount of $2,741,000 for civil engineering maintenance facilities in support of base engineer operations at several locations within the Air Force. The committee feels that the requirements and costs of this program could be reduced drastically if a close review were made of local requirements and a more practical use of existing facilities achieved."

Guthrie Air Force Station, W. Va.

Line item	Budget request	House action	Restoration requested
Trailer court, parking	$30,000	−$30,000	+$30,000

REMARKS—REASON FOR RESTORATION

The Air Force programs for the construction of trailer park spaces only as a supplement to the regular family housing program. By directive and regulation, trailer facilities are provided only if adequate commercial facilities are not available at reasonable rates and distances. Of the five small trailer courts within 25 miles of this base none has adequate facilities. Main deficiencies are unimproved roads, no laundry facilities, poor sewage facilities, inadequate electrical service and lacking of water lines.

The lack of adequate family housing at or near this base has forced many families to decide between the purchase of a trailer and a prolonged family separation. Considering that the military personnel who have acquired trailers are predominantly in the lower pay grade, the purchase of a trailer is a financial burden. The modern trailer, equipped for more permanent living now costs upwards of $6,000. The normal amortization period of a trailer is between 5 and 7 years with monthly payments averaging $85 per month. Individuals have been paying a flat rate of $6 per month for Government furnished trailer space exclusive of utilities. The cost of utilities (electricity, water, sewage, and trash hauling) charged separately is $15 to $20 per month. In addition the occupant must purchase his own heating and cooking fuels. Therefore, to own and live in

a modern trailer during its amortization period costs an average of $110 to $125 per month.

The present $6 parking rate was established by a joint DOD/3 service committee in 1952. It was based on an average commercial rate then in use, less overhead and profit. The trailer parking facilities during that period were very minimum and most trailers lacked interior sanitation and toilet facilities. The modern trailer today is equipped with full kitchen and bathroom facilities. The plumbing and electrical services to each parking site are somewhat the same as for a normal house. This, in part, is the reason for the seemingly high unit cost per trailer parking site. The unit cost increases in inverse proportion to the number of units constructed. This factor is compounded at isolated stations where full utility services are required for a relatively small number of trailer parking spaces.

The Air Force recognizes that the rate established in 1952 is no longer valid in light of the increased standards needed and rising construction and building costs. As of October 1, 1961, a flat rate of $10 per month will be charged for the use of each trailer parking site constructed with appropriated funds authorized within a military construction program. This matter has been reviewed with the Department of Defense and concurred in. It is the view of the Air Force that this will provide for an amortization period of 20 years. This is considered realistic. The construction of this proposed trailer park (fiscal year 1962 military construction program) is fully justified and will contribute greatly to achieving a reasonable living environment at this location.

It is requested that this item be reinstated in the fiscal year 1962 appropriation program.

HOUSE REPORT STATEMENT (P. 21)

"The funds requested in the amount of $1,318,000 for the construction of trailer courts at various installations within the Air Force are denied. These facilities provide parking areas for trailers owned by military personnel, who are generally lower grade airmen not entitled to family quarters. The facilities consist of internal streets, parking and trailer pads of black-top paving, concrete sidewalks, utilities, including water supplies, sanitary sewer, and electrical services, and support facilities including a community building providing facilities for washing and drying of clothes, a community meeting room with toilet facilities, a secure dry storage area, as well as a basic storage utility unit to accommodate a water outlet valve, electric, telephone and TV panels and fuel oil and gas cradles, as well as site preparation. An example of the costs associated with this program is the $2,000 per trailer parking space estimated at K. I. Sawyer Air Force Base, Mich. It is contemplated that personnel occupying these trailer parking spaces will pay a flat rate of $6 per month for the parking privileges. At this rate it would require almost 28 years to amortize the construction cost, not including costs of operation and maintenance and replacement of facilities. The committee feels that such a period is entirely unrealistic. The Department of Defense should take steps immediately to study the requirements for this program, not only in the Air Force but in the other military services, and formulate regulations based on maximum utilization of private facilities and requiring rental rates to be based on a realistic amortization period."

Hancock Field, N.Y.

Line item	Budget request	House action	Restoration requested
1. Civil engineering administration	$68,000	−$68,000	+$68,000
2. Civil engineering pavement-grounds facility	120,000	−120,000	+120,000
3. Civil engineering maintenance shop	238,000	−238,000	+238,000
4. Trailer court	55,000	−55,000	+55,000
Total	481,000	481,000	+481,000

REMARKS—REASON FOR RESTORATION

1. Civil engineering administration

2. Civil engineering pavement and grounds facility

3. Civil engineering maintenance shop

Hancock Field is the site of a SAGE center which has the vital operational control of air defense of the entire northeastern United States. This area en-

compasses such densely populated and critical industrial complexes as Boston, New York, Philadelphia, Washington, Baltimore, Richmond, and Pittsburgh. Along with this vital mission, the base has undergone considerable expansion over the past 2 years. The amount and complexity of day-to-day maintenance of real property facilities has also increased proportionately. Without proper and timely maintenance, all facilities tend to deteriorate at an ever-increasing rapid rate. On the other hand, proper maintenance can effectively prolong the life-span of facilities and avoid expensive corrective rehabilitation or reconstruction. To husband critical facilities and to protect a considerable inventory of facilities and equipment, the base engineer must have the tools and space necessary for the tasks involved.

At the present the base civil engineer operating on very cramped conditions in 9,744 square feet of building space. Under these conditions all of the equipment necessary for the maintenance function cannot be properly installed, thus requiring more or less efficient hand labor. The incidence of accidents tends to increase and the efficiency of individual skilled workers tends to decrease in direct proportion to the decrease of workspace per man.

The proposed projects will provide 17,849 square feet of space which is that minimum required for the efficient and functional layout of base engineer facilities at Hancock Field. It will permit him to establish and maintain a proper, timely program for the care and protection of all properties involved.

The existing facilities cannot be economically or functionally expanded to meet the increased maintenance responsibilities. However, they can be utilized fully by other base functions that are operating under crowded conditions in other buildings.

It is requested that the above listed line items be reinstated in the fiscal year 1962 military construction program.

4. Trailer court, parking

The Air Force programs for the construction of trailer park spaces only as a supplement to the regular family housing program. By directive and regulation, trailer facilities are provided only if adequate commercial facilities are not available at reasonable rates and distances. A survey of the 25 trailer courts located within 25 miles of the base showed them to be generally inadequate and exorbitant in cost. Over half of these courts are located more than 15 miles from the base.

The lack of adequate family housing at or near this base has forced many families to decide between the purchase of a trailer and a prolonged family separation. Considering that the military personnel who have acquired trailers are predominantly in the lower pay grade, the purchase of a trailer is a financial burden. The modern trailer, equipped for more permanent living, now costs upward of $6,000. The normal amortization period of a trailer is between 5 and 7 years with monthly payments averaging $85 per month. Individuals have been paying a flat rate of $6 per month for Government-furnished trailer space, exclusive of utilities. The cost of utilities (electricity, water, sewage, and trash hauling) charged separately is $15 to $20 per month. In addition the occupant must purchase his own heating and cooking fuels. Therefore, to own and live in a modern trailer during its amortization period costs an average of $110 to $125 per month.

The present $6 parking rate was established by a joint DOD three-service Committee in 1952. It was based on an average commercial rate then in use, less overhead and profit. The trailer parking facilities during that period were very minimum and most trailers lacked interior sanitation and toilet facilities. The modern trailer today is equipped with full kitchen and bathroom facilities. The plumbing and electrical services to each parking site are somewhat the same as for a normal house. This, in part, is the reason for the seemingly high unit cost per trailer parking site. The unit cost increases in inverse proportion to the number of units constructed. This factor is compounded at isolated stations where full utility services are required for a relatively small number of trailer parking spaces.

The Air Force recognizes that the rate established in 1952 is no longer valid in light of the increased standards needed and rising construction and building costs. As of October 1, 1961, a flat rate of $10 per month will be charged for the use of each trailer parking site constructed with appropriated funds authorized within a military construction program. This matter has been reviewed with the Department of Defense and concurred in. It is the view of the Air Force that this will provide for an amortization period of 20 years. This is considered realistic. The construction of this proposed trailer park (fiscal year 1962 military construction

program) is fully justified and will contribute greatly to achieving a reasonable living environment at this location.

It is requested that this item be reinstated in the fiscal year 1962 appropriation program.

HOUSE REPORT STATEMENT

1. Civil engineering administration (p. 20)

2. Civil engineering pavement-grounds facility (p. 20)

3. Civil engineering maintenance shop (p. 20)

"Funds were requested in the amount of $2,741,000 for civil engineering maintenance facilities in support base engineer operations at several locations within the Air Force. The committee feels that the requirements and costs of this program could be reduced drastically if a close review were made of local requirements and a more practical use of existing facilities achieved."

4. Trailer Court, Parking (p. 21)

"The funds requested in the amount of $1,318,000 for the construction of trailer courts at various installations within the Air Force are denied. These facilities provide parking areas for trailers owned by military personnel, who are generally lower grade airmen not entitled to family quarters. The facilities consist of internal streets, parking and trailer pads of black top paving, concrete sidewalks, utilities, including water supplies, sanitary sewer, and electrical services, and support facilities including a community building providing facilities for washing and drying of clothes, a community meeting room with toilet facilities, a secure dry storage area, as well as a basic storage utility unit to accommodate a water outlet valve, electric, telephone and TV panels and fuel oil and gas cradles, as well as site preparation. An example of the costs associated with this program is the $2,000 per trailer parking space estimated at K. I. Sawyer Air Force Base, Mich. It is contemplated that personnel occupying these trailer parking spaces will pay a flat rate of $6 per month for the parking privileges. At this rate it would require almost 28 years to amortize the construction cost, not including costs of operation and maintenance and replacement of facilities. The committee feels that such a period is entirely unrealistic. The Department of Defense should take steps immediately to study the requirements for this program, not only in the Air Force but in the other military services, and formulate regulations based on maximum utilization of private facilities and requiring rental rates to be based on a realistic amortization period."

Houma Air Force Station, La.

Line item	Budget request	House action	Restoration requested
Trailer court, parking	$36,000	−$36,000	+$36,000

REMARKS—REASON FOR RESTORATION

The Air Force programs for the construction of trailer park spaces only as a supplement to the regular family housing program. By regulation, trailer facilities are provided only if adequate commercial facilities are not available at reasonable rates and distances. Existing trailer space rentals are inflated due to the influx of offshore tideland drilling operations. Many of the existing spaces for rent are located behind garages, bar rooms, or commercial buildings. Most are unsightly and unsanitary.

The lack of adequate famiy housing at or near this base has forced many families to decide between the purchase of a trailer and a prolonged family separation. Considering that the military personnel who have acquired trailers are predominantly in the lower pay grade, the purchase of a trailer is a financial burden. The modern trailer, equipped for more permanent living, now costs upwards of $6,000. The normal amortization period of a trailer is between 5 and 7 years with monthly payments averaging $85 per month. Individuals have been paying a flat rate of $6 per month for Government-furnished trailer space exclusive of utilities. The cost of utilities (electricity, water, sewage, and trash hauling) charged separately is $15 to $20 per month. In addition the occupany must purchase his own heating and cooking fuels. Therefore, to own and live in a

modern trailer during its amortization period costs an average of $110 to $125 per month.

The present $6 parking rate was established by a joint DOD-three service committee in 1952. It was based on an average commercial rate then in use, less overhead and profit. The trailer parking facilities during that period were very minimum and most trailers lacked interior sanitation and toilet facilities. The modern trailer today is equipped with full kitchen and bathroom facilities. The plumbing and electrical services to each parking site are somewhat the same as for a normal house. This, in part, is the reason for the seemingly high unit cost per trailer parking site. The unit cost increases in inverse proportion to the number of units constructed. This factor is compounded at isolated stations where full utility services are required for a relatively small number of trailer parking spaces.

The Air Force recognizes that the rate established in 1952 is no longer valid in light of the increased standards needed and rising construction and building costs. As of October 1, 1961 a flat rate of $10 per month will be charged for the use of each trailer parking site constructed with appropriated funds authorized within a military construction program. This matter has been reviewed with the Department of Defense and concurred in. It is the view of the Air Force that this will provide for an amortization period of 20 years. This is considered realistic. The construction of this proposed trailer park (fiscal year 1962 military construction program) is fully justified and will contribute greatly to achieving a reasonable living environment at this location.

It is requested this item be reinstated in the fiscal year 1962 appropriation program.

HOUSE REPORT STATEMENT (P. 21)

"The funds requested in the amount of $1,318,000 for the construction of trailer courts at various installations within the Air Force are denied. These facilities provide parking areas for trailers owned by military personnel, who are generally lower grade airmen not entitled to family quarters. The facilities consist of internal streets, parking and trailer pads of black top paving, concrete sidewalks, utilities, including water supplies, sanitary sewer, and electrical services, and support facilities including a community building providing facilities for washing and drying of clothes, a community meeting room with toilet facilities, a secure dry storage area, as well as a basic storage utility unit to accommodate a water outlet valve, electric, telephone and TV panels and fuel oil and gas cradles, as well as site preparation. An example of the costs associated with this program is the $2,000 per trailer parking space estimated at K. I. Sawyer Air Force Base, Mich. It is contemplated that personnel occupying these trailer parking spaces will pay a flat rate of $6 per month for the parking privileges. At this rate it would require almost 28 years to amortize the construction cost, not including costs of operation and maintenance and replacement of facilities. The committee feels that such a period is entirely unrealistic. The Department of Defense should take steps immediately to study the requirements for this program, not only in the Air Force but in the other military services, and formulate regulations based on maximum utilization of private facilities and requiring rental rates to be based on a realistic amortization period."

Sundance Air Force Station, Wyo.

Line item	Budget request	House action	Restoration requested
Civil engineering facility addition	$20,000	−$20,000	+$20,000

REMARKS—REASON FOR RESTORATION

The frequency diversity radar facility plus 27 family housing units under construction will more than double the number of facilities requiring civil engineering maintenance at this station. The existing civil engineering shop is not large enough to accommodate the increased functions. The total requirement is 1,701 square feet and only 864 square feet exist. There are no existing facilities which can be converted or modified for this essential purpose.

This project will provide adequate space for performance of necessary shopwork related to the maintenance of this station's buildings, structures, and utilities.

If this project is not provided maintenance efforts will be limited. This results in accelerated plant deterioration and possible ultimate disruption of the mission.

It is requested that this item be reinstated in the fiscal year 1962 military construction appropriation program.

HOUSE REPORT STATEMENT (P. 20)

"Funds were requested in the amount of $2,741,000 for civil engineering maintenance facilities in support of base engineer operations at several locations within the Air Force. The committee feels that the requirements and costs of this program could be reduced drastically if a close review were made of local requirements and a more practical use of existing facilities achieved."

Thomasville Air Force Station, Ala.

Line item	Budget request	House action	Restoration requested
Civil engineering facility addition	$16,000	−$16,000	+$16,000

REMARKS—REASON FOR RESTORATION

The recently constructed large frequency diversity radar facility plus 27 family housing units under construction will more than double the number of facilities requiring civil engineering maintenance at this station. The existing civil engineering shop is not large enough to accommodate the increased functions. The total requirement is 1701 square feet and only 984 square feet exists. There are no existing facilities which can be converted or modified for this essential purpose.

This project will provide adequate space for performance of necessary shopwork related to the maintenance of this station's buildings, structures and utilities. If this project is not provided, maintenance efforts will be limited. This results in accelerated plant deterioration and possible ultimate disruption of the mission.

It is requested that this item be reinstated in the fiscal year 1962 military construction appropriation program.

HOUSE REPORT STATEMENT

Civil engineering maintenance facilities (p. 20)

"Funds were requested in the amount of $2,741,000 for civil engineering maintenance facilities in support of base engineer operations at several locations within the Air Force. The committee feels that the requirements and costs of this program could be reduced drastically if a close review were made of local requirements and a more practical use of existing facilities achieved."

Topsham Air Force Station, Maine

Line item	Budget request	House action	Restoration request
Civil engineering pavement-grounds facility	$75,000	−$75,000	+$75,000

REMARKS—REASON FOR RESTORATION

This SAGE center is located in an area where prolonged and severe winter conditions are experienced. This project is required to provide a facility for maintenance and storage of heavy snow removal vehicles, tractors, trucks, and other related equipment used in the year-round maintenance of the station's roads, streets, and grounds. There is no existing facility which can be used for this purpose with the result that this equipment must be stored outdoors. This creates many difficulties with respect to the operation of vehicles. The equipment deteriorates and is difficult to start. It is practically impossible to maintain this equipment in the winter, in an operable condition.

If this facility is not provided equipment will continue to malfunction, and the pavement and grounds section will not be able to perform its required functions.

It is requested that this item be reinstated in the fiscal year 1962 military construction appropriations program.

HOUSE REPORT STATEMENT

Civil engineering maintenance facilities (p. 20)

"Funds were requested in the amount of $2,741,000 for civil engineering maintenance facilities in support of base engineer operations at several locations within the Air Force. The committee feels that the requirements and costs of this program could be reduced drastically if a close review were made of local requirements and a more practical use of existing facilities achieved."

Aircraft control and warning

Line item	Budget request	House action	Restoration requested
Unidentified	$39,720,000	−$4,720,000	[1]+$4,720,000

[1] That portion of the $5,475,000 A.C. & W. reduction not identified by line item.

REMARKS—REASON FOR RESTORATION

The request for $39,720,000 for aircraft control and warning facilities in the Zone of the Interior is the residual of a much larger A.C. & W. program that had been considered by the Air Force. A most rigid screening and review was undertaken to arrive at the dollar amount submitted. A.C. & W. requirements are under constant review by the Air Force and Department of Defense. The Air Force wishes to assure the committee that a most stringent review has been made of the A.C. & W. facilities in this program both by the Air Force and Department of Defense. It is pointed out that the major portion of the A.C. & W. request is for special facilities in support of new equipment and operations such as the frequency diversity radar towers, electric power, fallout shelters, gap fillers, ground air transmitter and receivers (GATR'S) and operations buildings. The relatively few support type facilities that have been requested are for those locations where thorough screening of existing facilities has not revealed the availability of any space that can be rehabilitated or modified for such use.

This reduction of $4,720,000 would require the deferral of urgently required operational and support facilities.

It is requested that the full amount of the reduction be reinstated in the fiscal year 1962 military construction appropriation program.

HOUSE REPORT STATEMENT

Aircraft control and warning (p. 25)

"Funds in the amount of $34,245,000 have been approved for various aircraft control and warning facilities—a reduction of $5,475,000 from the estimates. In addition to reductions achieved in the various general categories mentioned earlier in this report the committee feels that the requirements for this program can be met at a lesser cost than that contained in the budget estimates. The rapidly changing nature of the requirements for aircraft control and warning facilities make it mandatory that the Department of Defense constantly review the requirements of this program, including the rehabilitation and use of existing facilities, prior to the initiation of any new construction. The committee feels that if such a realistic review is constantly maintained by all concerned that the reduction can be achieved without detriment to the program."

STRATEGIC AIR COMMAND

Clinton-Sherman Air Force Base, Okla.

Line item	Budget request	House action	Restoration requested
Civil engineering pavement and grounds facility	$96,000	−$96,000	+$96,000

REMARKS—REASONS FOR RESTORATION

A properly designed building of 4,452 square feet is required at Clinton-Sherman, to support the 81 pieces of valuable heavy construction equipment. This equipment is used to maintain road, grounds, airfield pavements and storm drainage systems in a usable and operational condition. There is no existing building adequate for this purpose. As an interim measure an old wood frame shed, with walls on only three sides, is being used. In this makeshift arrangement it is nearly impossible to perform the proper maintenance and servicing for these valuable specialized pieces of equipment. It provides very little protection from blowing dust and rain while critical gear boxes and engines are opened up for necessary maintenance. The lack of adjacent parking space for the vehicles awaiting maintenance service further hinders this activity. Equipment down for maintenance must be towed one-fifth to one-quarter mile from the nearest open field area to the maintenance shed.

It is requested that this item be reinstated in the fiscal year 1962 appropriation program.

HOUSE REPORT STATEMENT (P. 20)

"The committee feels that the requirements and costs of the program could be reduced drastically if a close review were made of local requirements and a more practical use of existing facilities achieved. The request for these funds is denied."

Dow Air Force Base, Maine

Line item	Budget request	House action	Restoration requested
Corrosion control facility	$573,000	−$573,000	+$573,000

REMARKS—REASON FOR RESTORATION

Prevention and control of corrosion on the surface of advanced weapons systems are vitally important preventive maintenance functions which must be conducted to maintain the structural integrity, and operational capability of the aircraft, and thus protect the initial investment of the multimillion dollar weapons systems for effective completion of their intended use.

This project is requested to provide a corrosion control capability for Dow Air Force Base.

Corrosion is simply deterioration of a metal due to reaction with its environment. Corrosion usually begins as a surface condition; but if allowed to progress, it will work its way down to the core of the material.

When an aircraft must perform under highly varied climatic conditions, the corrosion problem becomes very complex. The amount of salt, acid, alkali and other corrosive agents in the atmosphere of operation cannot be controlled but the effects can be minimized by field personnel if adequate facilities are furnished them. Failure to provide the necessary wherewithal for periodic cleaning can result in mandatory expenditure for repairs of aircraft which are nonoperational due to corrosion damage. Recent examples of high repair costs necessitated by corrosion prove the economic advantage of preventive maintenance. Cost of replacing high stress wing panels on 16 C–130 aircraft exceeded $800,000. The estimated cost of reskinning and cleaning up heavily corroded areas on 20 F–101 aircraft is $625,000. These situations resulted directly from lack of adequate cleaning facilities and similar examples are to be expected from the aircraft at Dow if proper corrective measures are not employed.

While it is true that experience of corrosive structural failure cannot be presented for the aircraft at Dow, it can be stated without equivocation, that when this proof is available, large sums of money will be required to replace failed aircraft to the operating inventory. In effect to delay this project is to gamble with SAC posture.

Use of outside washing facilities at Dow Air Force Base would not permit an effective corrosion control program to be carried out. The temperature remains below freezing for an average of 93 days during a year and open washing cannot be done during this period. Protective cover is necessary.

With regard to maximum utilization of existing facilities, it must be pointed out that the Air Force has restricted construction of aircraft maintenance docks for heavy bomber maintenance at Dow to one less than the calculated require-

ment and all efforts will be made through improved procedures and by benefit of experience to conduct the maintenance workload within this reduced area. Specifically, at Dow there are four docks available for heavy bombers against a calculated requirement of five covered spaces for necessary maintenance; and it is intended that the corrosion control facility will be used wherever possible for other maintenance functions such as aircraft weighing, gear retraction, painting, deicing, etc.; thus, possibly negating the requirement for the additional dock.

The committee may be assured that if, through continued scrutiny of method and procedures, it is determined that the restricted maintenance space is adequate, the Air Force will take action to expend the requested appropriation to modify one of the existing docks in lieu of new construction and effect all possible savings.

It is requested that the item for corrosion control facility be reinstated in the fiscal year 1962 appropriation program.

HOUSE REPORT STATEMENT (P. 19)

"Funds requested in the amount of $2,403,000 for corrosion control facilities at various locations within the continental United States are denied. These facilities are actually washracks for the washing of large aircraft. Several were funded by the Congress in the fiscal year 1961 program. Testimony disclosed that as yet the Air Force has not stabilized the design and requirements for these facilities. This is a new program at the bases concerned and little if any experience is available to the Air Force as to the extent of corrosion resulting from the inadequate washing of aircraft at these locations. Steps should be taken to review these requirements and proposed locations and to achieve maximum utilization of existing facilities including maintenance docks and outside washing facilities."

F. E. Warren Air Force Base, Wyo.

Line item	Budget request	House action	Restoration requested
Composite medical facility with 50 beds plus 10 dental operating rooms	$2,050,000	−$2,050,000	+$2,050,000
Total	2,050,000	−2,050,000	+2,050,000

REMARKS—REASON FOR RESTORATION

Composite medical facility with 50 beds plus 10 dental operating rooms

As a result of congressional statements in review of the fiscal year 1960 military construction program, regarding economy in construction of military medical facilities, Office of the Secretary of Defense—Bureau of Budget established a maximum cost for service facilities. This cost limitation is reflected in the programed cost of this facility and is identical to that used by the Army and Navy.

To comply with congressional desires to insure maximum utilization of available civilian hospital assets for care of military dependents under medicare, the Air Force conducted a detailed survey of civilian hospital assets in the geographical area. The data received from civilian medical sources establish the requirement for the dependent beds programed in this facility. The number of beds programed for dependents are based on valid experience data. These personnel are entitled to the medical care proposed. The care is a valid Air Force requirement and represents the essential dependent care authorized under appropriate laws. In addition the proposed dependent beds comply with the congressional statement reflected on page 47, House of Representatives Report 408, "Fiscal Year 1960 Military Appropriations Hearings, Dependents Medicare," which is "the committee does not feel that the problem (care of dependents) can be solved by deserting the military facilities and adding to the already heavy burden on civilian hospital facilities." The provision of dependent beds is determined by the immediate geographical area and the data presented by the using service.

A straight comparison between the Air Force facilities and the U.S. Navy facility at Long Beach is not appropriate. The merits of the Long Beach facilities can best be judged by a review of all related data. The Air Force is subjected to the same requirements by the Office of the Secretary of Defense and Bureau of Budget as the U.S. Army and U.S. Navy. Therefore, the approved beds, in every case, are the results of the same consideration.

In compliance with congressional intent that attention be given to construction of medical facilities in the most economical manner possible, and that tendencies to overdesign be eliminated, the Air Force, Office of the Secretary of Defense, and Bureau of Budget conducted a detailed review of all aspects of the programed facility. Included was an examination of voluminous workload statistics past and projected; present and future staffing; present and future personnel to be served, etc. The scope resulting from these reviews was determined to be the minimum required to support the mission of F. E. Warren Air Force Base.

In compliance with congressional policy that future requests for funds for medical facilities be based on an architect-engineer's study, the Air Force initiated an A. & E. study for this facility at the earliest date possible. The costs reflected in this program have been validated by this preliminary study.

The Air Force has complied with all congressional requirements and policies in review, design, and programing of this facility. The Air Force urgently requests that this item be reinstated and approved as programed.

HOUSE REPORT STATEMENT

Composite medical facility with 50 beds plus 10 dental operating rooms (pp. 21–22)

Hospital facilities: "Funds requested in the amount of $9,115,000 for so-called composite medical facilities at various locations within the Department of the Air Force are denied. Testimony before the committee in support of these projects disclosed that once more there is a tendency to overdesign facilities and overstate requirements. For example, dental operating rooms are to be provided on the basis of 3 operating rooms per 1,000 personnel. An analysis of the number of operating beds proposed for the medical facilities at Little Rock Air Force Base, Ark., and March Air Force Base, Calif., discloses that less than 50 percent were based on requirements for military personnel, the remainder being constructed for dependents and retired personnel. At the same time the Department of Defense was approving the Air Force hospital requirements, including the large number of beds for dependents and retired personnel, they deleted all such beds from the naval hospital proposed at Long Beach, Calif. Such programing, of course, is ridiculous and points up the inadequate reviews made of this program. While some provision should be made for essential dependent care in military hospitals, the committee feels that such programing as this is utterly unrealistic and calls upon the Department of Defense to once more review the hospital construction program. The committee has pointed out in the past that constant and diligent supervision is essential and that these medical facilities ought to be constructed in the most economical manner. Simply because the Department, under pressure from appropriate committees of the Congress, achieved results in prior year programs does not give cause to relax the supervision and review of requirements as has been done in the current program."

Glasgow Air Force Base, Mont.

Line item	Budget request	House action	Restoration requested
1. Corrosion control facility	$583,000	−$583,000	+$583,000
2. Civil engineering storage, covered	60,000	−60,000	+60,000
3. Exchange cafe-snack bar (addition)	100,000	−100,000	+100,000
4. Exchange sales store (addition)	127,000	−127,000	+127,000
5. Open mess, officers (addition)	270,000	−270,000	+270,000
Total	1,140,000	−1,140,000	+1,140,000

REMARKS—REASON FOR RESTORATION

1. Corrosion control facility

Prevention and control of corrosion on the surfaces of advanced weapons systems are vitally important preventive maintenance functions which must be conducted to maintain the structural integrity and operational capability of the aircraft and thus protect the initial investment of the multimillion-dollar weapons system for effective completion of their intended use.

This project is requested to provide a corrosion control capability for Glasgow Air Force Base.

Corrosion is simply deterioration of a metal due to reaction with its environment. Corrosion usually begins as a surface condition; but if allowed to progress, it will work its way down to the core of the material.

When an aircraft must perform under highly varied climatic conditions, the corrosion problem becomes very complex. The amount of salt, acid, alkali, and other corrosive agents in the atmosphere of operation cannot be controlled; but the effects can be minimized by field personnel if adequate facilities are furnished them. Failure to provide the necessary wherewithal for periodic cleaning can result in mandatory expenditure for repairs of aircraft which are nonoperational due to corrosion damage. Recent examples of high repair costs necessitated by corrosion, prove the economic advantages of preventive maintenance. Cost of replacing high stress wing panels on 16 C–130 aircraft exceeded $800,000. The estimated cost of reskinning and cleaning up heavily corroded areas on 20 F–101 aircraft is $625,000. These situations resulted directly from lack of adequate cleaning facilities and similar examples are to be expected from the aircraft at Glasgow if proper corrective measures are not employed.

While it is true that experience of corrosive structural failure cannot be prevented for the aircraft at Glasgow, it can be stated without equivocation that when this proof is available large sums of money will be required to replace failed aircraft to the operating inventory. In effect, to delay this project is to gamble with SAC posture.

Use of outside washing facilities at Glasgow Air Force Base would not permit an effective corrosion control program to be carried out. The temperature remains below freezing for an average of 124 days during a year and open washing cannot be done during this period. Protective cover is necessary.

With regard to maximum utilization of existing facilities, it must be pointed out that the Air Force has restricted requests for aircraft maintenance docks at Glasgow to one less than the calculated requirement and all efforts will be made through improved procedures and by benefit of experience to conduct the maintenance workload within this reduced area. Specifically, there will be six docks available against a calculated requirement of seven covered spaces for necessary maintenance of the SAC fleet; and it is intended that the corrosion-control facility will be used wherever possible for other maintenance functions such as aircraft weighing, gear retraction, painting, deicing, etc.; thus, possibly negating the requirement for the additional dock.

There is no surplus maintenance space existing, but the committee may be assured that if, through continued scrutiny of method and procedures, it is determined that the restricted maintenance space is adequate, the Air Force will take action to expend the requested appropriation to modify one of the existing docks in lieu of new construction and effect all possible savings.

It is requested that the item for "Corrosion control facility" be reinstated in the fiscal year 1962 appropriation program.

2. Civil engineering storage, covered

There is a requirement for 12,872 square feet of covered storage for engineering and construction materials at Glasgow. The existing 2,048-square-foot building was designed to support a small base with a relatively small ADC mission. With the addition of a SAC bomber mission and the attendant increase in personnel and facilities, base maintenance responsibilities have outgrown the usable space available. Additional space requested will be used for storing materials which must be completely protected from the weather and for their issue and accountability. Items such as lumber, electrical wiring and fixtures, plumbing supplies, sheet metal, and other hardware supplies must be protected from the elements and controlled and issued against work projects. There is no other building on the base which could be economically adapted for this purpose.

Failure to provide this facility will result in inefficient storage and inadequate protection of materials, resulting in losses due to deterioration.

It is requested that this item be reinstated in the fiscal year 1962 appropriation program.

3. Exchange cafe and snack bar (addition)

The existing structure being used at Glasgow can accommodate only 31 people and is inadequate to provide for the needs of the base. This base was originally built for the support of a much smaller mission. The additional mission has created a corresponding increase in base population. There will be approximately 3,500 military personnel serviced by this facility. It is of particular benefit to lower grade airmen as a place to meet and act as host to visiting relatives and friends. The addition would provide space for 220 people.

4. Exchange sales store (addition)

Glasgow Air Force Base is a major installation in a remote section of Montana. There will be approximately 3,500 military personnel assigned to this base. Dependents will increase this total to approximately 8,000. The base exchange is necessary to fulfill the needs of this sizable community. It is over 18 miles to the nearest commercial facility; an excessive distance considering the severe climatic conditions prevalent in this area for part of the year. The existing facility is not adequate for the operation of the base exchange. Military personnel and their families are dependent upon the personal services offered by the base exchange system at this remote location.

5. Open mess, officers (addition)

Personnel assigned to Glasgow Air Force Base are almost totally dependent upon on-base facilities for all off-duty activity and recreation. The need for adequate facilities at this remote location must be regarded as a matter of priority. The existing open mess facility, designed for a much smaller base population is totally inadequate to meet the requirement. There will be over 400 officers assigned to this base most of whom will be married and have their families with them living on base. In the city of Glasgow, a small rural community, there are virtually no facilities for dining and entertainment. It has long been the policy of DOD, established under Executive order, that the basic structure be constructed from appropriated funds. Interior decorations, furnishings, and equipment are provided from nonappropriated funds generated by open mess operation. On May 10, 1951, the President of the United States publicly endorsed the report of his Committee on Religion and Welfare in the Armed Forces which stated in part: "Appropriated funds should assume the necessary costs up to a certain level for construction of facilities and employment of civilian personnel for the extended activities listed under the 'essential' program, i.e., service clubs, libraries, hobby shops, facilities for intrapost athletic competition. In general, appropriated funds should support the cost of providing facilities for the basic function, while nonappropriated funds are used for any elaboration on the basic function." It is requested that the exchange sales store, exchange cafe and snack bar, and officers open mess, be reinstated in the fiscal year 1962 military construction appropriation program.

HOUSE REPORT STATEMENT

1. Corrosion control facility (p. 19)

"Funds requested in the amount of $2,403,000 for corrosion control facilities at various locations within the continental United States are denied. These facilities are actually washracks for the washing of large aircraft. Several were funded by the Congress in the fiscal year 1961 program. Testimony disclosed that as yet the Air Force has not stabilized the design and requirements for these facilities. This is a new program at the bases concerned and little if any experience is available to the Air Force as to the extent of corrosion resulting from the inadequate washing of aircraft at these locations. Steps should be taken to review these requirements and proposed locations and to achieve maximum utilization of existing facilities including maintenance docks and outside washing facilities."

2. Civil engineering storage, covered (p. 20)

"The committee feels that the requirements and costs of the program could be reduced drastically if a close review were made of local requirements and a more practical use of existing facilities achieved. The request for these funds is denied."

3. Exchange cafe and snack bar (p. 26)

"In addition to the reductions made in the overall programs set forth early in this report the request for additions to the post exchange sales store and snack bar in the amount of $227,000 at Glasgow Air Force Base, Mont. is denied."

4. Exchange sales store (p. 26)

"In addition to the reductions made in the overall programs set forth early in this report the request for additions to the post exchange sales store and snack bar in the amount of $227,000 at Glasgow Air Force Base, Mont., is denied."

5. Open mess, officers (p. 20)

"The program submitted by the Air Force includes $1,589,000 for additions to existing officers' clubs at various installations within the Air Force. The committee has denied this request and feels that existing facilities in these instances

are adequate to meet the requirements. Should future personnel changes make larger clubs more desirable at the various installations, consideration should be given to providing additional space with nonappropriated funds."

Lincoln Air Force Base, Nebr.

Line item	Budget request	House action	Restoration requested
Dispensary A with 15 beds	$838,000	−$838,000	+$838,000
Total	838,000	−838,000	+838,000

REMARKS—REASON FOR RESTORATION

This facility contains no dependent beds, and therefore, will not provide any inpatient care for dependents. The requirements are realistic and essential. This facility has been reduced from a hospital to a dispensary in compliance with Office of the Secretary of Defense and Bureau of the Budget policies to make maximum use of Federal and civilian medical facilities.

As a result of congressional statements in review of the fiscal year 1960 military construction program, regarding economy in construction of military medical facilities, Office of the Secretary of Defense-Bureau of Budget established a maximum cost for service facilities. This cost limitation is reflected in the programed cost of this facility and is identical to that used by the Army and Navy.

In compliance with congressional intent toward economies in construction and elimination of overdesign the scope has been examined and reduced to minimum required to support the mission at Lincoln Air Force Base.

In compliance with congressional policy that future requests for funds for medical facilities be based on an architect-engineer's study, the Air Force initiated an A. & E. study for tnis facility at the earliest date possible. The costs reflected in this program have been validated by this preliminary study.

The Air Force has complied with all congressional requirements and policies in review, design, and programing of this facility. The Air Force urgently requests that this item be reinstated and approved as programed.

HOUSE REPORT STATEMENT

Hospital facilities (pp. 21–22)

"Funds requested in the amount of $9,115,000 for so-called composite medical facilities at various locations within the Department of the Air Force are denied.

"Testimony before the committee in support of these projects disclosed that once more there is a tendency to overdesign facilities and overstate requirements. For example, dental operating rooms are to be provided on the basis of 3 operating rooms per 1,000 personnel.

"An analysis of the number of operating beds proposed for the medical facilities at Little Rock Air Force Base, Ark., and March Air Force Base, Calif., discloses that less than 50 percent were based on requirements for military personnel, the remainder being constructed for dependents and retired personnel. At the same time the Department of Defense was approving the Air Force hospital requirements, including the large number of beds for dependents and retired personnel, they deleted all such beds from the naval hospital proposed at Long Beach, Calif.

"Such programing, of course, is ridiculous and points up the inadequate reviews made of this program. While some provision should be made for essential dependent care in military hospitals, the committee feels that such programing as this is utterly unrealistic and calls upon the Department of Defense to once more review the hospital construction program. The committee has pointed out in the past that constant and diligent supervision is essential and that these medical facilities ought to be constructed in the most economical manner. Simply because the Department, under pressure from appropriate committees of the Congress, achieved results in prior year programs does not give cause to relax the supervision and review of requirements as has been done in the current program."

Little Rock Air Force Base, Ark.

Line item	Budget request	House action	Restoration requested
Composite medical facility with 50 beds	$1,900,000	−$1,900,000	+$1,900,000
Total	1,900,000	−1,900,000	+1,900,000

REMARKS—REASON FOR RESTORATION

As a result of congressional statements in review of the fiscal year 1960 military construction program, regarding economy in construction of military medical facilities, Office of the Secretary of Defense-Bureau of Budget established a maximum cost for service facilities. This cost limitation is reflected in the programed cost of this facility and is identical to that used by the Army and Navy.

To comply with congressional desires and insure maximum utilization of available civilian hospital assets for care of military dependents under medicare, the Air Force conducted a detailed survey of civilian hospital assets in the geographical area. The data received from civilian medical sources establish the requirement for the dependent beds programed in this facility. The number of beds programed for dependents are based on valid experience data. These personnel are entitled to the medical care proposed. The care is a valid Air Force requirement and represents the essential dependent care authorized under appropriate laws. In addition the proposed provision of dependent beds complies with the congressional statement reflected on page 47, House Report 408, fiscal year 1960 military appropriation hearings, "Dependents Medicare," which is "the committee does not feel that the problem (care of dependents) can be solved by deserting the military facilities and adding to the already heavy burden on civilian hospital facilities." The extent of provision of dependent beds is determined by the immediate geographical area and the data presented by the using service. A straight comparison between the Air Force facilities and the U.S. Navy facility at Long Beach is not appropriate. The merits of the Long Beach facilities can best be judged by a review of all related data. The Air Force is subjected to the same requirements by the Office of the Secretary of Defense and Bureau of Budget as the U.S. Army and U.S. Navy. Therefore, the approved number of beds in every case is the result of the same consideration.

In compliance with congressional intent, that attention be given to construction of medical facilities in the most economical manner possible, and that tendencies to overdesign be eliminated, the Air Force, Office of the Secretary of Defense, and Bureau of Budget conducted a detailed review of all aspects of the programed facility. Included was an examination of voluminous workload statistics past and projected; present and future staffing; present and future personnel to be served, etc. The scope resulting from these reviews was determined to be the minimum required to support the mission of Little Rock Air Force Base.

In compliance with congressional policy that future requests for funds for medical facilities be based on an architect-engineer's study, the Air Force initiated an A. & E. study for this facility at the earliest date possible. The costs reflected in this program have been validated by this preliminary study.

It must be emphasized that there is no medical facility at Little Rock Air Force Base at this time and that the programed facility is to fill a straight deficiency.

The Air Force has complied with all congressional requirements and policies in review, design, and programing of this facility. The Air Force urgently requests that this item be reinstated and approved as programed.

HOUSE REPORT STATEMENT

Hospital facilities (pp. 21–22)

"Funds requested in the amount of $9,115,000 for so-called composite medical facilities at various locations within the Department of the Air Force are denied.

Testimony before the committee in support of these projects disclosed that once more there is a tendency to overdesign facilities and overstate requirements. For example, dental operating rooms are to be provided on the basis of 3 operating rooms per 1,000 personnel.

An analysis of the number of operating beds proposed for the medical facilities at Little Rock Air Force Base, Ark., and March Air Force Base, Calif., discloses

that less than 50 percent were based on requirements for military personnel, the remainder being constructed for dependents and retired personnel. At the same time the Department of Defense was approving the Air Force hospital requirements, including the large number of beds for dependents and retired personnel, they deleted all such beds from the naval hospital proposed at Long Beach, Calif.

Such programing, of course, is ridiculous and points up the inadequate reviews made of this program. While some provision should be made for essential dependent care in military hospitals, the committee feels that such programing as this is utterly unrealistic and calls upon the Department of Defense to once more review the hospital construction program. The committee has pointed out in the past that constant and diligent supervision is essential and that these medical facilities ought to be constructed in the most economical manner. Simply because the Department, under pressure from appropriate committees of the Congress, achieved results in prior year programs does not give cause to relax the supervision and review of requirements as has been done in the current program.'

March Air Force Base, Calif.

Line item	Budget request	House action	Restoration requested
Composite medical facility with 200 beds	$4,327,000	−$4,327,000	+$4,327,000
Total	4,327,000	−4,327,000	+4,327,000

REMARKS—REASON FOR RESTORATION

As result of congressional statements in review of the fiscal year 1960 military construction program, regarding economy in construction of military medical facilities, Office of the Secretary of Defense, Bureau of Budget established a maximum cost for service facilities. This cost limitation is reflected in the programed cost of this facility and is identical to that used by the Army and Navy.

In compliance with congressional, Office of the Secretary of Defense, and Bureau of Budget policy to make maximum use of Federal facilities, this composite medical facility was designated a regional facility to provide inpatient care to both March and Norton Air Force Bases as well as a capability for Air Force physical evaluation board cases. The Norton Air Force Base composite medical facility will be reduced to a dispensary status upon completion of this facility.

To comply with congressional desires to insure maximum utilization of available civilian hospital assets for care of military dependents under medicare, the Air Force conducted a detailed survey of civilian hospital assets in the geographical area. The data received from civilian medical sources establish the requirement for the dependent beds programed in this facility. The number of beds programed for dependents are based on valid experience data. These personnel are entitled to the medical care proposed. The care is a valid Air Force requirement and represents the essential dependent care authorized under appropriate laws. In addition the proposed dependent beds complies with the congressional statement reflected on page 47, House of Representatives Report 408, fiscal year 1960 military appropriation hearings, dependents medicare which is "the committee does not feel that the problem (care of dependents) can be solved by deserting the military facilities and adding to the already heavy burden on civilian hospital facilities." The provisions of dependent beds is determined by the immediate total medical capability in the geographical area and the data presented by the using service. A straight comparison between the Air Force facilities and the U.S. Navy facility at Long Beach is not appropriate. The merits of the Long Beach facilities can best be judged by a review of all related data. The Air Force is subjected to the same requirements by the Office of the Secretary of Defense and Bureau of Budget as the U.S. Army and U.S. Navy. Therefore, the approved beds in every case, are the results of the same considerations.

In compliance with congressional intent that attention be given to construction of medical facilities in the most economical manner possible, and that tendencies to overdesign be eliminated, the Air Force, Office of the Secretary of Defense, and Bureau of Budget conducted a detailed review of all aspects of the programed facility. Included was an examination of voluminous workload statistics past and projected; present and future staffing; present and future personnel to be served, etc. The scope resulting from these reviews was determined to be the minimum required to support the mission of March Air Force Base.

In compliance with congressional policy that future requests for funds for medical facilities be based on an architect engineer's study, the Air Force initiated an A. and E. study for this facility at the earliest date possible The costs reflected in this program have been validated by a preliminary study.

The regional aspects of the medical care to be provided in this facility, were established as the result of a joint Navy, Air Force, Office of the Secretary of Defense, Bureau of the Budget, and congressional field visit to review the area requirements in October 1959. The Air Force has complied with all congressional requirements and policies in review, design, and programing of this facility. The Air Force urgently requests that this item be reinstated and approved as programed.

HOUSE REPORT STATEMENT

Hospital facilities (pp. 21–22)

"Funds requested in the amount of $9,115,000 for so-called Composite Medical facilities at various locations within the Department of the Air Force are denied

"Testimony before the committee in support of these projects disclosed that once more there is a tendency to overdesign facilities and overstate requirements. For example, dental operating rooms are to be provided on the basis of three operating rooms per one thousand personnel.

"An analysis of the number of operating beds proposed for the medical facilities at Little Rock Air Force Base, Arkansas, and March Air Force Base, California, discloses that less than fifty percent were based on requirements for military personnel, the remainder being constructed for dependents and retired personnel. At the same time the Department of Defense was approving the Air Force hospital requirements, including the large number of beds for dependents and retired personnel, they deleted all such beds from the Naval Hospital proposed at Long Beach, California.

"Such programming, of course, is ridiculous and points up the inadequate reviews made of this program. While some provision should be made for essential dependent care in military hospitals, the Committee feels that such programming as this is utterly unrealistic and calls upon the Department of Defense to once more review the hospital construction program. The Committee has pointed out in the past that constant and diligent supervision is essential and that these medical facilities ought to be constructed in the most economical manner. Simply because the Department, under pressure from appropriate Committees of the Congress, achieved results in prior year programs does not give cause to relax the supervision and review of requirements as has been done in the current program."

Schilling Air Force Base, Kans.

Line item	Budget request	House action	Restoration requested
Washrack, aircraft	$36,000	−$36,000	+$36,000

REMARKS—REASON FOR RESTORATION

The requested item is in complete accord with the committee's desires that the Air Force achieve maximum utilization of existing facilities. This project is proposed as an addition to the existing open-type corrosion-control facility, originally constructed for medium bombers. In its present configuration it will not accommodate the aircraft scheduled to operate from this location and, without an addition, effective corrosion preventive measures cannot be conducted on the strategic fleet assigned to Schilling Air Force Base.

Corrosion is considered one of the major problems in advanced weapon systems. The expanded use of dissimilar metals and the use of new metals and materials compound deterioration from environmental and atmospheric conditions. The amount of salt, dirt, dust, acid, alkali, and other corrosive agents in the atmosphere cannot be controlled. However, the extent of corrosion damage incurred as a result of these conditions can be minimized if adequate cleaning facilities are provided. The cleaning of aircraft is important preventive maintenance recognized not only by the Air Force, but the aircraft industry and civil airlines as well.

It is true that experience is not available to the Air Force as to the extent of corrosion resulting from inadequate washing of aircraft specifically at Schilling.

Without equivocation, it can be stated that by the time actual experience is gained, it will be too late and a considerable expenditure of maintenance money will be required to correct the problem which will in no way eliminate the need for an adequate facility in which preventive action can be taken.

Failure to provide adequate cleaning facilities can result in extremely costly repairs. Recent examples at other locations are extensive corrosion of high-stress wing panels on C–130 aircraft and wing corrosion problems on F–101 aircraft. Cost of replacing panels on 16 C–130 aircraft exceeded $800,000. Estimated cost of reskinning 20 F–101 aircraft and cleaning up other corroded areas is $625,000. Both situations resulted directly from lack of adequate cleaning facilities. Facility requested will prevent similar situation from occurring on B–52/KC–135 aircraft at Schilling.

It is requested that this item be reinstated in the fiscal year 1962 appropriation program.

HOUSE REPORT STATEMENT (P. 19)

"Funds requested in the amount of $2,403,000 for corrosion control facilities at various locations within the continental United States are denied. These facilities are actually washracks for the washing of large aircraft. Several were funded by the Congress in the fiscal year 1961 program. Testimony disclosed that as yet the Air Force has not stabilized the design and requirements for these facilities. This is a new program at the bases concerned and little if any experience is available to the Air Force as to the extent of corrosion resulting from the inadequate washing of aircraft at these locations. Steps should be taken to review these requirements and proposed locations and to achieve maximum utilization of existing facilities including maintenance docks and outside washing facilities."

Turner Air Force Base, Ga.

Line item	Budget request	House action	Restoration requested
Open mess, officers (addition)	$460,000	−$460,000	+$460,000

REMARKS—REASON FOR RESTORATION

Operational necessity has made Turner AFB a major installation for the support of the mission of the Strategic Air Command. It is an old installation constructed during World War II for what was then expected to be short-term use. All community facilities on the base are classified as substandard or unusable and in need of replacement. Because of extensive deterioration the structure now being used as an open mess is totally inadequate and unsuitable for continued expenditure of funds for repair and rehabilitation. It has long been the policy of DOD, established under Executive order, that the basic structure be constructed from appropriated funds. Interior decorations, furnishings, and equipment are provided from nonappropriated funds generated by open mess operation. On May 10, 1951, the President of the United States publicly endorsed the report of his Committee on Religion and Welfare in the Armed Forces, which stated in part: "Appropriated funds should assume the necessary costs up to a certain level for construction of facilities and employment of civilian personnel for the extended activities listed under the 'essential' program; i.e., service clubs, libraries, hobby shops, facilities for intrapost athletic competition. In general, appropriated funds should support the cost of providing facilities for the basic function, while nonappropriated funds are used for any elaboration on the basic function." It is requested that the officers' open mess be reinstated in the fiscal year 1962 military construction appropriation program.

HOUSE REPORT STATEMENT

Officers' clubs (p. 20)

"The program submitted by the Air Force includes $1,589,000 for additions to existing officers' clubs at various installations within the Air Force. The Committee has denied this request and feels that existing facilities in these instances are adequate to meet the requirements. Should future personnel changes make larger clubs more desirable at the various installations, consideration should be given to providing additional space with nonappropriated funds."

Vandenberg Air Force Base, Calif.

Line item	Budget request	House action	Restoration requested
Trailer court, parking	$215,000	−$215,000	+$215,000

REMARKS AND REASON FOR RESTORATION

The Air Force programs for the construction of trailer park spaces only as a supplemental to the regular family housing program. By directive and regulation, trailer facilities are provided only if adequate commercial facilities are not available at reasonable rates and distances. This project is requested as an addition to an existing trailer park. The rapid influx of civilian workers and military personnel has exceeded the capability of the local housing market to meet the inflated requirements.

The lack of adequate family housing at or near this base has forced many families to decide between the purchase of a trailer or a prolonged family separation. Considering that the military personnel who have acquired trailers are predominantly in the lower pay grade, the purchase of a trailer is a financial burden. The modern trailer, equipped for more permanent living now costs upwards of $6,000. The normal amortization period of a trailer is between 5 to 7 years with monthly payments averaging $85 per month. Individuals have been paying a flat rate of $6 per month for Government furnished trailer space exclusive of utilities. The cost of utilities (electricity, water, sewage, and trash hauling) charged separately is $15 to $20 per month. In addition, the occupant must purchase his own heating and cooking fuels. Therefore, to own and live in a modern trailer during its amortization period costs an average of $110 to $125 per month.

The present $6 parking rate was established by a joint DOD three-service Committee in 1952. It was based on an average commercial rate then in use, less overhead and profit. The trailer parking facilities during that period were very minimum and most trailers lacked interior sanitation and toilet facilities. The modern trailer today is equipped with full kitchen and bathroom facilities. The plumbing and electrical services to each parking site are somewhat the same as for a normal house. This, in part, is the reason for the seemingly high unit cost per trailer parking site. The unit cost increases in inverse proportion to the number of units constructed. This factor is compounded at isolated stations where full utility services are required for a relatively small number of trailer parking spaces.

The Air Force recognizes that the rate established in 1952 is no longer valid in light of the increased standards needed and rising construction and building costs. As of October 1, 1961 a flat rate of $10 per month will be charged for the use of each trailer parking site construction with appropriated funds authorized within a military construction program. This matter has been reviewed with the Department of Defense and concurred in. It is the view of the Air Force that this will provide for an amortization period of 20 years. This is considered realistic. The construction of this proposed trailer park (fiscal year 1962 military construction program) is fully justified and will contribute greatly to achieving a reasonable living environment at this location.

It is requested that this item be reinstated in the fiscal year 1962 appropriation program.

HOUSE REPORT STATEMENT (P. 21)

"The funds requested in the amount of $1,318,000 for the construction of trailer courts at various installations within the Air Force are denied. These facilities provide parking areas for trailers owned by military personnel, who are generally lower grade airmen not entitled to family quarters. The facilities consist of internal streets, parking and trailer pads of black top paving, concrete sidewalks, utilities, including water supplies, sanitary sewer, and electrical services, and support facilities including a community building providing facilities for washing and drying of clothes, a community meeting room with toilet facilities, a secure dry storage area, as well as a basic storage utility unit to accommodate a water outlet valve, electric, telephone and TV panels and fuel oil and gas cradles, as well as site preparation. An example of the costs associated with this program is the $2,000 per trailer parking space estimated at K. I. Sawyer

Air Force Base, Mich. It is contemplated that personnel occupying these trailer parking spaces will pay a flat rate of $6 per month for the parking privileges. At this rate it would require almost 28 years to amortize the construction cost, not including costs of operation and maintenance and replacement of facilities. The committee feels that such a period is entirely unrealistic. The Department of Defense should take steps immediately to study the requirements for this program, not only in the Air Force but in the other military services, and formulate regulations based on maximum utilization of private facilities and requiring rental rates to be based on a realistic amortization period."

Westover Air Force Base, Mass.

Line item	Budget request	House action	Restoration requested
Combat operations center	$2,000,000	−$2,000,000	+$2,000,000

REMARKS—REASON FOR RESTORATION

At the time of the hearings before the House Appropriations Committee it was true that the Department of Defense had withheld approval of the addition to the Westover AFB combat operations center because of questions regarding the electronic equipment to be installed in the center. Since that date, however, the questions have been answered by the Air Force to the satisfaction of the Department of Defense and the adequacy of the equipment to be installed in the center has been established. The Department of Defense, therefore, now approves construction of this facility. The basis for agreement between the Air Force and the Department of Defense was deletion of a large electronic digital computer from the list of equipment to be contained in the center. The Department of Defense had taken the position that this computer was not needed. The Air Force now agrees that the system design is adequate without this computer.

It is requested that this item be reinstated in the fiscal year 1962 appropriation program.

HOUSE REPORT STATEMENT (P. 26)

"Testimony received by the committee disclosed that the Department of Defense is withholding approval of construction of any facilities of this type within the Air Force until determination can be made as to the adequacy of the equipment proposed for installation in these centers. Pending such a determination of adequacy by the Department of Defense, the committee has no choice but to withhold approval of the requested funds."

Wurtsmith Air Force Base, Mich.

Line item	Budget request	House action	Restoration requested
1. Civil engineer administration	$130,000	−$130,000	+$130,000
2. Civil engineer pavement and ground facility	96,000	−96,000	+96,000
3. Civil engineer maintenance shop	211,000	−221,000	+221,000
Total	447,000	−447,000	+447,000

REMARKS—REASONS FOR RESTORATION

1. Civil engineer administration

There is a requirement for a 4,555 square foot building for the base civil engineering activities at Wurtsmith. Space is required for such functions as real property records and cost accounting control, work control center, base civil engineers office and engineering design and drafting section. Currently these activities occupy space in two old World War II type prefabricated buildings consolidated to serve as both maintenance shop and administrative control. Only 2,500 square feet of this building is available for these essential functions. The existing building has deteriorated, through fair use, to a point which is beyond economical maintenance or repair. The old prefabricated building will

be disposed of when adequate facilities are available. There is no other space on the base which can be economically adapted without creating the same problems we face now.

Without proper control facilities the civil engineer organization cannot operate at its most efficient production capacity.

It is requested that this item be reinstated in the fiscal year 1962 appropriation program.

2. Civil engineer pavement and ground facility

A properly designed building of 4,452 square feet is required to support the valuable heavy construction and maintenance equipment at Wurtsmith. A small World War II mobilization type building of only 1,728 square feet is used for this purpose. This building is inadequate both in size and physical condition. As a result of many years of use the condition of the building has reached a point beyond which expendture of funds for rehabilitation or repair would not be wise or economical. For 8 months of the year the proposed building will be utilized on a 24-hour basis, 7 days a week, primarily for maintaining a large fleet of snow removal equipment so vital in maintaining this northern airfield in an operational status. During the construction season other valuable equipment utilize all the space available. There are no similar facilities existing on the base and there are none that could be econimically adapted to this use. Failure to provide this facility will result in inefficient operation of these shops. An adequate shop will provide a more close knit organization with better control and a resultant increase in efficiency. The equipment used by this facility is very expensive and failure to properly maintain it through lack of adequate facilities results in premature replacement of equipment.

It is requested that this item be reinstated in the fiscal year 1962 appropriation program.

3. Civil engineering maintenance shop

There is a requirement for a 10,528-square-foot shop space in which to carry out the maintenance and repair functions of the base. The building accommodates such vital functions, carpentry, plumbing, heating and refrigeration, sheet metal, welding, and paint shops. Two World War II type prefabricated buildings are being used on an interim basis. After many years of use these prefabs have reached an advanced state of deterioration making it uneconomical and unwise to expend additional funds for rehabilitation or repair. Because of their unsound condition these old buildings will be disposed of upon construction of the new facility.

It is requested that this item be reinstated in the fiscal year 1962 appropriation program.

HOUSE REPORT STATEMENT (P. 20)

1. Civil engineering administrative.

2. Civil engineering pavement and ground facility.

3. Civil engineering maintenance shop.

"The committee feels that the requirements and costs of the programs could be reduced drastically if a close review were made of local requirements and a more practical use of existing facilities achieved. The request for these funds is denied."

AIRCRAFT CONTROL AND WARNING—OVERSEAS

Cambridge Bay DEW Station, Canada

Line item	Budget request	House action	Restoration requested
Civil engineering maintenance shop	$252,000	−$252,000	+$252,000

REMARKS—REASON FOR RESTORATION

The main portion of the DEW line which extends approximately 3,000 miles from Cape Lisburne in Alaska, to Cape Dyer in northeast Canada, has been in operation for several years under the most difficult circumstances in the world from the standpoint of climatic conditions. The line which is comprised of

several hundred buildings and facilities located at 57 remote stations has cost approximately $300 million to construct. Adequate civil engineering maintenance is becoming a difficult and major task as these facilities grow older. Proper maintenance of these facilities is essential to the continued operation of this important early warning line and is essential to the survival of the personnel who man it. It would be extremely costly and inefficient to provide a civil engineering maintenance capability at each of the 57 stations comprising the main DEW line. Attempts to carry out important functions are now being made by roving civil engineering maintenance teams who operate out of the six main stations of the line. The facilities which these teams utilize at their home base are extremely inadequate in size, condition, and layout, to properly accomplish the many varied civil engineering maintenance functions which are important for operational continuity of the line.

Cambridge Bay is one of these DEW line main stations and its central civil engineering maintenance facility will serve 11 outlying DEW line stations scattered over 550 miles comprising 426 buildings, facilities, structures, and utilities valued at approximately $51 million. At present, the facilities used for civil engineering functions at this site consists of a 32-foot by 36-foot plywood shack. If this new facility is not provided, maintenance efforts will continue to be limited and this will result in accelerated plant deterioration and eventual disruption of the mission.

It is requested that this item be reinstated in the fiscal year 1962 military construction appropriation program.

House Report Statement

Civil engineering maintenance facilities (p. 20)

"Funds were requested in the amount of $2,741,000 for civil engineering maintenance facilities in support of base engineer operations at several locations within the Air Force. The committee feels that the requirements and costs of this program could be reduced drastically if a close review were made of local requirements and a more practical use of existing facilities achieved."

Cape Dyer DEW Station, Canada

Line item	Budget request	House action	Restoration requested
Civil engineering maintenance shop	$261,000	−$261,000	+$261,000

REMARKS—REASON FOR RESTORATION

The main portion of the DEW line which extends approximately 3,000 miles from Cape Lisburne in Alaska, to Cape Dyer in northeast Canada, has been in operation for several years under the most difficult circumstances in the world from the standpoint of climatic conditions. The line which is comprised of several hundred buildings and facilities located at 57 remote stations has cost approximately $300 million to construct. Adequate civil engineering maintenance is becoming difficult and major task as these facilities grow older. Proper maintenance of these facilities is essential to the continued operation of this important early warning line and is essential to the survival of the personnel who man it. It would be extremely costly and inefficient to provide a civil engineering maintenance capability at each of the 57 stations comprising the main DEW line. Attempts to carry out important functions are now being made by roving civil engineering maintenance teams who operate out of the six main stations of the line. The facilities which these teams utilize at their home base are extremely inadequate in size, condition, and layout, to properly accomplish the many varied civil engineering maintenance functions which are important for operational continuity of the line.

Cape Dyer is one of these DEW line main stations and its central civil engineering maintenance facility will serve 5 outlying DEW line stations scattered over 450 miles comprising over 304 buildings, facilities, structures, and utilities valued at approximately $53 million. At present the facilities used for civil engineering functions at this site consist of a 16-foot by 24-foot prefabricated wooden building. If the new facility is not provided, maintenance efforts will continue to be limited and this will result in accelerated plant deterioration and eventual disruption of operations.

It is requested that this item be reinstated in the fiscal year 1962 military construction appropriation program.

HOUSE REPORT STATEMENT

Civil engineering maintenance facilities (p. 20)

"Funds were requested in the amount of $2,741,000 for civil engineering maintenance facilities in support of base engineer operations at several locations within the Air Force. The committee feels that the requirements and costs of this program could be reduced drastically if a close review were made of local requirements and a more practical use of existing facilities achieved."

Cape Parry DEW Station, Canada

Line item	Budget request	House action	Restoration requested
Civil engineering maintenance shop	$252,000	−$252,000	+$252,000

REMARKS—REASON FOR RESTORATION

The main portion of the DEW line which extends approximately 3,000 miles from Cape Lisburne in Alaska to Cape Dyer in northeast Canada has been in operation for several years under the most difficult circumstances in the world from the standpoint of climatic conditions. The line which is comprised of several hundred buildings and facilities located at 57 remote stations has cost approximately $300 million to construct. Adequate civil engineering maintenance is becoming a difficult and major task as these facilities grow older. Proper maintenance of these facilities is essential to the continued operation of this important early warning line and is essential to the survival of the personnel who man it. It would be extremely costly and inefficient to provide a civil engineering maintenance capability at each of the 57 stations comprising the main DEW line. Attempts to carry out important functions are now being made by roving civil engineering maintenance teams who operate out of the six main stations of the line. The facilities which these teams utilize at their home base are extremely inadequate in size, condition, and layout, to properly accomplish the many varied civil engineering maintenance functions which are important for operational continuity of the line.

Cape Parry is one of these DEW line main stations and its central civil engineering maintenance facility will serve 9 outlying DEW line stations scattered over 450 miles comprising 342 buildings, facilities, structures, and utility system valued at approximately $39 million. At present, the facilities used for civil engineering functions at this site consist of a 12-foot by 16-foot plywood shack. If this new facility is not provided maintenance efforts will continue to be limited and this will result in accelerated plant deterioration and eventual disruption of operation.

It is requested that this item be reinstated in the fiscal year 1962 military construction appropriation program.

HOUSE REPORT STATEMENT (P. 20)

"Funds were requested in the amount of $2,741,000 for civil engineering maintenance facilities in support of base engineer operations at several locations within the Air Force. The committee feels that the requirements and costs of this program could be reduced drastically if a close review were made of local requirements and a more practical use of existing facilities achieved."

Hall Lake DEW Station, Canada

Line item	Budget request	House action	Restoration requested
Civil engineering maintenance shop	$258,000	−$258,000	+$258,000

REMARKS—REASON FOR RESTORATION

The main portion of the DEW line which extends approximately 3,000 miles from Cape Lisburne in Alaska, to Cape Dyer in northeast Canada, has been in operation for several years under the most difficult circumstances in the world from the standpoint of climatic conditions. The line which is comprised of several hundred buildings and facilities located at 57 remote stations has cost approximately $300 million to construct. Adequate civil engineering maintenance is becoming a difficult and major task as these facilities grow older. Proper maintenance of these facilities is essential to the continued operation of this important early warning line and is essential to the survival of the personnel who man it. It would be extremely costly and inefficient to provide a civil engineering maintenance capability at each of the 57 stations comprising the main DEW line. Attempts to carry out important functions are now being made by roving civil engineering maintenance teams who operate out of the six main stations of the line. The facilities which these teams utilize at their home base are extremely inadequate in size, condition, and layout, to properly accomplish the many varied civil engineering maintenance functions which are important for operational continutity of the line.

Hall Lake is one of these DEW line main stations and its central civil engineering maintenance facility will serve 11 outlying DEW line stations scattered over 650 miles comprising over 435 buildings, facilities, structural utility systems valued at approximately $69 million. At present the facilities used for civil engineering functions at this site consist of one 8 by 12 foot plywood shack and limited space borrowed in the operation building. If this new facility is not provided, maintenance effort will continue to be limited which will result in accelerated plant deterioration and eventual disruption of operation.

It is requested that this item be reinstated in the fiscal year 1962 military construction appropriation program.

HOUSE REPORT STATEMENT

Civil Engineering Maintenance Facilities (p. 20)

"Funds were requested in the amount of $2,741,000 for civil engineering maintenance facilities in support of base engineer operations at several locations within the Air Force. The committee feels that the requirements and costs of this program could be reduced drastically if a close review were made of local requirements and a more practical use of existing facilities achieved."

PACIFIC AIR FORCES

Itazuke Air Base, Japan

Line item	Budget request	House action	Restoration requested
Chapel base	$174,000	−$174,000	+$174,000
Electric subtation	220,000	−220,000	+220,000
Heating plant flight line	303,000	−303,000	+303,000
Heating plant FIS area	109,000	−109,000	+109,000
Total	806,000	−806,000	+806,000

REMARKS—REASON FOR RESTORATION

At the time of the hearings on the Air Force fiscal year 1962 military construction program the status of design was estimated as of June 1, 1961. As of that date the 5th Air Force had been unable to negotiate a firm architect-engineer contract for design satisfactory to the Japanese Government. Negotiations were initiated in January 1961 with an architect-engineer firm. This firm did not prove to be satisfactory to the Japanese Government under article 14 of the peace treaty. This article deals with the privileges extended American firms to do business in Japan with the U.S. Government without paying taxes.

It finally became evident to the 5th Air Force in April or May 1961 that the architect-engineer firm first selected would not be certified by the Japanese Government. Negotiations were then terminated and new negotiations were started with the firm of Daniel, Mann, Johnston & Mendenhall of Los Angeles, Calif. A satisfactory contract was negotiated which was certified by the Japanese Government under article 14.

This contract was signed in early June and design is now underway with completion date of 7 to 10 months for Itazuke. This means that the work can be placed under contract in early spring of 1962, well ahead of the end of fiscal year 1962.

It is therefore requested that these urgently needed projects at Itazuke be reinstated in the Air Force fiscal year 1962 military construction appropriation request.

HOUSE REPORT STATEMENT (P. 26)

"The committee has approved $7,369,000 for the Pacific Air Force, a reduction of $1,635,000 in the budget estimates. Funds were requested in the amount of $806,000 for Itazuke Air Base, Japan * * *. Testimony received by the committee disclosed that no design work had been accomplished on the facilities requested for these two bases so the requests are denied. Funds approved by the committee will provide essential operational and supply facilities in support of Air Force missions at various locations in the Pacific area."

Misawa Air Base, Japan

Line item	Budget request	House action	Restoration requested
Area search radar	$130,000	−$130,000	+$130,000
Operations building, AFSS	689,000	−689,000	+689,000
Weather facility	10,000	−10,000	+10,000
Total	829,000	−829,000	+829,000

REMARKS—REASON FOR RESTORATION

At the time of the hearings on the Air Force fiscal year 1962 military construction program the status of design was estimated as of June 1, 1961. As of that date the 5th Air Force had been unable to negotiate a firm architect-engineer contract for design satisfactory to the Japanese Government. Negotiations were initiated in January 1961 with an architect-engineer firm. This firm did not prove to be satisfactory to the Japanese Government under article 14 of the peace treaty. This article deals with the privileges extended American firms to do business in Japan with the U.S. Government without paying taxes.

It finally became evident to the 5th Air Force in April or May 1961 that the architect-engineer firm first selected would not be certified by the Japanese Government. Negotiations were then terminated and new negotiations were started with the firm of Daniel, Mann, Johnston & Mendenhall of Los Angeles, Calif. A satisfactory contract was negotiated which was certified by the Japanese Government under article 14.

This contract was signed in early June and design is now underway with completion date of 6 months at Misawa. This means that the work can be placed under contract in early spring of 1962, well ahead of the end fiscal year 1962.

It is therefore requested that these urgently needed projects at Misawa be reinstated in the Air Force fiscal year 1962 military construction appropriation request.

HOUSE REPORT STATEMENT (P. 26)

"The committee has approved $7,369,000 for the Pacific Air Forces a reduction of $1,635,000 in the budget estimates. Funds were requested in the amount of $829,000 for Misawa Air Base, Japan. Testimony received by the committee disclosed that no design work had been accomplished on the facilities requested for these two bases so the requests are denied. Funds approved by the committee will provide essential operational and supply facilities in support of Air Force missions at various locations in the Pacific area."

Brindisi Air Force Station, Italy

Line item	Budget request	House action	Restoration requested
Civil engineering administration	$34,000	−$34,000	+$34,000

REMARKS—REASON FOR RESTORATION

This new base located in remote area, 55 miles from Naples, Italy, is presently under construction.

The requested item is required to provide administrative space for personnel engaged in the base civil engineering function who plan and supervise new construction and the day-to-day maintenance of this new base.

Brindisi is a recently activated installation which was built on a virgin site. The facilities that now exist were provided for specific purposes and are fully utilized. There is no excess space available to house this essential administrative function. It is requested that this project be reinstated in the fiscal year 1962 military construction appropriation program.

HOUSE REPORT STATEMENT (P. 20)

"Funds were requested in the amount of $2,741,000 for civil engineering maintenance facilities in support of base engineer operations at several locations within the Air Force. The committee feels that the requirements and costs of this program could be reduced drastically if a close review were made of local requirements and a more practical use of existing facilities achieved. The request for these funds is denied."

SUPPORT PROGRAMS

Minor construction

Line item	Budget request	House action	Restoration requested
Minor construction	$15,000,000	−$3,000,000	+$3,000,000

REMARKS—REASON FOR RESTORATION

The amount requested for minor construction in the fiscal year 1962 military construction program is less than the average annual obligation level of this program for the past 3 years, which is $15.9 million. This estimate is the requirement to support the essential Air Force programs. This year's requirement for $15 million is considered fully justified in light of new and unknown construction requirements which will develop in support of the national force buildup directed by the President. Progressive revision in deployments, especially overseas, continuously generates minor construction demands which must be met.

The minor construction program has, in past years, been responsive to such urgent and overriding priority projects as the redeployment of forces from France, the deployment of F–105 aircraft in Europe, the initiation of the consolidated pilot training in the United States, provision of facilities for the MATS modernization with C–135 aircraft at McGuire and very recently the provision of facilities for a classified mission in the Aleutian Islands. The minor construction program provides the legislative vehicle and the cash to provide immediate response to situations requiring unusual measures. It protects the services and the Congress from changes of redtape entanglements in providing urgent projects in support of the defense of the nation.

The estimate of total dollar requirements for minor construction is based upon the experience of prior years, adjusted for such factors as major program revisions, significant deployment, manning, or equipment changes, scientific breakthroughs, etc., which can reasonably be expected to affect the overall level of effort of the Air Force or to generate unpredictable but urgent facility requirements.

The projects accomplished under this program represent very high priority requirements. The Air Staff review of these items is designed to insure that they are at least equal to, or of higher priority, than the line items presented individually in the regular program. The action taken by the House Appropriations Committee in reducing by 20 percent the request for minor construction funds will seriously affect facility support of the fighting forces and other vital functions.

Projects financed under the minor construction program are subjected to critical and detailed review. Projects in excess of $25,000 must be individually approved by the Secretary of the Air Force and projects in excess of $50,000 by the Secretary of Defense. Projects undertaken in this program are reported to the Committees on Armed Services of the Senate and House of Representatives semi-

annually under the provisions of subsection 2674f, title 10, United States Code. Copies of these reports are forwarded to the Appropriations Committees of both Houses of Congress.

The great and rapid evolution of airpower and the accelerated transition into aerospace power have created and will continue to create urgent requirements for new facilities as well as new types of facilities. It is impossible, for example, to foresee and program for all the detailed facility needs of our new and increasingly complex weapons systems. It is vital that the Air Force be capable of meeting these demands promptly when the need arises. The minor construction program is most essential to the realistic satisfaction of critical requirements stemming from such evolution and change.

HOUSE REPORT STATEMENT

"The committee has approved $57,680,000 for the general support programs of the Air Force, a reduction of $15,500,000 in the budget estimates * * *. The funds approved by the committee are allocated as follows:

* * * * * * *

Minor new construction ..... $12,000,000"

Access roads

Line item	Budget request	House action	Restoration requested
Access roads	$15,000,000	−$1,500,000	+$1,500,000

REMARKS—REASON FOR RESTORATION

The estimated total requirement for access roads construction in fiscal year 1962 has been based upon the average costs experienced to date in construction of access roads to ballistic missile sites plus those specific identified requirements related to other than ballistic missile sites. Since all of the access roads requirements for missile sites have not yet been firmly identified, the construction cost estimate at this time, necessarily, are based upon the experience factors indicated rather than firm costs based upon specifically defined projects.

Additionally, since the Air Force requirements for access roads funding was submitted to the Congress, an amendment to the Federal Highway Act was adopted which will require the Air Force to make reimbursement for roads damaged by the contractor's equipment during the construction period. This additional funding requirement, plus the basic cost estimates for access road requirements exceeds the amount originally requested. Restoration of the House reduction is requested to allow provision of these essential access roads and to make reimbursements for damaged roadways.

HOUSE REPORT STATEMENT (P. 27)

"The committee has approved $57,680,000 for the general support programs of the Air Force, a reduction of $15,500,000 in the budget estimates. * * * The funds approved by the committee are allocated as follows:

* * * * * * *

"Access roads ..... $13,500,000"

Planning

Line item	Budget request	House action	Restoration requested
Planning	$31,000,000	−$11,000,000	+$11,000,000

REMARKS—REASON FOR RESTORATION

The Air Force estimates that a minimum of $31 million of new obligational authority will be required in fiscal year 1962 for construction planning. While Air Force construction programs have decreased slightly in dollar magnitude, the larger portion taken by missiles, research ,and development, and like complex items has not permitted a corresponding decrease in planning funds required. Notwithstanding, the Air Force has requested planning funds in much lesser amount than has been available in recent years (see table below). With a total fund availability of $49 million ($18 million of carryover plus $31 million of new funds) in fiscal year 1962, the Air Force will attempt to complete design of the fiscal year 1962 and prior programs and initiate design of the fiscal year 1963 military construction program without the need for reprograming of funds during the year.

The $18 million of unobligated planning funds carried over from fiscal year 1961 to fiscal year 1962 are fully committed to the design workload also carried over, namely, the completion of final plans and specifications for items in the fiscal year 1962 and prior military construction programs. Two examples prove the point: (1) $12 million from the Office, Secretary of Defense, emergency fund, was apportioned in May 1961 to expedite planning of the MINUTEMAN program. The major portion of this $12 million will remain unobligated as of June 30, 1961, but that portion remains committed to the workload from the fiscal year 1962 military construction program for which it was made available. (2) The balance of the $18 million not required for (1) above is only sufficient to permit continuance of the balance of the design workload pending receipt of additional appropriations under the military construction appropriation. All of this amount will be applied to design of the fiscal year 1962 and prior military construction programs. The average monthly planning obligations in fiscal year 1961 was better than $4 million. It will require careful management to continue the design effort until new funds become available, a period which normally extends to 3 to 4 months after July 1.

The following table illustrates the magnitude of funds which have been required for design workloads in fiscal year 1960 and fiscal year 1961 and the reduced budget estimate the Air Force has proposed for fiscal year 1962:

Comparative availability of funds by years

[Millions of dollars]

Fiscal year	Carryover	New obligational authority		Total available	Obligated
		Approved	Reprogramed		
1960	18	27	25	70	48
1961	22	40	[2] 12	74	56
1962	18	[1] 31	0	49	----------

[1] Requested fiscal year 1962 military construction program.
[2] OSD emergency fund. See above.

The table indicates no intention to reprogram funds to planning in fiscal year 1962. However, should the House cut be sustained, it will be necessary to reprogram funds. Such action will pose an extremely serious situation as to the source of funds for such an action. The normal source is the savings generated by good management of the program. However, the following actions have already been taken by the House:

(1) Reduction of $20 million from the overall unobligated balance.
(2) Reduction of $3 million to encourage better management.

The following authorizations must also be funded from savings:

(3) Emergency projects, $10 million.
(4) Previously authorized but unfunded projects, $12 million.

To sustain the House reduction on planning and other items, would impose the necessity to fund a total of $56 million, or the equivalent of over 20 percent of the nonmissile portion in the program, as above, from savings. It is completely unrealistic to believe that such funding could be accomplished.

The Air Force will continue its efforts to improve the quality of design, its timeliness and its management. It is striving to make maximum use of standard drawings, site adaptations and other techniques to reduce planning costs while

at the same time producing sound, high quality design which will permit keen bidding response and a minimum of change orders.

The Air Force appreciates the suggestions of the Appropriations Committees as to means and methods of improving design performance. However, it cannot properly respond to a requirement for final design as the basis for budget estimates if the funds to obtain final plans and specifications are withhheld as proposed by the House.

It is requested that the $11 million denied by the House be restored to the Air Force program.

HOUSE REPORT STATEMENT (P. 27)

"The committee has approved $57,680,000 for the general support programs of the Air Force, a reduction of $15,500,000 in the budget estimates. The amount of $20 million is approved for the planning and design program of the Air Force in fiscal year 1962. These funds when coupled with existing unobligated balances estimated to be $18 million will be adequate to meet the needs of this program. The funds approved by the committee are allocated as follows: Planning, $20 million."

NAVAL AIR TECHNICAL TRAINING UNIT, OLATHE, KANS.

STATEMENT OF HON. ANDREW F. SCHOEPPEL, A U.S. SENATOR FROM THE STATE OF KANSAS

GENERAL STATEMENT

Senator STENNIS. Senator Saltonstall will be here in a few minutes. We have a number of witnesses that I know are busy so I am going to proceed immediately.

We have Senator Carlson and Senator Schoeppel here. Will you gentlemen come around to the table, please. If you have a matter from your State which you are interested in and concerned about, we want to give it the utmost attention. You may have other additional matters.

Senator SCHOEPPEL. I think we will be interested in the same things. We will each cover separate matters.

Senator STENNIS. You gentlemen from Kansas proceed in your own way.

Senator SCHOEPPEL. Thank you, Mr. Chairman, and members of the committee.

Naturally I want to thank the committee for granting me permission to appear before it today to discuss a move by the Department of the Navy which, if allowed will seriously affect the economic life of a small community in my State. I am referring to the Navy's proposed plan to relocate the naval air technical training unit from Olathe, Kans., to Glynco, Ga., where an effort is to be made to consolidate its activities with the Combat Informational Center School.

Mr. Chairman, I am for saving the taxpayers money. I want consolidations made whenever and wherever possible when it will result in efficiency and economy. But I have studied this proposed transfer for some time. I have sought specific "for instances" to support the vague general elusive language which the Navy has presented to justify its recommendations. In utter candor, I must say the Navy has not made a case. There is grave doubt in my mind (1) first as to whether the mission of NATTU and CIC can be revised enough for consolidation of their activities, (2) whether economies could possibly result from the transfer, and (3) whether any such action should be taken at this time.

HOUSE COMMITTEE HEARINGS

Mr. Chairman, on page 38 and 39 of "the House Committee Hearings on Military Construction Appropriations for 1962," of the 87th Congress, 1st session, Mr. M. R. Hanabury, Director of Military Construction, testified that $150,000 would be needed to modify an existing blimp hangar at Glynco to accommodate the school being transferred from Olathe.

In addition, Admiral Johnson testified that the cost estimates for relocating NATTU, Olathe, to Glynco, would amount to $584.134. In other words, the estimated cost for the initial transfer totals $734,000.

In response to Congressman Sheppard's query regarding the estimated savings, Admiral Johnson indicated a savings of $280,000 annually would result from reduced administrative, maintenance, aircraft, and supply support costs.

Mr. Chairman, as far as I have been able to learn, no improvement could be made in the training of air controlmen by this proposed transfer. Because of the nature of the training required each school must operate as a seperate unit, each school must maintain its own training equipment, its own aircraft and its own training staff. Operational and maintenance cost must, therefore, be approximately the same.

COST OF REHABILITATION OF OLATHE, KANS., SCHOOL

I have visited the facilities at Olathe on a number of occasions. I was surprised with the Navy estimate that $177,000 would be required to rehabilitate the existing building which is now occupied by the school. Last April I asked Mr. Gordon Nease, staff member of the Armed Services Committee to secure for me a breakdown showing how this amount would be spent. On April 10, 1961, Mr. Nease called my office and reported as follows:

1. The sum of $80,000 for maintenance for replacement of sashes, sills and trim to make the training hangar secure against the weather elements.
2. An amount of $61,000 for modifications to provide an air control laboratory for the AC(B) school.
3. The total of $36,000 for a laboratory to provide radar maintenance training in the GCA maintenance (electronics) course.

Mr. Chairman, it is my understanding that the $80,000 estimate for maintenance is an estimate covering a 5-year period. I have also been told that $10,000 would actually be sufficient to restore the facility to a satisfactory condition this year. With regard to the estimated cost of $61,000 to provide an air control laboratory and $36,000 for a laboratory to provide radar maintenance, I am not in a position to comment. But if these additions must be provided at Olathe, then similar additions must be made at Glynco, so there is no added savings here. So what we are talking about is spending $150,000 at Glynco as against $10,000 for rehabilitation work at Olathe.

COST OF MOVING PERSONNEL

Another item which has not been given the consideration it merits is the cost of moving personnel, their families, and the availability of housing.

On page 40 of the House committee "Hearings on Military Construction Appropriations for 1962" of the 87th Congress, 1st session, Admiral Johnson in response to a question asked by Congressman Jonas, regarding the number of students that would be moved, stated that it would involve around 300. This, however, does not tell the whole story. Again, I asked Mr. Gordon Nease, staff member of the Armed Services Committee, to make inquiry of the Department as to number of men who would be transferred and whether sufficient housing was available. On April 7, 1961, I received a memorandum from Mr. Nease stating that:

It is understood this move will result in the transfer of approximately 650 military personnel, of which 66 are officers. I am advised there is sufficient housing in Glynco area to accommodate this personnel and no further Capehart housing units are contemplated.

Mr. Chairman, all personnel are now adequately housed in Olathe and the surrounding area. Furthermore, the Wherry housing project at Olathe is presently only 60 percent filled. This move would result in more empty houses. In addition, this move would result in 93 additional vacancies in Olathe proper, 43 in the Kansas City metropolitan area, and 35 in Gardner. The school facilities at Olathe and Gardner have been built to accommodate some 200-plus students that are dependents of those who are attached to the NATTU, Olathe.

HOUSING FACILITIES AT GLYNCO, GA.

The question, therefore, arises: Are suitable housing facilities available at Glynco? Let me again refer you to page 41 of the House committee "Hearings on Military Construction Appropriations for 1962," of the 87th Congress, 1st session. Congressman Jonas brought up the matter of housing at which time this colloquy took place:

Congressman JONAS. What about housing and all the supporting activities? You have a substantial outlay of money to expand this operation at Glynco; have you not?

Mr. HANABURY. No, sir. I think we can take care of them pretty well at Glynco. We will be tight but we can take them.

Admiral JOHNSON. My information, sir, is that there is adequate housing. There is Capehart housing now being built: 225 units of Capehart housing are going up.

Mr. Chairman, the 225 Capehart houses referred to by Admiral Johnson have no relationship to the transfer. This is housing which was requested as far back as 1959 to provide living quarters for those connected with the CIC School in Glynco. I call your attention to the testimony of Captain Chew appearing before the House Committee on Armed Services in March of 1959:

Captain Chew testified as follows:

U.S. Naval Air Station, Glynco, Ga.: The basic housing requirement for eligible personnel at this station is 906. There are now 82 units available. Completion of the proposed 225 units will increase available quarters to 307, units or 34 percent of the requirements.

USNAS, Glynco, provides and maintains facilities for training all combat information center personnel for ship and fleet units. This activity was moved to Glynco in 1958. A qualified survey team established that adequate private rental housing is not available in the area. The station is surrounded by a resort area where seasonal high rental rates prevail, pricing most of the housing out of the market for military personnel.

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KANSAS STATE UNIVERSITY REFERENCE LIBRARY DEPARTMENT MANHATTAN, KANSAS

Mr. Chairman, the request for Capehart housing was based upon the requirements prior to the proposed transfer of NATTU from Olathe to Glynco. Furthermore, I am advised that on August 1, 1961, next Tuesday, the 225 units will be occupied by those now located in Glynco, and there is no program for more Capehart housing in this area.

Where are the transferees from Olathe to be housed?

If this move is permitted, you can bet your last dollar that new requests will be made for more housing.

Mr. Chairman, in fiscal year 1961, the Armed Services Committee of Congress authorized the Navy to proceed with the alterations of two hangars at Glynco which will be used to house the school being transferred from Olathe. The Appropriations Committee gave its approval to the use of an expenditure of $159,000 for this purpose. No action was taken by the Navy in 1961. My understanding is that during the hearings before the House Committee on Appropriations and again before our Subcommittee on Military Construction (May 1961) permission was asked to reallocate funds for this purpose in fiscal 1962.

I urge this committee to direct the Navy Department to either stop its present plan or delay them until the whole matter can be thoroughly investigated.

Now, Mr. Chairman and members of the committee, may I again say I am presenting these matters because it affects a military naval installation in my State. I think it is only fair that this matter should be reviewed and I urge this committee to direct the Navy Department to either stop its present plans or delay them until the whole matter can be fully and thoroughly investigated for an additional report.

I thank you, Mr. Chairman and members of the committee.

Senator STENNIS. We thank you very much.

You have discussed very serious questions here, and raised the issue very sharply. Even though there is no construction now in this bill, involving this move, perhaps there will be some and we will certainly look into it very carefully from your standpoint.

KANSAS RIVER BRIDGE, FORT RILEY, KANS.

STATEMENT OF HON. FRANK CARLSON, A U.S. SENATOR FROM THE STATE OF KANSAS

GENERAL STATEMENT

Senator CARLSON. I want to associate myself with the remarks of Senator Schoeppel. This is a fine installation and I sincerely hope it can be maintained certainly in view of the present increased demand for military facilities.

My reason for appearing here, other than that, is to express my appreciation to this committee for their kindness last year in authorizing the construction of a bridge across the Kansas River at Fort Riley, Kans. This bridge will replace an old one-way engineer bridge that has for many years been inadequate to take care of the increase in traffic as a result of the establishment of the airfield across the Kansas River from the main post base. In addition, Interstate High-

way No. 70, at the Edge of Fort Riley, now under construction, further increases the travel into the main post. A new bridge is badly needed.

This bridge was authorized last year.

I want to take this opportunity to thank the members of this committee again for including an item in the amount of $1,332,000 in the military construction appropriation bill for fiscal year ending June 30, 1961. However, when the bill went to Conference last year, this was deleted.

HOUSE ACTION

As you know, a budget request for $1,332,000 for this bridge came up this year.

I am very happy to say that the House of Representatives included this amount in H.R. 8302 which they passed last week.

I am aware that we should make every effort to cut expenses where we can. However, in view of our stepped-up military effort, I feel that this bridge is even more important and needed more than ever. I will very much appreciate your including $1,332,000 for the construction of this bridge over the Kansas River at Fort Riley, Kans., in the bill you report.

And I would sincerely urge, Mr. Chairman, that this committee, if they can see their way to do so, to follow the budget and House committee bill. I will be deeply indebted and so will the people of Kansas.

Senator STENNIS. We took your testimony last year and it passed the Senate, and I don't know of any reason why we should turn it down now. We looked with favor upon your project. We are very glad to have you gentlemen here. We also have Senator Lausche. Will you come around, Senator?

WRIGHT-PATTERSON AIR FORCE BASE, OHIO

STATEMENT OF HON. FRANK J. LAUSCHE, A U.S. SENATOR FROM THE STATE OF OHIO

GENERAL STATEMENT

Senator LAUSCHE. Mr. Chairman, I appear before the committee this afternoon asking for the restoration of an item of $718,000, which the Department of Defense requested for us in the improvement of a laboratory at Wright-Patterson Air Force Base at Dayton, Ohio. This item was requested by the administration and the Defense Department last year. It was stricken from the appropriation bill by the House.

The matter was again considered this year by the administration and by the Department of Defense and in spite of the fact that it was stricken last year the request has again been made that it be included in the budget this year.

I will give supporting material why this item should be reinstated by this committee. The statements which I will make in support of the item I suggest will be firmly corroborated and supported by the Department of Defense.

The work in the laboratory at Wright-Patterson Field dealing with research and development of materials used by pilots in space com-

prises the greatest proportion both of in-house and contract work done on this subject.

May I repeat, that the greatest volume of work comprehending in-house and contractual assignments is done at Wright-Patterson Field. In view of this fact, and in view of the extended work that is being done in space, the Department of Defense made an increased allocation of manpower space to this Dayton laboratory. The Department does not contemplate reducing that increased allocation.

My own belief would be that instead of reducing it, if there is any prospect of change it would be in the direction of increasing rather than reducing.

It is my understanding, and I say that the Department will support me in this statement, that there are no plans now in existence to lighten the workload either in-house or that accomplished by contract.

The Department of Defense states that the Corps of Engineers is doing the architectural work with its own resources and that 30 percent of the design for this laboratory is completed.

HOUSE REPORT

I mention that point, Senator Stenins, because in the report of the House is the statement:

> The committee notes that not only is there a relatively light workload proposed for this laboratory but that no architect-engineer has yet been selected.

Certainly there has not been selected an architect-engineer because it was never intended to select one. The architectural work is being done in-house by the Department of Defense.

Thirty percent of the design and architectural work has been completed. If this item is reinstated, the design and architectural work will be completed in November of 1961, and the contract will be let about January of 1962. I suggest to the chairman and to the committee that either through a limited presentation of the facts or through a failure to interrogate, this misimpression was gained that no architect has been hired and the House concluded therefore that it would be futile to include this item in the budget presently to be presented to the Congress.

MATERIALS RESEARCH

Now continuing further, the Department of Defense has officially stated that the modification proposed in this Dayton Wright-Patterson installation is the most suitable and economical plan for providing the required facilities. There are no facilities available at any other Air Force installation designed to perform house research in materials and placing this work elsewhere would require the useless spending of national defense funds.

Any removal of this project from Wright-Patterson would defeat the entire Air Force effort in materials research, since all of the Air Force efforts in this field are centralized at Wright-Patterson.

Out of Wright-Patterson, and out of that installation, flow all of the efforts with regard to materials research, and unless this structure is improved it will not only have an adverse impact upon the general work but it will adversely affect the ability of the Depart-

ment of Defense to intelligently and efficiently award contracts because the yardstick knowledge will not be available.

I am sure the committee is aware of the compelling need that our in-house capability be maintained within the Air Force, since only in this manner can the Air Force manage intelligently and efficiently the contract efforts with private industry.

Finally, Mr. Chairman, the reinstatement of this item will result in increasing the quality of the in-house research work which in turn of course will reflect in an increase in the quality of the contract research work.

These are the facts, Mr. Chairman, that I submit to you in support of my proposal, that it would be uneconomical, inefficient, and a disservice to our efforts in space research not to include this item in the budget.

I venture to say that if those who opposed this in the House would look thoroughly into the subject and contact the Department of Defense, they would find that this installation is vitally needed.

INVENTORY OF BUILDINGS AND RUNWAYS

Senator STENNIS. Senator, that is a very forceful and a very fine statement. I am impressed with the merits of the case that you make out here. I believe that you are a stronger witness than the military witnesses are themselves. We certainly don't want to retard the fine work that the Air Force is doing out there in Wright-Patterson, which is one of our principal installations. You might be interested in knowing that as of December 31, 1960, we had in inventory out there, and military construction, that is, the buildings and all runways, a figure that may surprise you, which is in the neighborhood of $224,925,000.

Also as to construction funded but not yet in inventory, there is another $19 million, which would bring that up to $244 million in round numbers.

Senator LAUSCHE. Senator Stennis, if I may make a comment on that, the civic leaders and the people of the Dayton area are greatly disturbed in the belief that there is afoot a movement to gradually erode the activities of the Wright-Patterson. I point out that there is too much money invested there to permit any erosion to occur.

There is too much money to begin to erode that operation, and I have a fear unless this activity is continued in the future, Dayton being the center from which the development and research work is done, a serious mistake is going to be made.

Senator STENNIS. We certainly appreciate your appearance. I do not believe the House committee had a point like that in mind, because out of $1,973,000 asked this year, they approved all of it except this $781,000 that you mentioned. They approved a dental clinic, maintenance aprons, tower control and two other items. Maybe they had an idea that this work could be done somewhere else.

I believe that is the only point that is left in my mind. You say here flatly that it can't be done anywhere else.

Senator LAUSCHE. I suggest a careful reading of the Department of Defense report submitted to you.

Senator STENNIS. We certainly will consider that.

Senator LAUSCHE. Now, if this work is to be done somewhere else, it means——

Senator STENNIS. I mean some place else on that base, in some other building.

You see, an installation with that many millions of dollars already invested there, these problems and their activities shift a great deal within the base.

Senator LAUSCHE. I think the Department of Defense report will show that this is the suitable facility and it has a 75,000 square-foot area, and it needs plumbing and electrical wiring that will carry the energy that is needed for this experimental work, and it needs ventilators to take out the fumes.

Senator STENNIS. Is this a new building?

Senator LAUSCHE. A remodeling of an old building.

Thank you very much, Mr. Chairman.

DETROIT ARSENAL, MICH.

ORDNANCE TANK AUTOMOTIVE COMMAND BUILDING

STATEMENT OF HON. PAT McNAMARA, A U.S. SENATOR FROM THE STATE OF MICHIGAN

GENERAL STATEMENT

Senator MCNAMARA. I appreciate your courtesy in affording me the opportunity to appear before you in support of a line item in H.R. 5000. This is the line that you make reference to. In addition to material I have previously discussed one furnished to you, I would like to add the following:

I urge approval of funds for the construction of a new Ordnance Tank Automotive Command Headquarters Building at the Detroit Arsenal in Centerline, Mich. The need for this new headquarters has been recognized for some time. In fact, construction of this headquarters was authorized in the act of August 20, 1958 (72 Stat. 631). It is contained in H.R. 5000 in this session as an exception to repeal as reported by the House Armed Services Committee.

Senator STENNIS. Yes, I remember that.

Senator MCNAMARA. Any one familiar with the metropolitan area of Detroit knows that the functions of the staff of the Ordnance Tank Automotive Command are scattered all over the greater Detroit area. The need for coordinating the activities of this important segment of our national defense cannot be overemphasized.

COMMAND FUNCTIONS

It might be appropriate at this time to mention some of the functions of this branch of our armed services. They can be briefly summarized as follows:

For the U.S. Army:

First to provide and support U.S. Army vehicles in U.S. custody.

Second, to provide support to U.S. Army vehicles in the custody of our allies.

For our Department of Defense:

Purchase vehicles for all U.S. Armed Forces.

To manage automotive supplies for all U.S. Armed Forces.

At the present time part of this headquarters, if one can call it that, is located on Beard Street in the southwest area of Detroit. It is located in the submarginal converted industrial building, in a badly congested section of the city. The buildings are overcrowded and there isn't adequate parking space for the operation.

Another part of this headquarters is presently located at the Detroit Arsenal in Centerline, Mich. It is over 20 miles from the Beard Street location to the arsenal at Centerline. It usually takes about an hour, through heavy city traffic, to go from one location to the other.

SPACE REQUIREMENTS

In a recent survey conducted by the district engineers of the U.S. District Corps of Engineers, it was established that the OTAC requires approximately 250,000 square feet of floor space for its repair and supply and for procurement and production.

This space simply isn't available at the Beard Street location. The Army recognizes this fact and the Inspector General of the Army, in his report of June of 1960, stated, and I quote:

> Despite some degree of internal modification within the limited funding available, the OTAC headquarters building is still below accepted standards for the efficient performance of the responsibilities of a major command, and for the satisfaction of reasonable employee desires as a place to work. * * *

The Army has consistently supported the construction of this new headquarters building. The efficiency of such a coordinated activity is readily apparent.

The Council of National Defense of the Greater Detroit Board of Commerce has just completed a full study on the needs of the OTAC.

The recommendations of this committee have received the full approval of the board of commerce and the board has concluded that, and I quote:

> A new command headquarters building in Centerline, Mich., on property presently owned by the Government, would be a move toward substantial savings in tax dollars and a definite step toward a new high level of efficiency in the OTAC operations, which is in the national interest.

Now Mr. Chairman, the need for this new headquarters is great, and in view of the tense international situation it is clear that time is of the very essence.

I cannot stress too highly the urgency of this need, and I most respectfully urge that this subcommittee recommend to the full committee and to support on the floor, funds for the construction of this most important military installation.

Mr. Chairman, again I thank you for giving me this opportunity to be heard on this very important project.

VALUE OF REAL ESTATE

Senator STENNIS. We appreciate your coming in. We notice where you propose to dispose of the real estate the Government owns there now and you had it appraised at $360,000 in May of 1959. That probably would be more than that now, would it not?

Senator McNAMARA. I doubt it, Mr. Chairman. I don't have first hand information which would enable me to answer your question. It seems though that property values in this particular area have not continued upward, so I would not want to misrepresent the facts as I know them.

Senator STENNIS. You think that is a good firm figure?

Senator McNAMARA. Yes I really do. I think it is a logical estimate, and I believe you can rely on it.

Senator STENNIS. And I believe the Department of Defense has some figures here where they show what they would save and amortize over a 5-year period.

Senator McNAMARA. I think that they said that they would save some $990,000 annually. And the cost of this new project would be approximately $5,285,000. So it seems to be economically sound.

Senator STENNIS. Well now, to be frank with you, it impresses me as being a good deal of money to put into an installation even though their work is important. It appears to me it is not primarily the military in this, that you have only a few military men located there.

Senator McNAMARA. But in time of emergency this would change, of course, and let us hope it does not change.

Senator STENNIS. This goes to the very heart, too, of what they once called ordnance and supplies, and I know one thing we are concerned with about now is modern tanks, and enough of them, and rifles, enough of them, and related matters.

Senator McNAMARA. I am sure that you understand better than I do, Senator: but during the last war this was a beehive of activity and the OTAC did a tremendous job in assisting our Armed Forces, as it was designed to do.

Senator STENNIS. That is one thing that I am concerned about. We have been reviewing our military forces and our men in uniform, and so forth. We haven't thought in terms of our industrial capacity too much, not yet, anyway.

Senator McNAMARA. I think that is true.

Senator STENNIS. It is a very fine statement you made. We will give this the most careful review, and I hope favorably.

CAMP MATTHEWS, CALIF.

STATEMENT OF HON. CLAIR ENGLE, A U.S. SENATOR FROM THE STATE OF CALIFORNIA

PREPARED STATEMENT

Senator ENGLE. I have a one-page statement that I would like to present.

Senator STENNIS. You are a member of the Armed Services Committee, and you know this program as a whole, and we are interested in your presentation.

Senator ENGLE. I would like to have my statement made a part of the record, including copies of some correspondence with reference to Camp Matthews, and I will summarize, very briefly, Mr. Chairman, if I may be permitted to do that.

(The material submitted by Senator Engle follows:)

Mr. Chairman and members of the committee, there is an appropriation request before your committee which represents a final step in the culmination of several years' efforts on the part of the State of California to locate a major campus of the University of California in the San Diego area.

Senator Kuchel and I have attempted to provide legislation for the transfer of Camp Matthews, when available, to the regents of the University of California for educational purposes. The Navy, for obvious reasons, has had to oppose this transfer pending appropriations which would provide for the relocation of the present activities at Camp Matthews to Camp Pendleton.

The Navy has recognized that the increased development in the area around Camp Matthews has resulted in increasing the hazard from the extensive use of the rifle range, which recruit training requires.

The State division of highways has programed freeway construction through the Camp Matthews area with the cooperation of the Navy Department. However, the urgency of this appropriation is based on the fact that although the State of California has appropriated $8 million to initiate construction of the university, the programing of the construction will depend on land planning. And obviously the State cannot plan until the acquisition of Camp Matthews is assured.

Therefore, although the construction of a university campus of this magnitude is obviously not going to take place in 1 year or even in several, any construction at all will be determined by the total site available.

Gov. Edmund G. Brown and State Senator Hugo Fisher have worked for many years to locate the university here. All that is needed now is this commitment by the Federal Government that these additional lands will be available.

I expect that upon the appropriation of these moneys, the Navy Department will withdraw its objection to S. 1108, introduced by Senator Kuchel and myself. And we suggest as strongly as possible that this appropriation be restored to H.R. 8302 now before you.

I have enclosed letters from Edmund G. Brown, Governor of the State of California; Clark Kerr, president of the University of California; Charles Dail, mayor of the city of San Diego, and Norman Foster, president of the San Diego Chamber of Commerce.

I appreciate your giving me the opportunity to appear before you today because this means so very much to the city of San Diego and the University of California.

JULY 24, 1961.

Hon. JOHN B. CONNALLY,
Secretary of the Navy,
Department of the Navy,
Washington, D.C.

MY DEAR SECRETARY CONNALLY: The recent action of the House Appropriations Committee eliminating the $6 million first increment of the appropriation which would permit commencing construction of the Camp Matthews Rifle Range replacement facility, at Camp Pendleton, has caused much concern locally.

This action, preceded by a recent policy position assumed by the Navy Department with respect to Senate bill 1108 which would permit the area at Camp Matthews to be conveyed to the University of California by your office, at a time when you determine the property available for conveyance, raises again a serious question as to the ultimate utilization of Camp Matthews.

As you know, the State of California has indicated that when Camp Matthews is made available to them, U.S. Highway 101 will be relocated, intersecting the camp, and a portion of the University of California, San Diego campus, too, will be constructed there.

State and university officials, on the basis of thorough sound level tests, believe the area to be compatible with the air operations at nearby NAS Miramar.

In order to proceed with our plans in this area it is imperative that some assurance be provided them that Camp Matthews will ultimately be conveyed to the State.

The future healthy economy of the San Diego area hinges to a large degree upon these two vitally important State programs being developed to a maximum degree in the Camp Matthews-Torrey Pines area.

We are most hopeful your office will lend every effort to assure the ultimate transfer of Camp Matthews to the State of California, as well as to assure the Marine Corps of a proper replacement facility at Camp Pendleton, for activities now being conducted at Camp Matthews.

Sincerely,

NORMAN B. FOSTER, *President.*

[For presentation to the regents on July 21, 1961]

UNIVERSITY OF CALIFORNIA,
Berkeley, July 20, 1961.

To the Regents of the University of California (in Executive Session):

Your committee on grounds and buildings presents the following recommendation in executive session:

PROPOSED RESOLUTION RE SAN DIEGO CAMPUS

A. That the following resolution be adopted:

Whereas the Scripps Institution of Oceanography of the University of California was established in the San Diego-La Jolla area in 1912, and the university is now building a school of science and engineering in the same area, with new buildings costing in excess of $5 million currently under construction; and

Whereas the regents of the university in August 1957 declared their intention to expand the university's existing educational activities in the San Diego-La Jolla area, leading ultimately to a major campus, providing essential conditions could be met, among them the tender to the university of an adequate site, including Camp Matthews when that area is no longer needed by the Department of the Navy; and

Whereas this declared intent of the regents was reaffirmed in subsequent actions taken in October 1957, in July 1958, in May 1959, in October 1959, and in July 1960; and

Whereas the people of the city of San Diego voted in November 1958, that 450 acres of certain public lands could be transferred to the university as a part of this new campus site adjoining Camp Matthews; the city of San Diego subsequently prepared an outstanding university community development plan surrounding a thousand-acre campus including the Camp Matthews land, which plan was approved by the regents in May 1959; and the regents voted on July 22, 1960, formally to request conveyance of the pueblo lands to the university; and

Whereas thorough professional studies of the noise levels in the area have demonstrated that no incompatibility exists or need be anticipated between the functioning of a general campus of the university and the operation of the naval air station at Miramar, which is recognized as vital to national defense; and

Whereas eventual acquisition of the Camp Matthews area is believed essential to provide a site adequate for a general university campus of the size that will ultimately be needed to serve this third-largest metropolitan area of California; and

Whereas it is the understanding of the regents that the Department of the Navy has declared its intention to transfer the activities now located a Camp Matthews to Camp Pendleton, and has sought budgetary appropriation for such transfer: Therefore be it

Resolved, That the regents reaffirm their several previous decisions to proceed with establishment of a general campus of the University of California on the approved San Diego site; and be it further

Resolved, That they reiterate the necessity of acquiring Camp Matthews for full development of the aforementioned general campus as soon as the needs and convenience of the Department of the Navy permit; and be it further

Resolved, That the regents assure the Department of the Navy that no incompatibility is foreseen between the functioning of a general campus of the university and this continued operation of the naval air station at Miramar; and be it further

Resolved, That the president of the university use this resolution at his discretion in contacting the appropriate Government officials to explain the attitude of the board of regents and to assist in promoting the passage of S. 1108 and/or H.R. 3099 to secure Camp Matthews for the expansion of the San Diego campus of the University of California.

COMMITTEE ON GROUNDS AND BUILDINGS.

THE UNIVERSITY OF CALIFORNIA,
Berkeley, Calif., July 25, 1961.

Hon. JOHN CONNALLY,
Secretary of the Navy,
Washington, D.C.

DEAR MR. SECRETARY: Studies made during the last few years concerning the adequacy of facilities for higher education in Califronia over the next decade indicate an urgent need for the expansion of the University of California. Accordingly, the university plans to establish three new campuses in the near future, with the first of these to be located in San Diego. Discussions between the university and the city of San Diego led to the conclusion that the proper location for the campus in that area would be on a set of land parcels of approximately 1,000 acres located adjacent to, and northeast of the Scripps Institution of Oceanography, a part of the university since 1912. The 1,000 acres consist of about 450 acres of land which will be given to the university by the city of San Diego, and approximately 550 acres which make up Camp Matthews. The Camp Matthews land was included in the site for this campus because of the understanding on the part of the university and the city of San Diego that the Department of the Navy definitely intends to move the Marine Corps training facilities now located there to Camp Pendleton as soon as funds permit.

Present plans for the development of a general campus on these lands contemplates the use of the westernmost part of Camp Matthews, along with the adjacent land presently owned by the city, as the core of the main part of the campus. The easternmost portion would be used for certain auxiliary purposes, and portions of the central section of Camp Matthews, including the southern panhandle section would be ceded to governmental authorities for the purpose of providing a new right-of-way for U.S. Highway 101. This highway now goes right up through the middle of those lands which we plan to use for the core of the campus, cutting them in such a fashion as to make their use as a campus impracticable. Discussions of the relocation of this highway, as outlined above, have been underway for sometime, and general agreement on this move has been reached. In the past a question arose as to whether or not, in view of the noise created by aircraft operating out of Miramar Naval Air Station, the site chosen by the university is, in fact, suitable for a general campus. This question was most recently raised by Admiral Ward, Chief of Legislative Affairs, U.S. Navy, in a letter dated May 24, 1961, to Senator Richard B. Russell in which he stated that among other reasons the Navy Department opposed transfer of Camp Matthews to the university because the noise from Miramar created a situation incompatible with the operation of a university campus located in the area of Camp Matthews. We have made thorough studies of this problem and have concluded that no such incompatibility exists nor need be anticipated. One study was made at the site itself by representatives of Bolt, Beranek & Newman, Inc., of Cambridge, Mass. As a result of that study we have determined that only minor modifications in the design of our buildings need be made to bring sound levels down to entirely satisfactory levels.

Such modifications will be made in all of our new buildings as necessary, and have, in fact, been made in those already under construction in the area immediately adjacent to Camp Matthews. An additional fact of interest is that since the Bolt, Beranek & Newman study was made, ground control of all aircraft in the vicinity has been inaugurated and has resulted in considerable amelioration of the situation.

As the attached resolution adopted by the board of regents of the university indicates, our need for the actual transfer of Camp Matthews to the university is not immediate. However, in order to proceed with general plans for the campus, especially with regard to the proper citing of buildings on land now available to the university in relation to the relocated Highway 101, as well as to buildings to be constructed on Camp Matthews land, the university and the State of California do need a prompt, firm assurance that the transfer will be made ultimately and within a reasonable period of time.

In view of the attached resolution and this detailed statement of our need, I wish to lend support to the Navy's request for funds in fiscal year 1962 for the purpose of moving the training facilities at Camp Matthews to Camp Pendleton. In addition, I would appreciate the Navy's support of S. 1108 and H.R.

3099 which would convey Camp Matthews to the regents of the University of California, and I request that the Department of the Navy withdraw Admiral Ward's letter of May 24, 1961, to Senator Russell wherein the Senate bill is opposed.

Sincerely yours,

CLARK KERR.

JULY 25, 1961.

Hon. JOHN B. CONNALLY,
Secretary of the Navy, the Pentagon,
Washington, D.C.

DEAR SECRETARY CONNALLY: The city of San Diego is deeply perturbed by action of the House Appropriations Committee in eliminating the $6 million appropriation providing for the removal of Camp Matthews rifle range to Camp Pendleton.

Orderly planning and progress toward development of the University of California campus at San Diego will be seriously retarded until such time as the board of regents of the university receive firm assurances of the availability of Camp Matthews land. This is consistent with the policy and position assumed by the Navy Department with respect to Senate bill 1108, which would permit conveyance of Camp Matthews area to the University of California.

University officials have already determined that campus uses are compatible with air operations at Naval Air Station, Miramar. Also, the State of California highway development programing and relocation of U.S. Highway 101 is directly related to this matter. In fact, the health of California's economy hinges to a degree upon the future disposition of Camp Matthews.

May I submit a serious request that your office will again consider these problems to the end that transfer of Camp Matthews to the State of California and assurance of proper relocation of the Marine Corps facility to Camp Pendleton may be expedited.

Sincerely yours,

CHARLES C. DAIL.

STATE OF CALIFORNIA, GOVERNOR'S OFFICE,
Sacramento, Calif., July 24, 1961.

Hon. JOHN B. CONNALLY, Jr.,
Secretary of the Navy,
Washington, D.C.

MY DEAR MR. SECRETARY: We, in California, are seriously concerned with the deletion of the appropriation to facilitate the transfer of the Navy installation from Camp Matthews. I hope that it can be restored at the earliest possible moment.

We are planning on the acquisition of Camp Matthews as a part of the new campus of the University of California at La Jolla. The growth of population in California necessitates the establishment of three new campuses for our university. The board of regents has already acted favorably on the establishment of the La Jolla campus, and funds have been appropriated for this purpose.

Some question has arisen concerning the use of this property as a campus in view of the noise attendant to jet operations from the Miramar Base. Our tests show the campus can be so designed that this noise will not interfere with the university's use of Camp Matthews.

California's need is urgent, and I hope that your efforts to have this appropriation restored will succeed. If I can assist in securing favorable action by Congress, please do not hesitate to call upon me.

Sincerely,

EDMUND G. BROWN, *Governor.*

GENERAL STATEMENT

Senator ENGLE. Now, Camp Matthews is presently in the hands of the Navy. They use it for a training center and I went out and visited it last fall. They do some rifle training there which they are trying to move to Camp Pendleton. I went out and visited the Marines and what they tell me is that it is just dangerous to be shooting around there any more, and the people have moved in too close.

TRANSFER OF PROPERTY TO UNIVERSITY OF CALIFORNIA

So Senator Kuchel and I introduced a bill to turn this property over to the University of California which wants to establish a campus on it. The Navy opposed the bill. I think it is pending over in Armed Services, but they do not want to give up the property until they can get moved. But they do want to move. This bill provides an initial appropriation to start moving the Marines so that they can set up their firing range over at Pendleton.

The import of my statement is that the Navy isn't going to let loose of what it has, unless it is going to get something else, unless it can move its firing range to Camp Pendleton. I am satisfied that if we get this appropriation underway, that the Navy will back off of its opposition to the transfer of that property to the University of California, and we will have this whole thing settled.

Senator STENNIS. How much does the university propose to pay for it? Do you have those figures?

Senator ENGLE. We have not settled that as yet, but I assume the university would pay fair value, and I suppose under the Morris formula we would be required to anyway. But that is a matter of negotiation. The bill is pending before Armed Services.

Senator STENNIS. I thought that you had a figure on that.

Senator ENGLE. I do not have it in mind. There may be a figure but I don't have it in mind. I would be glad to supply the figure to the committee.

Senator STENNIS. If it has been appraised yet, that would give us a guideline, don't you see?

Senator ENGLE. I doubt if they have an appraisal on Camp Matthews at the present time. That is all I have to say. What I urge the committee to do is to put in the money to enable the Marines to move, and they are going to have to move and they cannot keep shooting there at Camp Matthews. That is where they do their rifle training. They can shoot into inhabitated areas and they want to get over to Pendleton. But the Navy isn't going to give up what it has, in order to turn this property over to the University of California, on any basis.

Senator STENNIS. What is this $6 million to be spent for now? Is that for the rifle ranges and all?

Senator ENGLE. That is not all of it, either; it will be more than that before they get through. It will be about twice that. But this is the first bite, and they are going to have to move and this will get them started and I think it will break the impasse with reference to that property. Then we can get the property into the hands of the university and the State of California for their university campus and we can get the Navy out of its position with reference to this legislation which they can't very well favor now, until they get ready to move, and we can start moving the whole program.

I just hope that this committee will give serious consideration to putting that money in, so we can get this program underway. I am sure that if the committee and its staff would take a look at it, they will realize that this is the thing to do and the practical move to make. I appreciate the time you have given me.

Senator STENNIS. I do not know whether you can or not, but as a start that is a rather large program. Could you use less money in a practical way?

Senator ENGLE. We could take anything we can get to get started, Mr. Chairman. The way to start is to start, and if the committee thinks that we could start with less, we will start with less, but what we want to do is get underway.

My view is that as soon as the Navy gets a clear commitment, they are going to get the money to reestablish the present facilities outside of that congested area at Camp Matthews. We can start to move, whether it is $4 million or anything.

Senator STENNIS. Something must happen and the House report says that the final plans and specifications for this large project will not be completed until May of 1962.

Well, now, by then if that is correct as to time, by that time we will almost be around to another appropriation period, you see. That is why I thought that maybe there is some plan completed and initial steps would have to be started. It seems clear to all that it is going to have to be done, isn't that correct?

Senator ENGLE. That is the point, exactly, and the urgency of the matter is explained in the letters I have submitted as a part of the record.

The State just simply cannot go ahead and plan what they are going to do until we get the situation committed.

Now, if we get enough money so it is committed whether it is $6 or $2 or $4 million, we are on the way and the Navy knows we are on the way and everybody will be happy and we can go ahead. I would leave that entirely to the discretion of the committee, and I think the House turned it down in their appropriation for the reason that the chairman has mentioned, they thought that eventually it would be done but their plans were not in final shape. We want a decision as to what Congress is going to do, and if we can get that in any shape, we are in a position to go forward even though it does not involve very much money.

Senator STENNIS. You have certainly strengthened your case here and I appreciate your coming in and telling us about this problem.

Senator ENGLE. Thank you very much.

MIDDLETOWN AIR DEPOT, PA.

STATEMENT OF HON. JOHN C. KUNKEL, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF PENNSYLVANIA

GENERAL STATEMENT

Senator STENNIS. What project are you interested in, Congressman?

Representative KUNKEL. I am interested in the shop for instrument repairs at Middletown Air Depot in Middletown, Pa.

Senator STENNIS. Will you proceed?

Representative KUNKEL. First of all, I represented that district for 12 years and then I was out for 10 years and just was reelected on the 22d of May. This was not called to my attention until I read it in the paper about 5 days ago and that is when I got busy on it. I had no opportunity to appear before the House Appropriations Committee on it for that reason.

As soon as I learned about it, I wrote to Maj. Gen. Donald L. Hardy, who is the commanding officer at Middletown, to ask him what his opinion of this project was. I would like to submit General Hardy's answer to my inquiry for the record.

Senator STENNIS. That will be done.

(The letter referred to follows:)

HEADQUARTERS, MIDDLETOWN AIR MATERIEL AREA,
U.S. AIR FORCE,
Olmsted Air Force Base, Pa., July 27, 1961.

Subject: Fiscal year 1962 military construction program, project 211-27AG shop, instrument repair, depot.

Hon. JOHN C. KUNKEL,
House of Representatives,
Washington, D.C.

DEAR MR. KUNKEL: 1. As a result of your recent telephonic interest in the above subject, I am submitting the following information and attachment for your use:

(*a*) Project 211-27AG provides for the modification of 30,000 square feet within building No. 28 to provide controlled environmental conditions of temperature, humidity, and cleanliness which will meet the latest technological clean room requirements necessary to repair, calibrate, and test instrument systems and/or their components for missiles and aircraft. Building No. 28 is an existing permanent building which will provide the necessary space to erect clean room enclosures complete with the required air conditioning, lighting, vacuum systems, interior finishes, personnel processing area and other normal shop utility services.

(*b*) The directorate of maintenance of the Middletown air materiel area is assigned prime and specialized maintenance responsibilities for aircraft instruments in the 05 (FSC-6600) class category and is required to repair, calibrate, and test critical and highly sophisticated instrument systems such as the MD-1 Astro compass, B-58 Astro tracker, central air data computer systems, integrated flight panel systems, ASN-7 computers, vertical gyro instrument (phase II) system, etc.

(*c*) The projected instrument workload generation and programed instrument workload, based on the P62-1 series program documents, require additional adequate environmentally controlled space.

(*d*) The present instrument facilities at Olmsted AFB are not adequate and cannot accommodate the programed workload.

(*e*) The above instruments are used in vital type weapons or weapon systems such as the B-52, B-58, KC-135, F-101 and F-106; in miniaturized form in missile guidance systems such as the Atlas, Titan, and Thor type and in MB-3 and MB-5 automatic flight control systems.

(*f*) Lack of this environmentally controlled facility will result in uncompleted repair schedules, high rejection rates, poor quality and unreliable instruments which will seriously affect our combat forces in their effort to maintain an inbeing readiness posture for any required retaliatory measures.

Sincerely yours,

DONALD L. HARDY,
Major General, USAF,
Commander.

One attachment: Project brochure above subject.

REQUIREMENT FOR ADDITIONAL SPACE

Representative KUNKEL. Now, I would like to read a part of the letter. First, he says, the projected instrument workload generation and programed instrument workload based on the P62-1 series program documents require additional adequate environmentally controlled space. Again, the present instrument facilities at Olmsted Air Force Base at Middletown are not adequate and cannot accommodate the programed workload.

The last point I want to cite is—

> Lack of this environmentally controlled facility will result in uncompleted repair schedules, higher rejection rates, poor quality and unreliable instruments, which will seriously affect our combat forces in their effort to maintain an in-readiness posture for any required retaliatory measures.

Now, Middletown has been in the instrument repair business since before World War II and it will continue in this business utilizing the approximately 136,000 square feet of instrument repair space which currently exists, and will continue to be used for instruments not requiring the precise environment which has been requested.

The fiscal year 1962 military construction program request for 30,000 square feet of clean room space is simply an extension of work which is being accomplished at Middletown, to permit repair of more modern instruments for aircraft and missiles. The personnel for this work are in place, well trained, and have been doing this work for a great number of years.

In instrument repair at Middletown—I called them half an hour ago—they presently employ approximately 1,100 people and they anticipate building the employment to 1,400 on work that they now know they have.

The reason given me by the House Appropriations Committee, when I discussed it with the clerk, for deleting this proposal was that it was the policy of the committee always to use available facilities whether located at Middletown or elsewhere. From what I have said before, it is clearly evident that this actually is an existing facility and that what this money is required for is to put the facility in the proper and needed condition for the work that should be done.

If this is not provided, then Middletown would not be able to repair all types of instruments. If they could not repair all types of instruments, this would require increased transportation costs to some other depot where such facilities might be made available. It would also involve loss of time and dual management.

Now, some instrument assemblies have a requirement for part of the work to be done in a "clean room" space and part of it in space similar to that which currently exists at Middletown. It seems imperative to bring the facilities at Middletown up to the point where they are in position to do the whole job on any instrument and save this expense.

I have been advised by the Air Force unequivocally that they do not have the facilities elsewhere with the capacity to do this work, and, furthermore, if existing facilities elsewhere were modified the cost would be comparable to that requested for Middletown.

If, on the other hand, it was necessary to build new facilities, I have been advised that the cost would be at least three times the $15-per-square-foot cost of modifying the existing facilities at Middletown. That figure comes from the Air Force, also.

I am also informed that the construction of comparable space by private industry has been far in excess of the $45 per square foot which it would cost the Air Force to construct new facilities which would do the same job.

Now, the item amounts to $755,000 and I am sure that the Air Force is 100 percent back of it. I would certainly appreciate it greatly if you and your subcommittee in your good judgment would recommend to the full committee that this be restored and put back in the bill.

I think, also, I might add one more point, that recently there has been a very general feeling throughout the country, and I read the Senate debates after the Moscow airshow and there is very little doubt in my mind, that the airplane program is going to increase, which means that you will need more facilities almost surely.

Thank you very much.

TOTAL AMOUNT INVOLVED

Senator STENNIS. How much would you say was involved?

Representative KUNKEL. $750,000.

Senator STENNIS. We have your sheets here and we have the descriptions.

We are glad to know of the importance of it. You say that you were away 10 years. I would like to ask you if you noted many changes. I know there were many new faces when you got back.

Representative KUNKEL. There weren't so many old faces, but there were very pleasant ones to see.

Senator STENNIS. And a much larger budget than we had 10 years ago, except for the Korean war.

Representative KUNKEL. I was here during the First World War and we weren't exactly stingy at that time.

Senator STENNIS. We are glad to have you here.

DETROIT ARSENAL

ORDNANCE TANK AUTOMOTIVE COMMAND

STATEMENT OF HON. JAMES G. O'HARA, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MICHIGAN

GENERAL STATEMENT

Representative O'HARA. Mr. Chairman, I am here to testify in favor of the appropriation for the construction of a new headquarters building for the Army's Ordnance Tank Automotive Command at the Detroit Arsenal, which is not technically in the city of Detroit, but it is immediately outside of the city of Detroit in my congressional district.

Mr. Chairman, I came here hurriedly from the House floor where we were debating the program of extension and amendment of the Federal Aid to Airports Act and I did not bring my notes with me. I am not able to give you exact statistics.

Senator STENNIS. That is all right. It has been outlined to us before by a previous witness.

Representative O'HARA. Mr. Chairman, I will make my presentation very brief. Mr. Chairman, the Army's Ordnance Tank and Automotive Tank Command has very great responsibilities in the international situation in which we find ourselves, particularly with the new emphasis upon the means of carrying on conventional warfare. As you and other members of this subcommittee know, the Tank and Automotive Command has, in addition to its responsibilities to procure such equipment for the Army, assumed single-manager responsi-

bilities for procurement of tank and automotive equipment for all of the Armed Forces.

OPERATION OUT OF SPLIT HEADQUARTERS

At present, the Tank Automotive Command is forced to operate out of a split headquarters. Part of the headquarters personnel are at a distance of some 21 miles across the city of Detroit from the major headquarters at the arsenal. This results in a great deal of inefficiency, wasted time and wasted effort, and really wasted resources.

Mr. Chairman, the Army has assured me, and I believe it to be so from my own personal knowledge of the circumstances of the Tank and Automotive Command, that within a very short period of time the savings to the country through erection of this new headquarters building would more than offset the cost of the construction.

Included in such savings, of course, we have duplicate personnel, duplicate facilities, such as communications facilities, and the cost of travel back and forth, not to mention, Mr. Chairman, the indirect expense to the Government of paying highly skilled technicians at their regular rate while they are engaged in driving an automobile for an hour between the one headquarters and the other.

Mr. Chairman, I think that this appropriation is entirely justified and I think it will be a long-run saving to the country and not a very long run at that. I, therefore, urge this committee to favorably consider the recommended appropriation.

Senator STENNIS. We appreciate your interest and your presentation. You have some very impressive figures here backing up what you have said. We certainly will get into that and we will give it our very careful consideration.

Representative O'HARA. I want to thank the members of the committee for your courtesy and your attention.

Senator STENNIS. Thank you and come back and be with us again.

Now we come to another project here that Senator Saltonstall has special knowledge about and I am going to ask him to preside and present this matter, after making a statement himself, if he will.

QUARTERMASTER FOOD AND CONTAINER INSTITUTE

Senator SALTONSTALL. Well, Mr. Chairman, this question which the chairman has now raised concerns the relocation of the Quartermaster Food and Container Institute at Natick, Mass., and moving it out of Chicago, Ill.

Mr. Chairman, there are several witnesses here, one of whom is connected as a consultant on this subject with the Quartermaster Research and Development Corporation, and the other one is a member of the American Medical Association, and he has discussed this subject as technical research director with the U.S. Army Medical Research and Medical Corps.

Before calling on these gentlemen, I would like to put in the record, with your approval, the comments that were made by members of my staff, the report on the relocation of this Quartermaster Food and Container Institute, by the House Appropriations Committee staff last year when they went out to Chicago and looked this situation over.

I would like to put that in the record.

(The information referred to follows:)

COMMENTS ON HOUSE APPROPRIATIONS COMMITTEE STAFF REPORT ON RELOCATION OF THE QUARTERMASTER FOOD AND CONTAINER INSTITUTE

1. On July 25, 1961, in debate on the House floor on the Military Construction Appropriations Act for fiscal year 1962 (H.R. 8302) the April 1960 report of the House Appropriations Committee staff on the proposed move of the Quartermaster Food and Container Institute from Chicago, Ill., to Natick, Mass., was quoted in part and referred to.

2. It is significant that this report was completed in April of 1960 and is based upon information available at that time. It is also significant that the report did not conclude that the Quartermaster Food and Container Institute should not be moved but only that the proposal to move it be reevaluated. The following language from the report makes this very clear: "The staff believes that the Army should reevaluate this entire proposal and that any decision to move the Quartermaster Food and Container Institute from Chicago should be predicated upon locating the facility where it can best perform its mission."

3. The proposal has been reevaluated, not only by the Army but by the Quartermaster Advisory Board of the National Academy of Sciences-National Research Council, the House and Senate Armed Services Committees, the House Appropriations Committee, the Department of Defense, and the Bureau of the Budget. The Army reached the conclusion that the Institute could best perform its mission if it were physically located with the parent command at Natick. All of the groups outside the Army which have objectively studied this problem reached the same conclusion. The move would result in increased efficiency in research and development in the food and container area.

4. Before commenting on the specific areas in the staff report, one preliminary observation is pertinent. There is a natural reluctance on the part of most people to consent to or agree to an action that will directly affect them as individuals if the action may disrupt their personal affairs. While most individuals try to be wholly objective in such cases, a viewpoint can often be clouded by the anticipated results.

5. The following relevant portions of the staff report were referred to in the House floor discussion:

(*a*) Statements of Institute representatives that present physical facilities at the Chicago Administration Center are adequate for performance of their mission.

(*b*) Statements of Institute representatives that half of the key employees in one division and one-third of those in another would resign if the transfer were made.

(*c*) An adverse effect on the relationships between the Institute and the Military Subsistence Supply Agency and Army Subsistence Center if the Institute is transferred.

(*d*) The analysis of the anticipated savings and the conclusion that amortization of the cost of the new facility at Natick would take about 46½ years.

6. The present physical plant is inadequate. To perform the Institute mission efficiently extensive rehabilitation is required. Before action to relocate the Institute was initiated, a request for approximately a million dollars for needed improvements was submitted by the Institute. A subsequent review by responsible Department of the Army officials indicated that, even after the initial investment of a million dollars, a high annual rate of improvement would be required and this would barely maintain the facility. To put it in the condition necessary for efficient operations, an additional expenditure of over $2 million more would be required without provisions for troop housing and animal laboratories. For example, among the items viewed as essential for proper performance of the Institute's mission are consolidation of the related activities now being performed in widely separated parts of the building at Chicago, modernization of the heating and ventilating systems including the installation of air conditioning, installation of new equipment and rehabilitation of existing equipment and installation of equipment and facilities in which Arctic, tropic, and high altitude conditions can be simulated so that controlled testing can be accomplished. Preliminary estimates of the cost of modernizing the facilities were in excess of $3 million. Also certain equipment and facilities required for food and container research such as the food extraction plant, the solar furnace, the Vander-Graff electron accelerator, and the X-ray diffraction equip-

ment are now available at Natick. These would have to be duplicated or rented at the plant in Chicago or in any other location. The quartermaster research and engineering program is carried out on a limited budget. The Quartermaster Corps believes that it is not economically prudent or necessary to maintain separate laboratories for each of its assigned commodities with the attendant overhead required to support such laboratories

7. Concerning the transfer of key employees, no one can say with absolute certainty what will happen at the time an individual must actually decide whether to move, particularly when the actual move will not occur for at least a year. The best index of what will happen, however, is past experience in such moves. Clerical and administrative personnel in the lower grades usually decline to move. Key personnel in the upper grades usually accompany their positions. It is recognized that some loss of personnel is to be expected, but it is believed that this loss will be insignificant particularly when the superior equipment and facilities at Natick are considered by the personnel involved. In 1953–54, when the Natick facility was established, every scientist and engineer in grades GS–14 and up accepted transfer to Natick and 75 percent of the senior scientific and engineering staff in grades GS–12 and GS–13 also accepted transfer. These people came from locations such as Washington, D.C.; Philadelphia, Pa.; and Jeffersonville, Ind. An actual poll of Institute personnel has not been conducted since it would serve no useful purpose at this time. During the March 31, 1961, meeting of the NAS-NRC, Quartermaster Advisory Board, when questioned concerning the number of people who would move, the Technical Director for the Institute indicated that it would be futile to ask the personnel since it would be a "hypothetical situation" and stated that the percentage who might or might not move would depend a great deal upon circumstances at the time of the move. Recent informal indications, however, are that most of the essential personnel will transfer to Natick. It is believed that there is a likelihood of greater loss of personnel for other reasons such as the higher pay offered by industry and the uncertainty, which has plagued the transfer of the Institute for the past 3 years.

8. The question of working relationships between the Military Subsistence Supply Agency, the Army Subsistence Center and the Institute was considered by the Army. The Military Subsistence Supply Agency is concerned with purchasing. The Institute is concerned with research and development, and the preparation of specifications for food and food packaging is a part of that function. While there is a direct relationship between procurement and specifications, daily contact on specification matters is not required. If it were, the Quartermaster Corps would be required to established many separate specification preparing activities to cover each of the commodity areas for which it is responsible. In addition to food this would include clothing, textiles, and the hundreds of general supply items used by the armed services. Obviously this would be very costly and would not increase efficiency. Of greater importance than relationships between the Institute and the procurement agency is the need for a better and closer relationship between the scientists and technologists at the Institute and those at Natick engaged in research and development work in closely related fields. For example, there is a direct relationship between the acceptance and attitude studies on new items, conducted by Natick, with the food research conducted by the Institute. Also there is a direct relationship between the environmental protection required under different climatic conditions, which is studied by Natick, and nutrition required. In addition, the Natick work in the development of materials is directly related to the work done on packaging by the Institute. The closer daily contact in these areas is essential to the research program.

9. The anticipated savings contained in the staff report were computed on the basis of "square feet of floor space occupancy." This criteria is adequate for repairs and utilities types of administrative support such as custodial services, painting, and repair of utilities systems but cannot be used for a realistic comparison when support functions other than building maintenance are involved. The Army did not include any repairs and utilities types of support in its savings computations since repair and utilities functions will be performed by GSA and these costs will continue to be borne by the Government. The bulk of the administrative support cost at the Chicago Administration Center represented support in areas such as civilian personnel, budgeting, finance and accounting matters, and reproduction services. The Food and Container Institute is practically the exclusive user of such services. These support costs would not be required at the Chicago Administration Center if the Institute is moved. In

connection with personnel savings, the Secretary of the Army has assured the Military Construction Subcommittee, House Appropriations Committee, that 167 personnel spaces would be eliminated by the transfer of the Institute to Natick. The annual payroll savings alone are in excess of $950,000. The balance of the estimated savings as calculated by the Army represents savings in administrative support costs.

NATIONAL ACADEMY OF SCIENCES-NATIONAL RESEARCH COUNCIL

STATEMENT OF DR. ALLEN ABRAMS, CHAIRMAN OF THE QUARTERMASTER ADVISORY BOARD, WAUSAU, WIS.

GENERAL STATEMENT

Senator SALTONSTALL. Now there are two gentlemen here, as I have said, who have come here for the special purpose of testifying on this subject. I would like first to call on Dr. Allen Abrams, of Wausau, Wis., who, as I stated, is the Chairman of the National Research Council Advisory Board on Quartermaster Research and Development.

Dr. Abrams, could you testify briefly on this subject as to why you believe it is valuable and in the best interests of the Government to move this laboratory to Natick, Mass.?

Mr. Chairman, as I stated to you before, I don't want to advocate this on a local State basis.

Senator STENNIS. This is a national institution, Senator, entirely, and I understand that. I know that you are familiar with it, and that is why I asked you to preside.

Senator SALTONSTALL. Your name is Dr. Abrams?

Dr. ABRAMS. Yes, sir.

Senator SALTONSTALL. Could you give your background with relation to this problem?

Dr. ABRAMS. With relation to this problem, yes, I can. I have been chairman of the advisory committee of the Quartermaster's Research and Development Board, an advisory board, for a period now of somewhat over 3 years. In the course of that time we have discussed this possibility of moving the Food and Container Institute, which is a portion of the Q.R.M. & D., from Chicago to Natick, Mass.

The purpose of this would be to bring together these things——

Senator SALTONSTALL. Would you very briefly give a little of your background as to why you were chosen to be Chairman of that Board?

Dr. ABRAMS. I am not sure, but I have been trained in chemistry and chemical engineering, having graduated from MIT. I have had a period as president of the Industrial Research Institute, which is a group of companies engaged in such research, and I have also held other committee responsibilities, which do bring me into the conduct of research.

At the present time, I am a consultant to the Arthur Little Co., of Massachusetts.

In the course of the formation of this Advisory Board, they called me some 3 years ago to become the Chairman and I acceded to it and I have been there and I am now in my second term in that position.

The question of how best to conduct the research for the soldier, because that is what the Q.R.M. & D. does, has been on our minds all of

the time. We are concerned with the clothing and food and all of those things which make the soldier comfortable and happy in his job as much as he can be.

There was formed in Chicago, many years ago, this Food and Container Institute, which took up the nutritional aspects and that has grown considerably. At the same time the Natick operation has grown, also, but the two have not been as close together as they should be. They are not geographically close. They are 1,000 miles apart and, in the conduct of research, it is much better to have together the people who are working on similar related problems, so that you can have a back-and-forth exchange, as much as you do in the Congress here. You exchange ideas here and out of that you mold your future plans.

REMOVAL OF INSTITUTE TO NATICK, MASS.

So we have felt it was very desirable to move that institute to Natick, Mass. Without going into the history of what has happened, you will recall that we were called upon by the Secretary of the Army to study the various pieces of work which are done with respect to this movement and to give our advice as to what should be done.

In view of the fact that it is very discouraging to the research man to be uncertain of his future, it was requested that we give an answer as soon as convenient, particularly, I believe, since the appropriations were to be considered.

As a result of this, we called together people who were interested, including those from Natick, those from the Food and Container Institute, and the Illinois Institute of Technology, and Congressman Yates, who also came in and who, of course, has been active in following the moving of this Institute.

We spent the better part of a day in listening to various people make their point of view, and we also had examined the various documents that have come up, including the investigation made by two of your House of Representatives Members, who had visited the scenes of the two Institutes, and had given their recommendations.

When we had finished, we went into executive session and discussed the whole subject. It was unanimously agreed that we recommend that this institution be moved to Natick, Mass.

In a meeting of the full committee of the Quartermaster Research and Development Board, about a week later, this subject was again brought up for approval by the whole committee and it was unanimously approved.

Now as to why we believe that it would be better in Natick, I have given you one of the principal arguments, that the atmosphere of having together the men who are working on similar related problems as great incentive to better operations. I think the word is "synergism," that is, one complements the other and brings about greater activities.

The second reason is that there is a considerable saving in cost, because much of the building and equipment is already there and it can be used just as well for a larger group of men as well as for the smaller group.

We feel, also, that there are, in the New England area, sufficient industrial companies engaged in food technology that those sources

are available to continue the advice that they have to offer. You are well aware of the fact that New England is well situated with respect to colleges and universities, and MIT has one of the best food courses in the country and, of course, there are many institutions in research there, particularly along the Charles River Road.

I believe that, in brief, gives my opinion, and I think the opinion of our Board, on why this movement should be made.

Senator SALTONSTALL. Well, Dr. Abrams, the capital improvements necessary at Natick, to make this move, would be covered by the savings in a very few years, am I not correct?

Dr. ABRAMS. That is the opinion we have and it will take a matter of only a few years.

Senator SALTONSTALL. Now, also, the question of additional expense at Chicago if this was to stay in Chicago. Do you have any figures on that?

Dr. ABRAMS. Well, we can say that the present location of the Institute is completely unsatisfactory, even to make what you could out of it would run between $2 and $3 million and then it would not be satisfactory. There would have to be a considerable amount of additional building in Chicago, perhaps some 60,000 square feet additional, which would run in the neighborhood of $1 million to $1.5 million, required there as against what is presently in Natick.

Senator SALTONSTALL. Am I correct in saying that in Chicago, the work is now done at two different places, quite far apart?

Dr. ABRAMS. That is correct.

RELATIONSHIP WITH NATIONAL ACADEMY OF SCIENCES

Senator SALTONSTALL. Now may I ask you how is the Quartermaster Research and Advisory Council related to the National Academy of Sciences?

Dr. ABRAMS. Yes, the National Academy of Sciences has the obligation to assist the Government in matters relating to science, and that comes in connection with the work of the Quartermasters Research and Development Board. As a result the National Science Council appoints the Quartermaster's Research and Development Board as an advisory on scientific matters to the Quartermaster Research and Development Board.

Senator SALTONSTALL. And your Advisory Council is unanimously in favor of this move being made as soon as possible?

Dr. ABRAMS. That is correct.

Senator SALTONSTALL. Mr. Chairman, I have no further questions at this time. Do you have any questions?

Senator STENNIS. Well, I am familiar with this matter already. We had it in the authorization bill last year and we had it again this year and we discussed it fully in conference both years, and I think that I am familiar with it and this testimony of Dr. Abrams is impressive and it strengthens what has already been said.

Now as I said, I feel this is a national institution, and it has nothing to do with a State where it is located or where it is proposed to be located. It is not connected with the State as such. You gentlemen have been through all of the scientific approaches and the practical approaches, too, and this is your conclusion?

Dr. ABRAMS. That is correct, sir.

Senator STENNIS. I know that the House sent a special committee in on this, the Armed Services Committee of the House, and I was impressed with their report.

Senator SALTONSTALL. Now I would like to present Dr. Youmans. You came on especially from Chicago to attend this meeting here today. Could you first give me your address in Chicago and your qualifications to testify as an expert on this problem?

AMERICAN MEDICAL ASSOCIATION

STATEMENT OF DR. JOHN B. YOUMANS, DIRECTOR OF THE DIVISION OF SCIENTIFIC ACTIVITIES

GENERAL STATEMENT

Dr. YOUMANS. Yes, Senator. At present I am director of the division of scientific activities for the American Medical Association and one of the departments in that division is the department of food and nutrition, which has a very direct interest in this from the viewpoint of research and nutritional problems.

In addition to that, I have had a rather long connection with this matter, dating back in some ways to the World War II, when I was director of the Division of Nutrition in the Surgeon General's Office of the Army, and then following the war I was on an advisory committee, including subcommittees of the advisory committee which Dr. Abrams has referred to.

I am not now a member, but I have been in the past. Most recently, I have been technical director of the Army's medical research in their Research and Development Command, and as such I obviously had a very considerable interest in this matter, since the Medical Department is concerned with nutrition and food.

We work very well together with the Quartermaster in that field.

SUPPORT FOR MOVING INSTITUTE TO NATICK, MASS.

Senator SALTONSTALL. Now, do you believe that this recommendation of the Army that this laboratory be moved to Natick, and whatever additional facilities as are necessary be built in Natick, is in the best interests of Army research effort for food and Quartermaster Corps?

Dr. YOUMANS. Yes, sir; and I would like to center my remarks on the scientific and technical aspects of it. I think that there is no question as to the benefits to be gained by this move. I believe it is highly desirable. I think its effect upon the efficiency and effectiveness and the production of research in this field, or related to this field, will be greatly enhanced by this move.

It is the centering together of several aspects of research in the field and bringing together people, as Dr. Abrams has said, with the same interests in different aspects and it brings together basic research in chemistry and physiology in connection with the development activities of the Food and Container Institute and it forms a unit which can best accomplish good in this field, and I think from the scientific and technical point of view, there is no question.

Senator SALTONSTALL. This is not a subject that is new to you. You have studied this.

Dr. YOUMANS. Yes, sir.

Senator SALTONSTALL. How long have you been interested in this subject?

Dr. YOUMANS. I have been interested in nutritional research since about 1930 and during that entire time I have had more or less some relation to this whole matter of the centering of research activities.

SAVINGS AND INCREASED EFFICIENCY

Senator SALTONSTALL. From the point of view of savings and increased efficiency, you believe that this laboratory should be moved to Natick?

Dr. YOUMANS. Yes, sir; and I would particularly emphasize the saving and the effectiveness of the research. I cannot quote from personal knowledge of the financial savings, although I understand that they can be considerable.

Senator SALTONSTALL. Have you come in contact with the Institute as it is now conducted in Chicago?

Dr. YOUMANS. Yes, sir, I have known that Institute under a different name since 1945 or 1946.

Senator SALTONSTALL. And if it could be conducted efficiently in Chicago, there would have to be considerable improvements made out there?

Dr. YOUMANS. It would. I have not spoken of the plant at Natick, which is far superior and to be duplicated would cost a very large amount in Chicago.

Senator SALTONSTALL. Your testimony substantiates that of Dr. Abrams, that if you put all of these various endeavors together, in one place, it not only makes more efficient use of the personnel, but makes more efficient use of the facilities.

Dr. YOUMANS. That is correct.

Senator SALTONSTALL. Mr. Chairman, I think that that covers the subject so far as I know.

Have either of you gentlemen anything to add to what you have said, as you have been listening here?

Dr. ABRAMS. I would like to add this, Mr. Chairman, that the Secretary of the Army has called in a group in whom the Congress has some confidence. This group has studied the subject and has gone over the various reports and it has come to a conclusion and I think that that in itself should mean something.

If you go to a lawyer for his opinion on certain points of law, I think that you are inclined to follow through. I think the same may be true in the case of this sort. I would like to reemphasize, also, the desirability of having this matter cleared up one way or the other, as soon as possible, because if it goes on, it is going to be a cancer in the minds of many of the people who are working in the Quartermaster's Research and Development Department.

Senator STENNIS. You mean it will demoralize the staff with the uncertainty hanging over them?

Dr. ABRAMS. That is very correct.

Senator STENNIS. Thank you very much.

LORAN STATIONS

Senator STENNIS. Now, gentlemen, we have come to loran stations, and if you will come around, please, those who are going to present those.

I believe we have a statement from the National Guard Association, and that has been put in. The statement will be admitted to the record right after the LORAN statements or hearings.

All right, gentlemen, you represent the Department of Defense and in this appropriations bill, this is an appropriation that goes directly to the Department of Defense. Does this need to be in executive hearing?

The request is made that as some of these matters are classified, we will have to have an executive session. So the Chair declares this now to be in executive session, which means that if you are not cleared and so forth, we are sorry, but we will have to ask you to retire.

(Whereupon, at 3:15 p.m., the subcommittee went into executive session.)

(The subcommittee, subsequent to the executive session, reconvened in open session at 3:40 p.m.)

OFFICE OF THE SECRETARY OF DEFENSE

GENERAL PROVISIONS

STATEMENTS OF LESTER SMITH, OFFICE OF GENERAL COUNSEL, AND HARRY POOLE, OFFICE OF THE ASSISTANT SECRETARY OF DEFENSE (COMPTROLLER)

GENERAL STATEMENT

Senator STENNIS. Gentlemen, we are glad to have you here.

Mr. SMITH. I am Lester Smith from the Office of General Counsel, Office of the Secretary of Defense, and Harry Poole, from the Office of the Assistant Secretary of Defense, Comptroller.

SECTION 101

There are only a few amendments recommended to be made to the general provisions of the Military Construction Appropriations Act of 1962. With your permission I will discuss only those provisions in which the changes are recommended. Specifically, in section 101, it is suggested that the fiscal year designation be changed from the 2d session of the 86th Congress to the 1st session of the 87th Congress and no other change is necessary.

Senator STENNIS. That is a customary change.

SECTION 109

Mr. SMITH. Yes, sir. As to section 109, the last phrase of the section which reads,

> and except that the Secretary of the Army may provide 156 units of family housing for company grade officers at the U.S. Military Academy at a unit cost of more than $20,300 per family unit,

may be deleted since it is no longer necessary.

AIR FORCE ACADEMY CONSTRUCTION LIMITATION

In section 110 it is recommended that the dollar limitation of $139,797,000 pertaining to construction of facilities for the Air Force Academy be increased to reflect the increase in authorization granted in section 304 of Public Law 87–57. That is the Military Construction Act of 1961.

Senator STENNIS. That is automatic, is it not?

Mr. SMITH. Yes, sir. The new amount would be $141,797,000. I might add that the House changed the limitation to $140,986,000 which represents an increase of $1,189,000. That is the actual amount attributed to claims, as I understand it, that are now pending. Nevertheless, the authorization went up $2 million.

EMERGENCY MINOR CONSTRUCTION UP TO $200,000

In addition, it is requested that language be added to exempt emergency construction up to $200,000 from the limitation. At the present time the limitation allows no construction to be done regardless of how minor or emergent. The proposed language would allow emergency minor construction to be carried out at the Air Force Academy in the very same manner as at any other military facility without line item authority up to $200,000.

Senator STENNIS. What would be the effect of that? Why do you ask for that? Don't you come under the general law on this?

Mr. SMITH. Yes, sir; but this section in and of itself is a flat limitation against any construction whatsoever. The present law under 2674 of title 10, United States Code, authorizes us to construct up to $200,000 under emergency circumstances and conditions. That is our minor construction authority.

We are merely asking that this limitation be changed in such a way that we can have the same authority at the Air Force Academy as at any other installation.

Senator STENNIS. You want that changed to carry the exception forward and apply it across the board?

Mr. SMITH. That is correct, sir.

Senator STENNIS. All right, the next item.

NAVAL RADIO RESEARCH STATION, SUGAR GROVE, W. VA.

Mr. SMITH. The House added a new section 113 to the general provisions which limits the total cost for planning, design, and construction of facilities for the Naval Radio Research Station at Sugar Grove, W. Va., to $135 million. The budget did not contain this provision. There has been no request within the Department, however, to take action to request the deletion of the section.

I just call your attention to the fact that there was such a section added.

FACILITIES FOR MISSILES AND SPACE SYSTEMS PROJECTS

Actually, in fact, insofar as the general provisions are concerned, this completes the presentation. I would like to direct attention to House Document No. 211, dated July 13, 1961, wherein the President requested language be included in the Military Construction Appropriation Act, which would enable the Secretary of Defense to fund

authority granted by the Congress in title V of the Military Construction Act of 1961 pertaining to facilities for missiles and space systems projects.

Mr. Poole is knowledgeable on that subject insofar as the programing of dollars related thereto is concerned.

Senator STENNIS. All right, Mr. Poole.

Mr. POOLE. Mr. Chairman, the Authorization Act passed by the Congress, Public Law 87–57, took several pieces of authorization in the military construction titles and combined them all into a new title, title V, to the amount of $27 million.

The last amendment to the budget asked for $27 million to fund that title. The programs to be covered by those dollars are in the NIKE-ZEUS program, the solid propellant booster program, and whatever requirements may be generated as we go along in such space programs as the SAMOS, ADVENT, and similar programs which we cannot define right now in line items.

However, $20.6 million of the $27 million in that authority we can define pretty well as to what we want to do, but we have not as yet specifically defined the line items or the location of those line items.

In the ZEUS program, it will be in the Pacific, it will be on Ascension Island, a minor portion might be at White Sands and the Pacific Missile Range. The solid propellant booster we have not as yet determined the location of. We know generally what the facilities will be and it will be principally the static stand for the tests, but neither have we any designs nor have we decided or determined the location of those facilities.

The other programs can be anywhere in the world, wherever they are required. That is the general situation with respect to that authorization and the dollars we are requesting.

It appears from the House report, Mr. Chairman, that apparently the $12 million was not considered by the House.

Senator STENNIS. It was not considered?

Mr. POOLE. It was not considered. They did not take it up.

Senator STENNIS. The only statement I have here before me is about the general provisions regarding military construction. I don't have any statement here on your money.

Mr. POOLE. Mr. Chairman, that is contained in the President's message in House Document 211.

Senator STENNIS. Is there anything else, gentlemen?

Mr. POOLE. That is all.

Senator STENNIS. We thank you for coming in. It seems that you are going to be the ones to ring the curtain down.

Now, we will hear from the taxpayers next. Any of you gentlemen out there want to speak as a taxpayer?

BROOKS AIR FORCE BASE

I have communicated with Senator Dirksen, of Illinois, who expressed an interest in Brooks Air Force Base concerning two general research items for a total of $2,673,000. They have been reclamaed here by the Air Force and that puts them in the record for the committee's consideration. We will give it our attention at the appropriate time.

ARMY NATIONAL GUARD

STATEMENT OF HON. ROBERT C. BYRD, A U.S. SENATOR FROM THE STATE OF WEST VIRGINIA

GENERAL STATEMENT

Senator BYRD. Thank you very much, Mr. Chairman.

I appreciate this opportunity to appear before this subcommittee. You have accorded me this privilege upon former occasions, and I have always enjoyed it. I come before you today to urge the appropriation of funds for Army National Guard facilities and Army Reserve facilities in West Virginia. They are as follows:

National Guard armory:	
Morgantown	$198,000
Kingwood	170,000
St. Albans	190,000
Huntington	250,000
Fairmont	210,000
Bluefield	225,000
Field maintenance shop, Point Pleasant	340,000
Army Reserve facility:	
Huntington	64,000
Martinsburg	181,000
Morgantown	181,000
New Martinsville	181,000
South Charleston	64,000

NEED FOR PROJECTS

All of the projects I have mentioned are very much needed in West Virginia. They will replace obsolete, inadequate, and uneconomical facilities now rented or owned by the State. Adequate sites are available for all of the armory projects, and the State is proceeding with the preparation of plans and specifications for each of them, so that they can be put under contract and construction can commence within a maximum of 45 days after the release of Federal funds. All of the projects mentioned have been given congressional authorization.

Mr. Chairman, it is the hope of all West Virginians that appropriations can be secured for all of these Army Reserve projects which have been authorized for construction. The program would be a "shot in the arm" to the West Virginia economy and would go hand in hand with the construction program of the Army National Guard for fiscal year 1962 to provide an overall $3 million public works program for West Virginia.

Senator STENNIS. I know of the vast amount of work that exists in West Virginia, and certainly any public works programs that can be expedited will help take up idle men, idle workers, and idle facilities.

I am also well aware that the present of the modern armory building is also not just a shot in the arm for the economy but it is a shot in the arm for military forces because the esprit de corps and enrollments in these Reserve programs seem to vary in direct proportion to the facilities furnished. It is difficult to stimulate interest in the citizen-soldiers if they have to meet in a wornout cattle barn and other similar types of facilities which many of those people have to use.

Senator BYRD. I thank you for the comments you have made. I know they indicate an appreciation of the situation that exists in West Virginia, and they also indicate an appreciation of the benefits that would be derived from the appropriation of these moneys.

Senator STENNIS. This subcommittee certainly appreciates your attention not only to the military strength of the Nation but also the splendid job you do in seeing that the needs and requirements and conditions of West Virginia are never overlooked in the Senate of the United States.

Thank you very much for your appearance.

MILITARY CONSTRUCTION APPROPRIATIONS

STATEMENT OF HON. FRANK E. MOSS, A U.S. SENATOR FROM THE STATE OF UTAH

GENERAL STATEMENT

Senator Moss. Senator Stennis, members of the committee, I appreciate the privilege of filing a statement on the military construction bill.

First I want to support the authorizations for Army and Air Force construction projects in Utah: $1,820,000 for projects to support the maintenance needs of the new missile weapons system at Hill Air Force Base at Ogden, $300,000 for an Air National Guard maintenance facility at Salt Lake City, $111,000 for an Army National Guard armory at Beaver, and $5,190,000 for appropriated fund family housing at Hill Air Force Base.

ARMY RESERVE CENTER, PLEASANT GROVE, UTAH

Next, I want to ask that $171,000 be appropriated for the construction of an Army Reserve center at Pleasant Grove, Utah. The Senate Armed Services Committee, at my request, wrote an authorization for this facility into the military construction authorization bill (H.R. 5000), but the House Appropriations Committee did not recommend the appropriation of the funds necessary for it.

The Pleasant Grove Reserve unit is part of the Army's long-range construction program, and was submitted to the Department for justification by the Headquarters of the 6th U.S. Army in San Francisco last August. It met all departmental criteria and I was very much disappointed that it was not included in the fiscal 1962 construction program.

The Pleasant Grove Reserve unit (Company E, 3d Battle Group, 38th Infantry, 96th Infantry Division) has an authorized strength of 97 and an assigned strength of 83. The group is presently meeting in a wholly inadequate facility at an annual lease cost of $3,900. The functional area of the facility is such that the administrative and training areas are not adequately separated, with the result that activities in one area interfere with effective training in the other.

Also I am advised that additional heating and air-conditioning facilities would be necessary to make the present quarters satisfactory. The lessor will not make the alterations, and the Government cannot because of the limitations imposed by the Economy Act of 1932, which

limits the scope of permanent alterations to commercially leased buildings.

However, even if the heating and air-conditioning problems could be met, the facility would still not be adequate because of the fact that the administrative and training facilities are not separated and that one operation conflicts with the other. A permanent center, constructed in accordance with plans drawn by the Office of the Chief of Engineers, and specifically designed for the use of training Reserve units, would not only be desirable but is almost a necessity if the Pleasant Grove Reserve unit is to be fully effective.

I sincerely hope therefore, that funds will be included in the appropriation bill for the fiscal year 1962 reported by this committee.

As we know, of course, even appropriation now will make actual construction of this much-needed unit a year away—at best.

Hill Air Force Base, Ogden, Utah

And now I would like to include more detail on the facilities requested for authorization which I mentioned earlier:

The line items included in the requests are as follows: (1) Modification of the lighting approach system; (2) modification of the standards calibration laboratory; (3) construction of a guided-missile radiographic laboratory; (4) construction of additional liquid fuel storage; (5) modification of existing ammunition storage igloos; (6) addition to the underground electrical distribution; and (7) addition to the base heating plant.

The majority of these projects support the maintenance needs of the new missile weapon systems. The addition to the lighting approach system is needed to safeguard the landing of new high-speed aircraft. All of these items are under design.

Air National Guard

The Air National Guard has programed for the erection of a maintenance facility to accommodate C–97-type aircraft currently being assigned to the Air National Guard units stationed at Salt Lake City. This maintenance facility will consist of a preengineered nose dock and is estimated to cost $300,000. Design directives are currently being prepared and it is expected that this project will be ready for advertising within 30 days after receipt of congressional approval and apportionment of funds.

National Guard Armory, Beaver

This amount of $11,000 represents the Federal contribution to the construction of this essential facility, with the balance of the construction funds and a suitable site the responsibility of the State. The armory will be B-type, and will house 55 to 75 men.

The total authorized strength of the Service Battery and Medical Detachment of the 2d Howitzer Battalion, 222d Artillery, which will be housed at Beaver, is 62 officers and men.

I understand that the House Appropriations Committee did not allocate the amount recommended in the military construction appropriation bill for the Army National Guard to specific projects, but made the funds available in a lump sum. It is hopeful that this action, coupled with the committee's request for a report from the Department of Defense in January of 1962 advising of action taken on the National Guard armory program will help move the program along. I understand that some $4 million appropriated for Army National Guard armory projects in the fiscal year 1961 has not yet been programed. In view of the grave international situation this is no time for a delay in armory construction.

FAMILY HOUSING

The need for family housing at Hill Air Force Base has been urgent for several years. The base now meets all of the criteria, and I hope there will be no holdup on funds in the amount of $5,190,000 so that the housing can be constructed on schedule.

Thank you.

STATEMENTS AND COMMUNICATIONS

Senator STENNIS. At this point in the record, before we complete the hearings I would like to insert a number of letters and statements received by the committee which have a direct bearing on the consideration of this bill. Mr. Clerk, insert these documents at the proper place in the record.

(The information referred to follows:)

AEROSPACE SYSTEMS ENVIRONMENTAL CHAMBER, MARK I

THE SECRETARY OF DEFENSE,
Washington, July 29, 1961.

Hon. JOHN STENNIS,
Chairman, Senate Subcommittee on Military Construction, Committee on Appropriations, U.S. Senate.

DEAR MR. CHAIRMAN: I have been informed that the question of the availability of the Aerospace systems environmental chamber, Mark I, for use by both the Department of Defense and the National Aeronautics and Space Administration was discussed by your committee at the hearings on July 17, 1961. I have submitted a statement on this subject to the House Subcommittee on Military Construction and believe it would be proper to provide you with the same information.

Prior to submitting our request for the Mark I chamber to the Congress, I had my staff conduct an intensive joint review with the appropriate persons on the NASA staff in order that I could be assured that there was an adequate workload for this facility as well as the facilities planned by NASA. Our analysis of approved satellite programs for DOD and NASA indicates that each agency will have a substantial requirement for testing in facilities such as the Mark I. A workload of this magnitude will require careful scheduling of the test capability that will be provided by the planned facilities. We will schedule tests in the Mark I chamber in a manner that will assure that the DOD programs for ADVENT, TRANSIT, MIDAS, SAMOS, and SAINT, and the NASA programs for NIMBUS weather satellite, orbiting astronomical observatory, orbiting geophysical observatory, and orbiting solar observatory are supported consistent with their national priority.

The Bureau of the Budget concurs in the statements contained in this letter.

Sincerely,

ROBERT S. MCNAMARA.

FORT CLAYTON, C.Z.

CANAL ZONE GOVERNMENT,
OFFICE OF THE GOVERNOR,
Balboa Heights, C.Z., August 2, 1961.

Hon. JOHN STENNIS,
Chairman, Subcommittee on Military Construction,
Committee on Appropriations, U.S. Senate.

DEAR SENATOR STENNIS: H.R. 8302, the military construction appropriation bill, 1962, as passed by the House of Representatives, omitted an item of $382,000 requested in the estimates for conversion of an existing building at Fort Clayton, C.Z., for use as an elementary school. On this item the House report stated "The request of $382,000 for an elementary school at the Canal Zone location is denied. If such a school is needed the committee feels that the construction is the responsibility of the Panama Canal Company which will operate the school."

The language of the House report indicates that the House committee received the impression that the request in the estimates was for new construction of a school building for use by the Panama Canal Company. The fact is, however, that the request was for funds to convert a surplus building on a military reservation for use as a school for dependents of military personnel to be operated by the Canal Zone Government. Conversion of the surplus Army building could be accomplished for $382,000, whereas the cost of new construction by the Canal Zone Government would be in excess of $750,000. The cost of such construction by the Canal Zone Government would have to be paid from funds appropriated to the Canal Zone Government for capital outlay. The purpose of inclusion of the request for conversion of the building in the military construction bill was to effect a saving in the expenditure of appropriated funds by conversion of the existing building rather than construction of a new building by the Canal Zone Government.

The classroom space to be provided for dependents of military personnel by the conversion of the building at Fort Clayton is imperatively required for the next school year. Enrollment in the Canal Zone school system is running well ahead of the estimates and the existing plant will be inadequate to provide classrooms for dependents of military personnel. Precedence for housing of a Canal Zone Government school in a building on a military reservation has been established by use of a surplus building on the military reservation at Fort Kobbe, Canal Zone.

As a measure to minimize the use of appropriated funds for providing the required classroom space, the Canal Zone Government urgently requests restoration of the item of $382,000 included in the estimates.

Sincerely yours,

W. A. CARTER,
Governor of the Canal Zone, President, Panama Canal Company.

BRIDGE AT FORT RILEY, KANS.

U.S. SENATE,
COMMITTEE ON FINANCE,
March 31, 1961.

Hon. JOHN STENNIS,
Chairman, Subcommittee on Appropriations for Military Construction,
Senate Office Building, Washington, D.C.

DEAR MR. CHAIRMAN: For several years I have been trying to secure funds for the construction of a bridge over the Kansas River at Fort Riley. This bridge would replace an old "one-way engineer bridge" that has for many years been inadequate to take care of the increased traffic which has resulted from the establishment of the airfield across the Kansas River from the main post base.

You will recall I appeared before your committee last year in behalf of this project. It was included in the bill as reported by the Senate and as passed by the Senate, but it was knocked out in conference.

I would very much appreciate having the opportunity of appearing before your committee again this year.

With kindest regards, I am,

Very sincerely yours,

FRANK CARLSON.

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NAVAL TRAINING CENTER, GREAT LAKES, ILL.

HOUSE OF REPRESENTATIVES,
Washington, D.C., July 27, 1961.

Hon. EVERETT M. DIRKSEN,
Senate Office Building, Washington, D.C.

DEAR EVERETT: May I respectfully call your attention and seek your aid in rectifying the failure of the House Committee on Appropriations to include in the "Military construction" appropriation bill, 1962, just passed on Tuesday of this week, funds in the amount of $2,268,000 for a recruit dispensary and dental clinic at the Naval Training Center, Great Lakes, Ill. Such funds and project were included in the Military Construction Authorization Act passed originally by the House on March 23.

The report of the Committee on Appropriations claimed as follows: "Funds requested in the amount of $2,268,000 for a recruit dispensary and dental clinic at the Naval Training Center, Great Lakes, Ill., are denied. Testimony received by the committee disclosed that preliminary engineering for this project had not yet been approved by the Department of Defense and development of final plans and specifications has not been authorized."

In the face of this and after appropriate consultation on the House floor, I decided not to attempt to try to put this amount into the bill through amendment that was bound to fail; but rather to enlist your aid, always so freely given, in seeking to have insertion of the amount in the Senate. As always, it appeared to me that indicated failure to pass the amendment would make it harder for the Senate to stand firm on its inclusion of the project in the bill.

I have just been told by Navy that there was sent to the House Committee on Appropriations on May 25, practically at the moment that hearings closed, the Navy Department's notification of Department of Defense approval of preliminary engineering for this project and authorization for development of final plans and specifications. Why it was not received by the committee has not been disclosed. I have also been told by Navy that Navy reports of this nature have been forwarded to the Senate Committee on Appropriations.

Late yesterday afternoon I was promised that copy of the reclama statement would be sent to you this morning by the Department of Navy. I, too, have received a copy thereof—and am enclosing it and other documents in order to make sure that you have the necessary material.

Since the recruit dispensary and dental clinic are desperately needed at the Naval Training Center, Great Lakes, and increasingly so because of international developments, I certainly hope that we can get this amount into the bill.

With best wishes always, I am,

Sincerely yours,

MARGUERITE STITT CHURCH.

DEPARTMENT OF THE NAVY,
BUREAU OF YARDS AND DOCKS,
Washington, D.C., August 1, 1961.

Hon. JOHN STENNIS,
Chairman of the Military Construction Subcommittee of the Committee on Appropriations, U.S. Senate, Washington, D.C.

DEAR MR. CHAIRMAN: In response to your request for my opinion of the effect of the line item cost reductions of $4.6 million included in the fiscal year 1962 "Military construction" appropriations bill passed by the House of Representatives and the general $2 million reduction in the Navy's request for new obligational authority in this bill, I am pleased to present the following information.

The effect of these reductions can best be explained in relation to our basic approach to planning, designing, and building the Navy's Shore Establishment.

The Navy's need for facilities so far exceeds the budget level for military construction that the scope approved for any line item accepted for the budget must of necessity be the absolute minimum which will satisfy the operational requirement. Further, because of the need to get the most from military construction funds, our planning and design strives to produce facilities incorporating standards of construction which experience has indicated to be the minimum acceptable. To do this, we employ architects and engineers who are specialists in the types of structures involved and who know the local construction market including competitive conditions and the availability of local labor and mate-

rials. These professionals study the requirements and the many different ways of satisfying them. They then select the most economical solution and estimate the cost in detail. This preliminary engineering is the basis of our cost estimates as presented to you. The estimates are, of course, carefully reviewed in the Bureau from the standpoint of reasonableness and consistency with our overall experience and their validity is further certified by a series of searching reviews at Department of Defense and Bureau of the Budget levels.

Since the approach discussed above produces sound estimates, these reductions may force us to redesign many items toward a standard lower than that regularly accepted as the minimum to meet the military requirement justified in the project.

With respect to the $2 million reduction in new obligating authority, the House committee stated that this amount could be obtained from the Navy's $71 million unobligated carryover from prior year's appropriations; however, this $71 million is fully committed to complete work in progress and projects previously approved but not yet started. None of it is available for projects originating in this program. Accordingly, if this reduction is imposed, it will have the same effect as the general price reductions.

Sincerely,

P. CORRADI,
Rear Admiral, CEC, USN,
Deputy Chief of Bureau.

TROOP HOUSING AT CAMP GRAYLING, MICH.

U.S. SENATE,
COMMITTEE ON THE JUDICIARY,
August 1, 1961.

Hon. JOHN STENNIS,
Chairman, Subcommittee on Military Construction, Appropriations Committee, U.S. Senate, Washington, D.C.

DEAR MR. CHAIRMAN: I wish to express my wholehearted support of H.R. 8302 which authorizes $900,000 for troop housing and sanitation facilities at the Michigan National Guard installation at Camp Grayling, Mich. Presently this installation is being used by the Ohio and Indiana National Guard, as well as the Michigan units. Not only would the construction of these facilities fully meet the training programs of three States, but would also effectively stimulate an area of Michigan which is depressed economically.

In addition, I would like to urge the subcommittee's support of the funds required for the construction of the headquarters and operations building at the Detroit Arsenal for the Ordnance Tank and Automotive Command. I recently had an opportunity to personally look into the need for this new facility and with the expanded work at OTAC, I am convinced that the overall efficiency and effectiveness of this operation calls for these new facilities.

With every best wish,
Sincerely,

PHILIP A. HART.

WRIGHT-PATTERSON AIR FORCE BASE, OHIO

U.S. SENATE,
COMMITTEE ON AERONAUTICAL AND SPACE SCIENCES,
July 25, 1961.

Hon. JOHN STENNIS,
Chairman, Subcommittee for Military Construction,
The Senate Appropriations Committee,
Washington, D.C.

DEAR MR. CHAIRMAN: In the budget for fiscal year 1962, the administration requested $781,000 for a Science Material Laboratory at Wright-Patterson Air Force Base located at Dayton, Ohio.

The Appropriations Committee of the House of Representatives refused this request.

It is my understanding that the Air Force plans to use this building as a laboratory for some of its most vital research, aimed, among other things, at enabling spacemen to stand the temperature extremes encountered while in

orbit. It is my belief and also that of Air Force experts that much of this work can be done more economically at this remodeled installation than by private industry.

Furthermore, this matter is of vital importance to the Dayton area and to the entire State of Ohio. There has been a tendency in the past to gradually decrease the use of Wright-Patterson Air Force Base and its facilities, even though this is one of the finest and most complete Air Force installations in the Nation. Unless this facility receives more of the research work connected with the space and missile efforts of the Department of Defense, it is feared that there will be a further erosion of activities presently conducted there.

I urge the committee to give favorable consideration to this request and to restore the $781,000 in the Senate military construction appropriations bill.

Very sincerely yours,

STEPHEN M. YOUNG.

ABERDEEN PROVING GROUND, MD.

U.S. SENATE,
COMMITTEE ON ARMED SERVICES,
July 26, 1961.

Hon. JOHN STENNIS,
Chairman, Military Construction Subcommittee, Senate Appropriations Committee, Senate Office Building, Washington, D.C.

DEAR SENATOR STENNIS: I am writing to you and the members of your subcommittee in connection with the $3,321,000 being requested by the Department of the Army for the erection of an academic building at the Aberdeen Proving Ground in Maryland. This facility is urgently needed, and I respectfully request favorable action by your subcommittee on this matter.

At present the training for which the requested academic building is proposed is being conducted in approximately 14 widely scattered, frame, temporary World War II buildings constructed for various purposes at that time. Upon completion of a suitable academic building, it is proposed that these temporary structures will be demolished.

The need for the new building has existed for quite some time, but I think it is even more urgent than it formerly was when it is considered in the light of President Kennedy's remarks last night on our defense posture.

With all good wishes, I am,

Sincerely yours,

J. GLENN BEALL.

WRIGHT-PATTERSON AIR FORCE BASE, OHIO

U.S. SENATE,
COMMITTEE ON FOREIGN RELATIONS,
July 24, 1961.

Hon. JOHN STENNIS,
New Senate Office Building, Washington, D.C.

DEAR JOHN: The administration in its budget for military construction recommended $781,000 for a science material laboratory at Wright-Patterson Air Force Base, Dayton, Ohio. The committee of the House led by Mr. Sheppard knocked out of the appropriation bill this item.

The subject is very important to me and to Ohio because of the fear that unless Wright-Patterson gets some of the research work connected with modern needs of the Department of Defense, the base operations will gradually be worn away.

This item is discussed on page 23 of the House report accompanying H.R. 8302.

Sincerely yours,

FRANK J. LAUSCHE.

OLMSTED AIR FORCE BASE, PA.

U.S. SENATE,
COMMITTEE ON COMMERCE,
July 27, 1961.

Hon. JOHN STENNIS,
Chairman, Subcommittee on Military Construction of the Senate Appropriations Committee, New Senate Office Building, Washington, D.C.

DEAR SENATOR: It is my understanding that your subcommittee of the Senate Appropriations Committee has conducted hearings on the fiscal 1962 budget estimates for military construction. Within this budget estimate for the Department of the Air Force is a line item for Olmsted Air Force Base, Middletown, Pa. This item in the amount of $755,000 is for the alteration and modification of an instrument repair shop at the above installation.

The House Appropriations Committee denied the amount requested and suggested that the requirement for this installation could be met by the use of existing facilities at Olmsted or other locations available to the Air Force.

The Air Force, I am advised, has every intention of utilizing existing facilities at the Olmsted Base, and wish to upgrade its present operation there rather than build another facility, either at Olmsted or elsewhere, at many times the cost to the Government.

You are aware, I am sure, that Olmsted has the trained personnel to perform this necessary instrument repair work and has operated in this capacity since prior to World War II.

The base has been assigned prime and specialized maintenance responsibilities for aircraft instruments.

To carry out such responsibilities, a strictly controlled shop environment where temperatures and humidity are held within close limits and dust is virtually eliminated is required. The amount requested will partially meet the project justification for such an important service.

It is because of the action by the House committee that I felt it necessary to convey to you my strong support of this item in the legislation, and hope that you will support the retention of same in the Senate bill.

I, of course, would greatly appreciate your favorable consideration of this matter.

Very sincerely,

HUGH SCOTT.

CAMP MATTHEWS, CALIF.

U.S. SENATE,
COMMITTEE ON ARMED SERVICES,
July 28, 1961.

Hon. JOHN STENNIS,
Chairman, Military Construction Subcommittee, Appropriations Committee, U.S. Senate, Washington, D.C.

DEAR MR. CHAIRMAN: As you know, the State of California hopes to locate a branch of the University of California on the Torrey Pines Mesa in the San Diego area. The voters of the city of San Diego have provided a portion of the land, and the State hopes to acquire the Camp Matthews site for the completion of the university campus. The division of highways has programed a freeway directly through the middle of Camp Matthews. The area is becoming heavily built up and the Navy has wisely recognized that the continuation of marine recruit training at Camp Matthews represents an increasing hazard and, therefore, seeks to transfer the marine recruit training functions to Camp Pendleton.

The Senate Armed Services Committee has already demonstrated their recognition of the merit of the Navy's request by authorizing this action. While the needs of the highway division are not immediate, the needs of the university for an early commitment is much more immediate. The State of California has appropriated over $8 million to start construction. The planning needs of the university require an early decision.

Gov. Edmund G. Brown, the city of San Diego, the San Diego Chamber of Commerce, and the University of California have all urged the Secretary of the Navy to support this appropriation with as much vigor as possible. We all join in requesting your immediate and favorable consideration of the Navy's re-

quested appropriation. There is total community support of this move, and the completion of the plans and the construction of the university would be a substantial addition not only to the local economy and culture but also to the naval activities and personnel in the area.

I would appreciate very much anything you can do to restore this appropriation to the military construction appropriation bill.

Sincerely yours,

CLAIR ENGLE, *U.S. Senator.*

CAMP BEAUREGARD, LA.

U.S. SENATE,
Washington, D.C., April 25, 1961.

HON. JOHN STENNIS,
Chairman, Subcommittee on Military Construction, Committee on Appropriations, U.S. Senate.

DEAR SENATOR STENNIS: Attached is copy of a letter we have received from the adjutant general of the State of Louisiana with reference to additional funds needed in connection with the construction of maintenance facilities at Camp Beauregard, La.

From the information contained in this letter it appears that an additional $136,000 is needed in order to perform the work that is envisioned at this location.

Any consideration that you can give to this request will be appreciated.

With best regards, we are,

Sincerely yours,

RUSSELL B. LONG,
U.S. Senator.
HAROLD B. MCSWEEN,
Member of Congress.

U.S. SENATE,
COMMITTEE ON AGRICULTURE AND FORESTRY,
April 27, 1961.

HON. JOHN STENNIS,
Chairman, Military Construction Subcommittee, Senate Appropriations Committee, U.S. Senate, Washington, D.C.

DEAR JOHN: I am in receipt of the attached letter from Maj. Gen. Raymond H. Fleming, the adjutant general of the State of Louisiana.

As you will note, General Fleming has requested an additional appropriation for the construction of maintenance facilities at Camp Beauregard, La., and I would appreciate it if you would give every consideration to his request.

With kindest personal regards and best wishes, I am,

Sincerely,

ALLEN J. ELLENDER, *U.S. Senator.*

MILITARY INDUSTRIAL SUPPLIES SINGLE MANAGER ASSIGNMENT

(See p. 256)

OFFICE OF THE ASSISTANT SECRETARY OF DEFENSE,
Washington, D.C., July 31, 1961.

HON. JOHN STENNIS,
Chairman, Military Construction Subcommittee,
Committee on Appropriations,
U.S. Senate.

DEAR MR. CHAIRMAN: The Assistant Secretary of the Navy (Installations and Logistics) by memorandum of July 13, 1961, transmitted to this Office for direct reply to your question concerning estimated personnel savings anticipated when the Military Industrial Supply Agency becomes operational. This question arose from discussions at the military construction hearings held on July 12 before the Senate Appropriations Subcommittee.

It is not possible at this time to forecast precisely the personnel reductions which will result from implementation of the military industrial supplies single manager assignment. This assignment is in the early stages of implementation, and as yet the exact item content and the magnitude of sales, inventory, and procurement are not known. Personnel reductions effected in the systems of the fully implemented single managers persuade us that comparable reductions will accrue in the case of the new assignments. Based on our past experience, we would estimate that personnel reductions in excess of 300 should be effected when the Military Industrial Supply Agency becomes fully operational and is effectively supporting all elements of the Department of Defense. We realize, of course, that these savings will not be attained immediately. On the contrary, during the formative period we must accept certain starting-up costs as the price of achieving integrated management. It should be pointed out that the major savings attained through the single-manager plan are not associated with personnel reductions. The greatest savings are derived from improved supply management, standardization, reduced procurement, transportation economies, and reductions in inventory investment. We anticipate that these savings will increase substantially as the scope of our integrated management program expands.

We hope this information will be of assistance to you.

Sincerely,

PAUL H. RILEY,
Deputy Assistant Secretary of Defense
(Supply and Services).

CAMP MATTHEWS, CALIF.

JULY 28, 1961.

Hon. JOHN STENNIS,
Chairman, Military Construction Subcommittee, Appropriations Committee, U.S. Senate, Washington, D.C.

DEAR MR. CHAIRMAN: As you know, the State of California hopes to locate a branch of the University of California on the Torrey Pines Mesa in the San Diego area. The voters of the city of San Diego have provided a portion of the land, and the State hopes to acquire the Camp Matthews site for the completion of the university campus. The division of highways has programed a freeway directly through the middle of Camp Matthews. The area is becoming heavily built up and the Navy has wisely recognized that the continuation of Marine recruit training at Camp Matthews represents an increasing hazard and therefore seeks to transfer the Marine recruit training functions to Camp Pendleton.

The Senate Armed Services Committee has already demonstrated their recognition of the merit of the Navy's request by authorizing this action. While the needs of the highway division are not immediate, the needs of the university for an early commitment is much more immediate. The State of California has appropriated over $8 million to start construction. The planning needs of the university require an early decision.

Gov. Edmund G. Brown, the city of San Diego, the San Diego Chamber of Commerce, and the University of California have all urged the Secretary of the Navy to support this appropriation with as much vigor as possible. We all join in requesting your immediate and favorable consideration of the Navy's requested appropriation. There is total community support of this move, and the completion of the plans and the construction of the university would be a substantial addition not only to the local economy and culture but also to the naval activities and personnel in the area.

I would appreciate very much anything you can do to restore this appropriation to the military construction appropriation bill.

Sincerely yours,

CLAIR ENGLE, *U.S. Senator.*

CARMICHAEL, CALIF., NATIONAL GUARD ARMORY

HOUSE OF REPRESENTATIVES,
Washington, D.C., March 16, 1961.

HON. CARL HAYDEN,
Chairman, Senate Appropriations Committee,
Senate Office Building,
Washington, D.C.

DEAR CHAIRMAN HAYDEN: It is my understanding that your committee will be considering military construction budgets in the near future.

The adjutant general of the California State National Guard, has requested to change the armory authorized for Carmichael, Calif., to Roseville, Calif. This matter now is being considered by the Armed Service Committee of the Senate.

I would appreciate an opportunity to appear before your Subcommittee on Military Construction in support of this change whenever you plan to take up this appropriation for 1962.

Sincerely yours,

HAROLD T. (BIZZ) JOHNSON,
Member of Congress.

ROSEVILLE, CALIF., ARMORY

STATEMENT OF THE HONORABLE HAROLD T. JOHNSON, MEMBER OF CONGRESS

Mr. Chairman, I appreciate the opportunity of appearing here before you on behalf of the National Guard armory at Roseville, Calif.

Earlier this year the Congress voted an authorization of $150,000 for construction of this project which I believe would improve the training readiness of the 2d Battle Group of the California National Guard.

The headquarters for the 2d Battle Group are located in Roseville, Calif. Now in use are temporary facilities loaned to the National Guard by the local fair association. Every time the fair buildings are required for other purposes, the National Guard has to move.

You can appreciate that this is an untenable situation for proper training of our National Guard so important in these critical times. The President just last week emphasized the importance of an adequate National Guard, but to be adequate and ready, the guard must be trained.

Maj. Gen. Roderick L. Hill, adjutant general of the California National Guard has assured me that the State of California will meet its obligations in this joint effort. Thus, if this committee should approve and the Congress appropriate the funds, the project should move ahead rapidly because the site for the armory already has been acquired.

Thank you.

WARREN AIR FORCE BASE, CHEYENNE, WYO.

STATEMENT OF SENATOR GALE W. MCGEE

The administration's budget requests for military construction for the fiscal year 1962 contained an item of $2,050,000 for the construction of a composite medical facility at Warren Air Force Base in Cheyenne, Wyo. The funds for this facility were not, however, included in the House bill. I understand that a request has been made for their restoration and it is in support of that request that I should like to speak.

The present hospital at Warren Air Force Base consists of a complex of buildings which date from the time when Cheyenne was an outpost struggling for existence in a climate made alien by the presence of hostile Indians. The most recent buildings added to this complex were constructed in 1943 in the midst of the 2d World War in a time when the United States was threatened as it had never been threatened before by military danger. Today Warren Air Force Base and the Cheyenne area constitute one of the first operational ICBM bases. This installation was an outpost on the old frontier and it is now an outpost on the new frontier of the space age. The trouble is that in the space age this hospital, inefficient in design because, like Topsy, it "just grew," is in such poor condition that there is severe apprehension as to the safety of patients because of the lack of sanitary and fireproof construction, is obsolete.

Besides being obsolete in design and in construction standards, it is medically obsolete and makes it even more difficult than it would be otherwise for its overburdened staff to take adequate care of local military personnel and their dependents. At the present time, due to this inefficiency as well as to a lack of sufficient staff, dependent care at the present Warren Base has been curtailed except in cases of emergency. With the prospect of the present military complement of the base being increased by approximately 2,000 to programed strength, and with the anticipated speedup of the missile program and increased emphasis on the Nation's military preparedness, it is quite possible that even this programed strength will be increased within the near future.

The facility is inadequate now; it can only grow more inadequate as personnel levels are raised. This might not be such a serious situation were it not for the fact that other medical facilities in this area are, according to the American Hospital Association Journal, operating in excess of their recommended capacity right now.

It seems to me that it is false economy indeed even to consider the possibility of leaving the vitally needed new hospital unconstructed for another fiscal year. We know the facility is needed. It has been needed for sometime and it is needed now. It is increasingly difficult to attract the highly trained technical personnel we need to maintain our missile program at peak efficiency. It can only become more difficult with the consequent possibility of a dangerous lessening of our ability to defend ourselves if we refuse to provide the facilities absolutely necessary for the maintenance of the physical well-being and the morale of this personnel.

I therefore earnestly request that these funds be restored to the bill so that the new hospital at Warren Air Force Base can be constructed during the current fiscal year.

STATEMENT OF MAJ. GEN. WILLIAM H. HARRISON, JR., PRESIDENT, NATIONAL GUARD ASSOCIATION OF THE UNITED STATES

Mr. Chairman and members of the committee, thank you for this opportunity to appear in support of appropriations for the construction of previously authorized National Guard facilities.

Ever since the reorganization of the National Guard subsequent to World War II, its role as an integral part of the firstline defenses of our Nation has continually been expanded.

In 1950, in recognition of the preeminence of the Federal mission and the burden placed upon the States to provide for troops far in excess of those required for local security, Congress enacted the National Defense Facilities Act. That legislation provided a formula for joint Federal-State participation for the construction of the armories required to house the National Guard and store the Federal arms and equipment furnished for its training and operation.

The program was ambitious. Nonetheless, it was possible of complete and successful attainment if properly jointly supported and adequately funded.

From the beginning, however, when Congress appropriated moneys to match those raised by the States, Federal agencies such as the Bureau of the Budget and the Department of Defense imposed unreasonable restrictions on the funding of authorized project, which effectively delayed and stretched out the completion of much-needed construction.

It is apparent to those of us in a position to know and evaluate the program that the States have acted in good faith to uphold their share of the authorized joint venture. It is likewise apparent that the Congress has done its part. Coincidentally, however, it is equally apparent that the executive branch has not rendered its full and complete support.

Funding restrictions and arbitrarily placed ceilings on the obligation of federally appropriated funds are a few of the devices which have been utilized to sabotage the achievement of annually authorized construction programs.

For a number of years, the availability of State funds and the acquisition of construction sites by the States have far exceeded their legislatively prescribed pro rata share of the program. As any legislator knows, it is a difficult and imposing task to obtain such funds from State legislatures from year to year. Moreover, a good share of State furnished funds has been raised through the medium of authorized bond issues with their attendant factors of annual interest payments.

Once again, the country is turning to the National Guard in a period of emergency—a National Guard whose level of training and responsiveness is at the highest degree ever attained in its long and honored history. And once again the National Guard is eager, ready, and more than willing to perform its paramount mission of furnishing trained units and the members thereof for the defense of the Nation. Moreover, the Guard is being asked to devote longer periods of time to training, to become even better professionally qualified in the State of the art and to maintain its equipment for instant use. And the Guard will strain to accomplish these desired goals.

But the Federal Government must meet its responsibilities in this new effort. The President has declared that his new military buildup is for the long pull—a program which envisages increased effectiveness for all the Armed Forces and the Reserves for a period of years. It is axiomatic that adequate facilities contribute in large measure to the effective training, efficiency, and capability of our units. Protective storage of weapons and equipment is likewise a necessity if it is to be available, properly maintained, and usable when required. If the program is truly long-range, the emergency as dire as the President suggests, and we believe that it is, we can anticipate an accelerated delivery of larger amounts of more modern weapons, aircraft and equipment to the guard, requiring a more realistic view of the early completion of pressing construction authorizations.

The construction projects recently authorized in Public Law 87–57 are inadequately provided for in Federal appropriations enacted by the House of Representatives. This is the time to give full and complete support of the authorized construction program as a part and parcel of our overall military preparedness. It is a time when the expenditure of such funds will return increasing dividends to the country in the long haul.

This committee has consistenly demonstrated its understanding and support of the importance of the National Guard and of programs which contribute to its increased effectiveness and military potential. In the interests of meeting the Presidential goals set for the guard and providing the Nation with the capable and responsible force to which it is entitled, we urge that funds sufficient to furnish full implementation of the authorized construction projects contained in Public Law 87–57 be incorporated in this appropriation.

Mr. Chairman, I am taking the liberty of attaching to this statement the necessary amounts.

Thank you.

Additional amounts required

	Authorized Public Law 87–57	Appropriated by House, H.R. 8302	Additional appropriation required
Army National Guard:			
Armory	$17,554,750		
Nonarmory	5,128,000		
Total	22,682,750	$12,000,000	$10,682,750
Air National Guard	18,606,000	14,000,000	4,606,000

STATEMENT OF SFC. PRENTISS M. DAVIS, JR., ON BEHALF OF MILITARY PERSONNEL LIVING IN MOBILE HOMES AND TRAILERS

Mr. Chairman and members of the committee, I have requested permission to submit this statement to you in behalf of the military personnel living in mobile homes and trailers.

I am Sfc. Prentiss M. Davis, Jr., U.S. Army, temporary disability retired list, relieved from active-duty status on April 15, 1961, following a 19-year career in the military service.

One of the most critical problems faced by those in military service today is that of housing—having a place to live. The advances made in the mobile home industry within the past 5 years have created a preference for this type of accommodation among many members of the Armed Forces. The reasons for this are many and varied and all add up essentially to the fact that the modern mobile home is superior to other types of housing found in the area of the military installation. In some areas it is only by living in a mobile home that the family can be together. Family separations because of military assignment

have been the cause of more personnel problems affecting retention and morale and have been the cause of more disciplinary actions than any other one factor. The results of the Presidential order issued by President Eisenhower and rescinded by President Kennedy on the ban of oversea dependents is a vivid illustration.

Following actions taken through military channels last December, I made a self-paid trip on leave from Tacoma, Wash., to Washington, D.C., in an effort to present the problems of the mobile home owner to officials in the Department of Defense and Members of Congress. In this presentation I cited three critical areas affecting military personnel:

1. Cost of moving mobile homes.
2. Park areas for mobile homes.
3. Financing the purchase of mobile homes.

My proposals were—

1. To give the serviceman with a mobile home the same consideration given to those shipping household goods—pay the cost of the move.
2. Establish park areas on all military installations.
3. Provide Government financing similar to FHA. (A copy of presentation attached, herewith.)

In reference to the cost of construction for a trailer park ($2,000) and to the cost of Capehart or Wherry housing, the saving to the Government quoted as $10,000 per unit would actually be half again as much ($12,000) on construction cost alone. This does not include operation and maintenance cost to the Government which is none for the trailer park yet which reaches as high as $200 per month per unit in some areas for onbase housing.

For the past 6 months, acting as spokesman for those living in trailer housing, I have visited military areas across the Nation—Army, Navy, and Air Force. I have been to Alaska as well as those bases in the West, Midwest, North, South, and East. At every installation I have visited I have found the parking problem to be second only to the problem of the cost of moving.

My efforts have resulted in the Department of Defense submitting a substitute proposal to a bill, H.R. 2732, introduced in the House of Representatives by Congressman Melvin Price (Illinois), approved by the Committee on Armed Services and sent to the House.

The testimony given before the Subcommittee No. 1 of the House Armed Services Committee on Wednesday, June 28, 1961, in consideration of H.R. 2732 strongly supports establishment of mobile home parks on the military installation as well as the legislation being considered at that time which was to increase the trailer allowance. Your attention to this report is invited. (Copy attached.)

Following the appearance of articles and editorials written by myself and others presenting my views in Army Times, Navy Times, and Air Force Times, Western Mobile Home News, El Paso Post Herald, Pensacola News, Mobile Home Journal, Trailer Life magazine, and other publications, I received mail from members of the Armed Forces stationed in all parts of the world. After reading these letters and talking with the families as I have, I can honestly and truthfully state that there has been no greater persecution, injustice, or discrimination than that practiced against those military families living in mobile homes. The freedoms which we as Americans supposedly hold so precious and dear have proven costly for those living in trailer housing. During the term of our last President, trailer parks on bases through the Nation were closed and the families living in them forced to move outside the military reservation. Just as military personnel renting community housing have been forced to pay exorbitantly to be with his family, so has the mobile home and trailer owner been forced to do the same.

It can definitely be stated that there is not one military site where the people living in mobile homes would not welcome the opportunity to join together and do the work and labor in their off-duty and free time to have a park on base to live.

It is justifiable that Congress should be concerned with cost. Perhaps the $2,000 quoted by the Air Force as the cost per unit was too high and the $6 per month for parking privileges rather low but it should be understood that this request was primarily for those lower grade airmen who, because of their pay, would also suffer a hardship, having to pay the high cost of a place in a civilian park off base making it necessary for them to find outside employment during their offduty hours and having the wife find employment outside of the home.

While the cost of the trailer park may seem a bit high, how much will it cost to train replacements for these military personnel? It is because of the way these people are being forced to live that so many are not remaining in the military service for a longer period of time. If they cannot have a desirable place to live with their family, they will not stay longer than the time required but will leave the military at the first opportunity. It should be remembered that the influence of the wife in the home often is the deciding factor and when she is dissatisfied, the man is dissatisfied as well.

To actually see what I am speaking of, one does not have to go very far. There have been constant efforts on the part of many to have a trailer park at Fort Belvoir, Va., where there is a critical need for one. All civilian parks in the area are filled to capacity with long waiting lists for spaces. They are overcrowded, conditions are deplorable, rates charged are expensive, and conditions are getting constantly worse instead of better. One would think that with the Government land available a spot could be found to let these personnel have a place on the post where they would happily do the work themselves to have a place for their mobile homes. As an example of what can be done if given the opportunity is the base trailer park at Bolling Air Force Base. This park was put in at no expense to the Government other than allowing use of the land on which the park stands. Ironic is the fact that many of those now living at Bolling are being forced to sell their mobile homes as they are being transferred to Andrews Air Force Base where present trailer park facilities are not adequate and they will have no place to park their mobile homes, so must sell them and find other housing. Conditions here in this vicinity are repeated in every military area across the Nation. There is a desperate need for trailer parks at all military installations. Those already existing are in critical need of expansion to provide for those families now being forced to live off base.

In behalf of the military families living in trailers and mobile homes, I ask that you seriously consider this request.

There are thousands of acres of land available which would cost the Government nothing to let us use. We are not here begging for a handout but ask only that we be given a place on the base to live so that we can be nearer our work, post exchanges, commissary, hospital, and other facilities and that a fund be established to enable us to cover costs of materials used and we will prove that we are worthy of this confidence.

The onbase trailer park at Bolling Air Force Base is one of many as an example that the mobile home owners will do their share and more if only given the opportunity with a little assistance.

Instead of asking the question, "How much will this cost?" consider instead how much this will save—then the matter can be viewed more realistically.

It is therefore proposed and requested that this committee establish a fund for the construction of trailer courts at all military installations where there is land available and the need exists. This fund is to cover basic cost of materials and such labor as cannot be provided by the military personnel who will utilize the site when construction is completed. The funds expended are to be amortized in a reasonable period of time by a fair charge to be paid each month by those occupying these trailer parking spaces.

In behalf of those military personnel living in mobile homes and trailers, all of whom for which I speak, I thank this committee for their consideration of the views expressed in this statement. I would happily welcome the opportunity to appear personally before the committee and will to the best of my ability answer any questions which may be asked.

Mobile Homes

The serviceman with a mobile home, because of present regulations and attitudes in the military service, is treated in a manner that is discriminatory, unjust and detrimental to the solution of the problem of family housing for military personnel and to the individual concerned.

Provision and allowances are made for the shipment of hold baggage and household goods (packing and crating, shipment, and storage). In addition to this, a dislocation allowance is granted ($96.90) on a permanent change of station. When the serviceman with a mobile home elects to take his mobile home with him he must forfeit these allowances to accept a "trailer allowance" which covers only 50 to 60 percent of the cost of moving his mobile home. The balance

of the cost must be paid by the serviceman from his own personal funds or savings. This only too often results in a hardship on the serviceman's family.

The present allowances are outmoded, in all probability, because they were established before the development of the mobile home. These allowances are based on the assumption of moving a unit known as a house trailer, which is 8 feet in width and less than 35 feet in length. This unit can be towed in most parts of the United States by the family car with few if any restrictions or limitations. It can readily be seen, that because of size, this unit could hardly be considered adequate housing or living quarters for a family. The mobile home refers to a unit 10 feet in width and usually between 45 and 55 feet in length. The 1960 mobile home, not only meets the requirements for family living quarters, but in many cases has the qualities to surpass anything found in most of the housing available in the vicinity of many military installations. The mobile home has adequate space, controlled heating and air conditioning, fully equipped with the latest, modern sanitation facilities, including hot and cold running water, toilet and bath (both tub and shower), self-contained within the unit.

Most States have special laws and regulatory statutes governing the transporting of mobile homes. A few States require that all movement of mobile homes be done only by ICC licensed carriers. Most others require that the towing vehicle be of a special type meeting certain specific requirements. Some routes of travel require that there be an escort vehicle or flag car to precede and accompany the mobile home over the distance of the route. Before permits can be obtained for movement, specific insurance requirements must be met, cost for which is a minimum of $200. Cost of permits for a coast-to-coast haul will average $100. To this, add the cost of oil, gasoline, and operating expenses and it can readily be seen that it is an impossibility to move a mobile home at the cost of the authorized allowance of 11 cents per mile. Cost of movement by a commercial carrier is between 35 and 45 cents a mile. The present allowance granted for movement by commercial carrier is 21 cents per mile. For the serviceman with a mobile home, any permanent change of station is a costly affair, as can be seen by these facts.

It is because of this prohibitive cost of moving, that so few military personnel have found it possible or practical to get mobile homes for quarters for their families.

Mobile homes could be moved by the service as readily as household goods. It would be little or no additional work on the transportation officer. There would be a saving to the Government as it would cost less to move a mobile home than to pack and crate, store, and ship household goods. As the transport of mobile homes will increase, the shipment of household goods will decrease. Projected over a period of 5 years, savings estimated would be several millions of dollars. Family housing being one of the foremost problems of all military services today, the transportation of mobile homes at Government expense, would remove the cost obstacle and encourage personnel living in trailers and inadequate housing to have mobile homes.

As a further cost saving to both the Government and the individual serviceman, a mobile home park should be established at all installations, similar to that at Fort Benning, Ga. Each mobile home unit would eliminate the need for a Capehart or Wherry unit at a saving of $10,000 per unit to the Government. This would also eliminate the serviceman having to travel long distances to and from his organization. It would relieve the traffic congestion and hazards of highway travel in the vicinity of the military bases. Being on the base, it would encourage greater use by the serviceman and his family of the clubs and messes, post exchange facilities, movies, etc. Many NCO clubs, now operating at a loss, would then show a profit. This would also give a needed reawakening to the social functions at many installations, and by bringing the serviceman back to the military community as he was prior to World War II, add to the discipline and morale and esprit de corps of the services.

As good as many trailer parks in the civilian community are, all too often they have made provisions only for trailers and mobile homes and no provisions for the children of the families living there. Playground facilities cost money. Trailer parks servicing the military are interested fundamentally in profit. The serviceman is forced to take what he can get at what he can afford to pay. Why is it that the children must be the ones to suffer? Is it the fault of the parents that they have no companions and no place to play?

Prior to World War II, the military services were concerned primarily with the military. Conditions have developed so that today, before anything is done

by the military, the question is asked, "How will this affect the civilian community in our vicinity?" More consideration is given to whether or not this action will have an adverse effect on the civilians than on the good and betterment for the military personnel. This has led to bitter feelings and in many cases has served as a deterrent to reenlistment. With the curtailment of more and more of the fringe benefits, more and more of the top skilled personnel are rejecting the military service as a career. It is just impossible to live at civilian cost on military pay.

The serviceman on active duty too often finds himself the forgotten individual. Legislation has been passed enabling him to buy a home or to invest in real property. He may move into a new house for a downpayment of less than $400. However, the nature of his duty makes this impractical and foolish. With the best assurances, he never knows from one day to the next just how long he will remain at a specific station. At most, he can only hope to stay there from 18 months to 2 years, which is hardly long enough to give him an equity in the property, and with fluctuations in values caused by a mass troop exodus, he is the one that has to take the loss. To purchase a mobile home requires an initial downpayment of from $1,500 to $2,000. A serviceman with a family to support is living from payday to payday, going without some necessities in order to have others that are needed more desperately. He is often forced to find employment during his offduty time and in a large number of cases the wife is forced to seek work outside of the home to supplement the service income, to buy the things they must have to live. At some stations, the cost of living is much higher than it is at others, but even at the best it is almost impossible to acquire a very large savings balance. No sooner is a bit set aside, when along comes an emergency of some sort to wipe it out and put the serviceman in debt again. Any commanding officer that has a knowledge of his men, as he should have, will attest to this. There is not an organization in the service which does not receive its share of letters of indebtedness on service members unable to meet, or failing to meet, their obligations. Army Emergency Relief, the American Red Cross, and other organizations have bulging files on these cases. The fact remains that if the serviceman is to own a mobile home, he must have some assistance. As this is the best type of housing to fit his particular needs and give him a decent place in which to live with his family, it is only fair that the Government give him the help he needs. This could be easily done by Government financing of purchases of mobile homes by military personnel. This could be legislation similar to FHA and other legislation which has been passed to purchase real property.

The three proposals discussed above:

1. Moving of mobile homes by the services the same as household goods.
2. Establishment of park areas at all military installations sufficient to accommodate all military personnel based there having mobile homes.
3. Government financing of purchases of mobile homes by military personnel.

would not only be of benefit to the serviceman and his family, but also would be of benefit to the Government by effecting savings of public funds in the amount of billions of dollars. They may also constitute a measure of preservation and survival. We have accepted and adopted the pentomic concept of warfare for our battle troops. World War II and Korea have shown that war has no respect for the noncombatant. The development of weapons of mass destructive power progresses from day to day. Massed populations or material are prime targets. These facts may force us to evacuate and abandon our military installations on a sudden change in the military situation. The present practice emphasizing construction of permanent-type housing, with no provision made for a type of housing that may be moved easily and speedily in a minimum amount of time, is not only a gross waste of public funds but a form of suicide as well. When the balloon goes up, the warning lights flash, and the sound of the first explosion is heard, it will be too late then to start thinking of the thousands of families living in permanent-type housing and to start making some provisions for them to have some other place to live. A plan for dispersal must be made now. We must select the widely separated locations to which these families will be sent. We must have a way to house these people, provide them with medical care, food, water, and essential services. This will be a problem we cannot wait to solve.

Personnel occupying Government quarters, onpost housing, are required to vacate their quarters when orders are received for a permanent change of station

(PCS). The serviceman receiving orders for an oversea assignment to which his family cannot accompany him, has only a short or limited time to find a place for his family to stay during his absence. To go to stay with relatives, either the man's or the wife's, is fine for a short visit. For a long, extended period, especially where there are two or more small children with the wife, is an entirely different matter. To find adequate rental property at the price the serviceman can afford on his income, is almost impossible in some communities. The serviceman would like to have his family near either his or the wife's relatives where they could get the help and assistance needed in case of an emergency or some unforeseen occurrence arising. Here is a problem facing all personnel now living in quarters, due to the recent Executive order returning families from overseas and halting further concurrent travel to oversea assignments.

There may be many arguments against the three proposals I have presented, but advantages to be gained are—

1. Savings in public funds totaling billions of dollars.
2. Adequate and improved living quarters for thousands of service personnel not able to afford decent quarters for their families at the present time under present regulations.
3. Correction of discriminatory practices, which are unjust and detrimental to the solution of the problem of family housing for military personnel.
4. Provision of a type of housing that will serve in event of an emergency to reduce unnecessary hardships and give shelter in event dispersal of families becomes necessary.
5. Provide a form of housing for families when servicemen must go overseas and leave their families behind.

While the three proposals alone may not solve the military housing problem, with firm support they will surely serve to help immeasurably in providing a solution.

MINOT AIR FORCE BASE, N. DAK.

U.S. SENATE,
COMMITTEE ON APPROPRIATIONS,
August 2, 1961.

Hon. JOHN STENNIS,
Chairman, Military Construction Subcommittee,
Senate Appropriations Committee, Washington, D.C.

DEAR SENATOR STENNIS: I was keenly disappointed in the action of the House in eliminating from the military construction appropriations bill the funds for the addition to the officers' open mess at the Minot Air Force Base in North Dakota. As you know, this addition was approved in the military construction authorization bill earlier this year.

It is my sincere hope that it will be possible to restore the $205,000 requested for this addition. This facility, I know, is very badly needed. The officers' open mess was constructed under the original authorization for the Minot Air Force Base, which at that time was a single fighter wing. It includes only 6,625 square feet of space. Since this base was originally authorized, the scope of its mission has expanded to incude a Strategic Air Command unit, a SAGE unit, and now the operation base for a Minuteman missile complex. It was originally anticipated that this base would have a complement of approximately 1,200 military personnel, officers and enlisted men. This has now increased to considerably over 5,000 and with no increase in the size of the officers' open mess.

This base is located 15 miles from Minot, N. Dak., which is the nearest community to which these officers can go for any recreation. Minot has a population of approximately 30,000. With the very inadequate space on the base and limited facilities in Minot, it is very difficult for the base personnel to entertain visitors. In fact, this facility is so small that it is impossible for the commander to utilize this facility for a meeting of all officers stationed on the base. I cannot urge too strongly that the full amount requested for the addition to the officers' open mess be approved by the Senate Appropriations Committee.

With warmest personal regards,

Sincerely,

MILTON R. YOUNG.

TRAILER COURTS

U.S. SENATE,
COMMITTEE ON ARMED SERVICES,
July 28, 1961.

Hon. JOHN STENNIS,
Chairman, Subcommittee on Military Construction Appropriations,
U.S. Senate, Washington, D.C.

MY DEAR MR. CHAIRMAN: Recently an enlisted man stopped by to see me, complaining of the action taken by the House Committee on Appropriations in deleting an item from the military construction appropriation bill (H.R. 8302) providing for the construction of trailer courts at various Air Force installations.

One of the House committee's objections to the item was the long-time amortization of the construction cost, as personnel would pay a flat rate of $6 per month for occupying the trailer parking spaces, and the estimated cost is $2,000 per parking space. Sergeant Davis suggested that servicemen would be glad to pay a higher monthly rental and suggested $25 a month as a fair charge.

I have not studied this matter sufficiently to be informed one way or the other, but I would appreciate it if your staff could take a look at this so your subcommittee members could be advised if there is any merit in my constituent's suggestion and consider it when you mark up the bill.

Sincerely yours,

HENRY M. JACKSON, *U.S. Senator.*

NAVAL RADIO RESEARCH STATION, SUGAR GROVE, W. VA.

DEPARTMENT OF THE NAVY,
OFFICE OF THE SECRETARY,
Washington, August 2, 1961.

Hon. JOHN STENNIS,
Chairman, Military Construction Subcommittee, Senate Appropriations Committee,
U.S. Senate, Washington, D.C.

MY DEAR MR. CHAIRMAN: This letter is in reply to the request of Mr. Rexroad, of the Senate Appropriations Committee staff for a comment from my office upon the requirement for the U.S. Naval Radio Research Station, Sugar Grove, W. Va., as presently programed.

As you can understand, a project of this complexity and magnitude requires continuing scrutiny. We have reviewed this project with officials of the Department of Defense, and are again reviewing all aspects of it to assure that the correct decisions are being made. Because of these reviews and because of the unique nature of this facility, it has often been the subject of speculation in the press and among interested people. This speculation sometimes leads to unfounded rumors.

The purpose of the current review is to develop beneficial guidelines for more efficient construction of this installation and at the same time to reassess the need for an antenna of this size and sophistication to cope with the known demands of scientific and military problems.

I wish to assure you, therefore, that it is the intention of the Department of the Navy to proceed with the construction of the U.S. Naval Radio Research Station at all possible speed consistent with the complex engineering problems involved and with sound fiscal management. We have accepted the provisions of section 113 of House Report 8302. The amount of $135 million is considered adequate for completion of the project as now planned. I am sure you will appreciate, however, that this cost estimate does not provide for new or unforeseen developments which may arise during construction of this unique facility.

Secretary BeLieu, who is conducting this review with Secretary Wakelin, has been requested to keep you informed on a timely basis of the significant aspects of the study.

Sincerely yours,

JOHN B. CONNALLY.

LIBRARY FACILITIES AT U.S. MILITARY ACADEMY

U.S. SENATE,
COMMITTEE ON APPROPRIATIONS,
August 3, 1961.

Hon. JOHN STENNIS,
Chairman, Subcommittee on Military Construction, Committee on Appropriations, U.S. Senate

DEAR MR. CHAIRMAN: Attached is a statement I wish to submit to you and other members of your subcommittee in connection with funds for library facilities at the U.S. Military Academy.

Your consideration of this matter will be appreciated.

Cordially,

ALAN BIBLE.

Mr. Chairman and members of the subcommittee, last spring it was my privilege as a member of the Board of Visitors at West Point to review existing policy and needs at our U.S. Military Academy.

As a result of this visit I became aware of the deficiency in the library facilities. The present library was constructed in 1841 as an observatory with space set aside for library facilities. During the years the library facilities have been tested to capacity and the need for a new building is urgent if ample storage space is to be provided to house the large accumulation of books.

The fiscal year 1962 military construction authorization bill provides authorization for $4,222,000 for construction of a new library. The House Appropriations Committee reduced this appropriation $222,000.

I am advised that first plans for the library called for an estimated expenditure of over $5 million. This figure was trimmed after conferences by the officials at West Point, the Bureau of the Budget, and the Department of Defense, with a cut in square footage of the proposed building of 42,000 square feet with a resulting cut in cost. This cut, quite naturally, reduced the available space for book storage.

If the appropriation is to stand as passed by the House, I am advised by competent authorities that further delay will be caused in construction. It will be necessary to completely redraw the plans at an estimated cost of $75,000.

It is anticipated that actual construction will be delayed 1 year, resulting in increased costs.

For the above reasons I strongly urge your committee to give serious consideration to appropriating funds to meet the full authorization.

STATEMENT BY SENATOR PAUL H. DOUGLAS ON PROPOSED TRANSFER OF THE QUARTERMASTER FOOD AND CONTAINER INSTITUTE, CHICAGO, ILL.

AUGUST 2, 1961.

Hon. JOHN STENNIS,
Chairman, Military Construction Subcommittee,
Senate Committee on Appropriations,
U.S. Senate.

DEAR MR. CHAIRMAN: On July 25 the House of Representatives reaffirmed, for the second time this year, its judgment that the proposed transfer from Chicago, Ill., to Natick, Mass., of the Army Quartermaster Corps' Food and Container Institute is unjustified. During floor consideration of H.R. 8302, the military construction appropriation bill now before your committee, the House voted, 241 yeas to 170 nays, to strike from the bill a $3,800,000 appropriation to pay for this unjustified transfer.

The House of Representative's strong views on this matter which have resulted in its rejection of this proposed action, the overwhelming evidence against such a move, and the unjust and inadequate procedures followed by the Army in attempting to justify it impel me to address your committee.

I ask that the Appropriations Committee give careful attention to the record in this matter and that it sustain the action of the House by rejecting this appropriation item and by insisting that a fair and thorough study—including opportunity for affected Chicago people to bid on furnishing a new building—be completed before the Army's request is again considered.

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The transfer of this facility to Natick, Mass., has not been shown to be in the public interest. Such a move would be uneconomic on its face. Moreover, the Army's overanxious efforts to get this move through the Congress have resulted in insufficient study, denial to affected parties of the information and notice necessary to afford them a just opportunity to reply to the Army's allegations, and confused evaluation of the facts.

In the years since the Food and Container Institute was established in Chicago in 1936, it has become the central Army organization for basic research in food, nutrition, military rations and food products for the armed services, and for research in the development of containers to hold and protect food items. The Army now proposes, on the alleged grounds of "economy," to tear up this established facility and transfer it to Natick, Mass.

Before discussing the validity of the Army's "economy" justification for this transfer, it is important to take note of the procedural circumstances surrounding the Army's effort to get this move through.

When plans were first made in 1952 for the creation and expansion of Quartermaster facilities at Natick, some of us felt this might indicate Army plans to transfer the Chicago Institute. However, the Secretary of the Army assured us that no such transfer was planned or considered. But last year the Army did make such an attempt which was apparently prevented by the very thorough House Appropriations Committee staff study and the questions raised by Representative Yates, myself, and other Members of Congress.

Despite the recommendations of the House Appropriations Committee staff investigators, the Army tried again this year. During consideration of the military construction authorization bill, the House approved an amendment offered by Representative Yates which deleted the funds to move the Institute to Natick, and ordered an investigation by the Advisory Board on Quartermaster Research and Development of the National Research Council.

Representative Yates, before offering his amendment, had asked the chairman of the task force which would make the investigation how long it would take to make a fair study, and he was told it would take about 30 days. But the Secretary of the Army showed his determination to push through this proposal without careful examination of the facts by insisting that the Board complete its hearings and report in 1 week. So with little warning the affected people in Chicago were notified there would be a single day of hearings in Chicago. There can be little doubt that these hearings were unfair and were not meant to be fair. The recommendation coming from this so-called study was easily predicted.

I should think any Member of Congress who stands for the principle of making decisions based on fair and adequate study would not want to support a move justified only by a rigged and hastily called hearing and a rushed report.

In this connection I would ask the committee to consider another exceptional circumstance. The Army claims one reason for moving the Institute is that the building it presently occupies is inadequate and it would be cheaper to build a new building at Natick. The fact is, however, that despite repeated requests the Army has refused to furnish to the affected groups in Chicago and to Members of Congress the specifications for the building the Army says it wants built. We concede that the present building is inadequate, but we insist that if the Army has any intention at all of being fair it should at least make these specifications available so that local groups—in other cities as well as Chicago—may bid on providing the building the Army says it needs. But despite repeated requests, the Army has gone ahead with its plans without even inquiring into the comparative economies of a new building in Chicago—which the Illinois Institute of Technology is ready and willing to provide.

I ask the committee, how can the Army justify its "economy" argument when insofar as the building is concerned it has not even permitted an inquiry into the relative economy of securing a new building in Chicago as opposed to Natick?

Now, even though it would seem these questionable procedures would be sufficient reason to deny this appropriation until the facts are in, I would like to call to the committee's attention the reasons why this transfer of the Institute would not be economical.

First, I think we must consider what is to happen to the skilled force of technicians built up in Chicago. The House Appropriations Committee staff report—which is to be found on page 517 of the House committee hearings on this military construction appropriation bill—indicates that from one-third to one-half of the key technical staff would resign if the transfer is effected. The loss of top-level, skilled, and trained personnel is not economy.

Second, we should consider the lack of economy in divorcing the research institute from the two subsistence procurement agencies for all branches of the armed services, the Military Subsistence Supply Agency and the Army Subsistence Center, which are established in Chicago and which work closely with the Food and Container Institute.

Third, it should be overwhelmingly evident that Chicago is the center of the great food producing region of the country, and to move an established food research institute 1,000 miles to the east is less than logical. The Midwest is the center of the livestock industry, the center of wheat, corn, soybeans and the feed grains, and the center of the dairy industry. And Chicago is the center of the Midwest. We have no criticism to make of the eastern seaboard, but we do say that there is no evidence to indicate that Natick, Mass., is the most efficient location for a food research center.

Fourth, and in relation to the last point, I ask the committee to take note of the statement, appearing on page 513 of the House hearings, of the number and size of the industrial food laboratories around Chicago and Natick. In the States within a 300-mile radius of Chicago, there are 135 food laboratories with a total estimated commercial food processing capability of $6.9 billion. Within the same radius of Natick, Mass., there are 149 laboratories, but these have a total estimated commercial food processing capability of only $3.6 billion, only little more than one-half the capability of the Midwest plants. Surely there is no economy in taking the Institute 1,000 miles away from this great food producing region and the private food industries located there.

Finally, I ask the committee to keep in mind that the House Appropriations Committee staff report—which must be considered the only fair hearing to date in view of the questionable haste of the study ordered this year—recommends against this transfer and concludes:

"The staff is of the opinion the Army planning in reaching its decision to deactivate the CAC has been inadequate. The Army's claim that the closing of CAC is dependent upon the relocation of Quartermaster Food and Container Institute to Natick does not appear sound. Quartermaster Food and Container Institute occupies only 10 percent of the total space at this facility and is but one of a number of military and civilian tenants. It is felt that the Army has not realistically computed the overall costs involved in relocating all the tenants of the CAC. The staff believes the Army should reevaluate this entire proposal and that any decision to move the Quartermaster Food and Container Institute from Chicago should be predicated upon locating that facility where it can best perform its mission."

I deepy appreciate the courtesy of the committee in considering this statement. I hope the committee will examine the facts and find—as has the House in a roll-call vote for the second time this year—that the justification for this transfer and for this appropriation item has not been made. I urge the committee to sustain the action of the House of Representatives and to not reinsert this appropriation item.

PAUL H. DOUGLAS, *U.S. Senate.*

STATEMENT OF SENATOR JOHN L. MCCLELLAN IN SUPPORT OF AN APPROPRIATION FOR CONSTRUCTION OF HOSPITAL FACILITIES AT LITTLE ROCK AIR FORCE BASE

Mr. Chairman, I am grateful for this opportunity to bring to the Military Construction Subcommittee's attention a clearly recognized and urgent need for construction of a medical facility at the Little Rock Air Force Base in my State.

In his budget request for fiscal year 1962, President Kennedy asked the Congress to appropriate $1,900,000 to construct a modest, but adequate, 50-bed hospital at this gigantic Strategic Air Command base. Notwithstanding the President's request, the House of Representatives did not include funds for this purpose in H.R. 8302, the military construction appropriation bill for fiscal year 1962.

The Little Rock Air Force Base has been without a hospital since its construction in 1955, some 6 years ago. The current medical facilities—If they can be so denominated—at the base consist only of a dispensary located in an airmen's dormitory-type building. To illustrate the woefully inadequate and deplorably deficient conditions existing in the present building, I ask permission to have included in the committee's files some recent photographs. These pictures very vividly and accurately reflect the stark realities of the situation. The present building was designed as an airmen's barracks and that's all it can ever be.

Although the Air Force medical personnel have diligently and patiently made every effort to make the building serve as a hospital, it simply cannot do the job. I wish to emphasize that over 5,000 airmen stationed at the base and their dependents must rely on this meager facility.

This is a very serious situation, fraught with danger not only to the airmen and their families but to the surrounding communities as well, which could not begin to take care of an overflow and expanded patient loads in the event of a disaster or epidemic at the base or in the area. Because of the inadequate medical facilities at the Little Rock Air Force Base the Air Force now finds it necessary to regularly transport many patients to other bases hundreds of miles away for treatment. This is neither economical nor practical and certainly is not desirable from a medical or morale standpoint.

Furthermore, the need for a hospital will become even more pronounced as the Department of Defense proceeds with missile sites now under construction in the Little Rock area. The manning of these missile bases will bring new and greater demands on the medical facilities at the Little Rock Air Force Base and will find them even more insufficient and inadequate to meet the needs of the increased number of personnel. In this connection I might also state that certain units now stationed at the base that were originally scheduled for deactivation have recently been ordered retained in active service because of the current international situation. It, therefore, appears to be a certainty that the number of airmen and other military personnel in the Little Rock area will not decrease, but on the contrary, will increase substantially in the months and years ahead.

Mr. Chairman, the citizens of Little Rock, North Little Rock, Jacksonville, and other nearby communities are now strongly in favor of this hospital. I ask permission to have inserted in the record following my remarks a telegram I have received from Mr. Earl L. McCarroll, president of the Little Rock Chamber of Commerce, and a joint letter signed by Mr. Harry K. Dougherty, president of the Jacksonville Chamber of Commerce, Mr. John Harden, mayor of Jacksonville, and Dr. T. H. Wortham, chairman of the Jacksonville Hospital Commission, demonstrating support for this project.

Finally, I would again emphasize that both the Bureau of the Budget and the Department of the Air Force recognize the urgent need for immediate construction of this hospital. Already submitted for the record by the Air Force is its appeal from the House of Representatives' action in disallowing funds for the project. I quote from that document language that I believe very convincingly justifies the construction of this facility:

"It must be emphasized that there is no medical facility at Little Rock Air Force Base at this time and that the programed facility is to fill a straight deficiency.

"The Air Force has complied with all congressional requirements and policies in review, design, and programing of this facility. The Air Force urgently requests that this item be reinstated and approved as programed."

I most respectfully urge and request that the subcommittee recommend the budgeted $1,900,000 for inclusion in H.R. 8302, the military construction appropriation bill for 1962.

LITTLE ROCK AIR FORCE BASE HOSPITAL

JACKSONVILLE, ARK., *April 6, 1961.*

Col. E. G. SCHOGGEN
Base Commander, Little Rock Air Force Base,
Jacksonville, Ark.

DEAR COLONEL SCHOGGEN: A meeting of persons interested in the proposed hospital at the Little Rock Air Force Base was held recently. We feel that the conclusion of this meeting would be of interest to you.

As you know, there was considerable misunderstanding between the base and our local people as to exactly what part of dependent care the hospital would cover and what size hospital was to be constructed. After prolonged study and deliberation, we find ourselves now in accord with the proposed hospital of 50 beds now scheduled for construction.

Please be assured that each and every person involved has always felt the need for such a facility to care for military personnel at the Little Rock Air Force Base. We offer any aid that we can give in this program.

Sincerely,

HARRY E. DOUGHERTY,
President, Jacksonville Chamber of Commerce.

JOHN HARDEN,
Mayor of Jacksonville.

T. H. WORTHAM, M.D.,
Chairman, Jacksonville Hospital Commission.

CONCLUSION OF HEARINGS

Senator STENNIS. This concludes the hearings on the military construction appropriation bill for fiscal year 1962, except that we shall keep the record open until the close of business tomorrow for the purpose of inserting such records as may come in that have already been ordered admitted.

We will now take a recess.

(Whereupon, at 3:55 p.m., Tuesday, August 1, 1961, the hearing in the above-entitled matter was concluded.)

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