

Regional Command Bases

Project Overview

The Project is manpower rich and resources rich. The help of several key government members, career officials not politicians, they work to hide the project from public and official sight. This allows with care them construction of bases with some government scrutiny being diverted. Morrow Industries owned several of the major corporations including H&K, Bell Boeing and Oshkosh. This allowed the project access to state of the art equipment. The weapon load outs were updated in during 80's and 90's as the date of the war is set as 31.12.99.

Base Overview

There are ten regional command bases located in the continental United States. These bases have each either four or five states as their area of operation (A.O.). Each base holds the regional command team along with support equipment. They act as manned supply bases for the teams operating in that area. In addition to regional supply bases such as Delta base.

General layout of the base

Each base is completely buried with only three access points on the surface. The base itself consists of four levels, a reactor, warehouse complex and a communications and sensor array.

Surface

Before the war the location was disguised as a research station. The station being placed on level ground in a valley consisted of a small helicopter pad and several buildings. The activity of building the base was carried out during the construction of the research station. The main access tunnels were cut, most of the construction work was carried out as part of the "research" being done at the station. The project bought the surrounding land for 5 miles in each direction, this was to prevent people stumbling on the site. The "research" done at the station included forestry, environmental studies etc. The communication and sensor array were placed later in a nearby hillside just below the ridgeline overlooking the base. Caches containing materials to construct a runway were placed in the valley close to a pre-surveyed site. The research station was closed in 1998 and the buildings dismantled. All personnel and equipment were in place and the base was sealed. The main access points were concealed in three different ways the personnel access was covered with a hatch similar to the one found on caches, though designed to be opened and closed many times, it opens downward into the base. The vehicle ramp/tunnel was covered by a set of doors designed to operate like those on a bolthole. The main difference was that they were set flush to the ground and then buried. The aircraft lift doors were set in place closed and then buried, the intention being that the base personnel would uncover the doors and pad when the base went online. The pad is 50m on each side with the aircraft lift rising into the centre of the pad. The pad itself is constructed of steel and synthetic materials designed to be uncovered by the base personnel. A large steel door that moves sideways covers the lift shaft.

Access tunnels

The tunnels leading down from the surface are made of reinforced concrete. The vehicle tunnel slopes downward for a distance of 50m. 15m into the tunnel is a large blast door which drops into the floor to allow access upon insertion of a MPID, in a reader built in to the side of the tunnel, the rest of the tunnel is now visible at the far end is another blast door. If sensors placed along the tunnel detect contamination on the vehicles, the base's computer seals the tunnel and warns the base and occupants of the vehicle that decontamination will begin shortly. The decontamination cycle takes 10 minutes to complete with the water being collected by drain in the floor running the whole width of the tunnel. The drains lead off to special 10,000 litre tanks for disposal by HAZMAT teams. When the vehicle is clean the inner door opens and the vehicle can enter the vehicle bay on level one. The personnel tunnel is different in the fact it is meant to be open from the outside. In case something goes wrong with the base cyrotubes, personnel assigned to the base but placed in boltholes outside it can access it. A hatch at the top of a 30m tall stairwell covers the tunnel. The hatch is 1 meter square metal hatch with a slot for MPID's on one edge and a handle on the opposite edge. When an MPID is placed in it will swing inward along a hinge placed in that edge.

At the bottom of the stairwell there is a steel door set into the wall. The door retracts downwards upon the insertion of a MPID into a slot on the wall next to it. This leads into a small decontamination area. If the person entering is wearing a hazmat suit then they pass straight on into the showers else then disrobe completely then proceed. The discarded clothing is collected remotely for disposal. The showers only activate if the sensors picked up any contamination. The cycle takes 10 minutes and the waste is pumped to the same tanks as the vehicle tunnel. The next area is where spare clothes are kept in lockers along one wall, there are a wide range of sizes. Then access to level one is permitted through another steel door that also retracts downwards.

Level One

The first level consist of decontamination and the bases vehicle bay/repair bay. The access ramp leads down into a parking bay, which holds the bases complement of vehicles, This area is 300m in length by 200m wide, the ceiling height is 20m. Through a vehicle sized entrance in the far wall from the access ramp there lies the repair bay 100m by 50m by 20m. The repair bay holds twenty racks capable of holding the weight of any of the vehicles assigned to the base. The walls of this area are lined with tool lockers and spare parts for common project vehicles. The rest of this level is manly taken up by a complex of workshops and offices, the repair crews use these, and there are more workshops than offices. The workshops in this level can handle most normal engineering and weapon smithing tasks. One corner of the level is taken up by a aircraft lift 30m by 30m capable of lifting 30,000 kg up to the surface from level four. Access to the base by people on foot is via an access tunnel leading to a decontamination area. Access between the levels is via lifts or stairs located in the center of each level. The stairs are wrapped round the lift shaft, there are two personnel lifts and one lift for vehicles.

Level Two

This level consists of personnel quarters and kitchen, mess hall rec rooms, library, computer complex, hospital and offices for the command team including a map room/situation room. The personnel quarters spread over an area 50m long by 100m wide. The quarters consist of two single beds, a pair of lockers and a desk with a computer terminal connected to the base network. A shower stall, sink and toilet are located of every room. The rest of the level has a thirty bed hospital with two operating theatres, included are 10 Med units and two Bio-Comp's, a map room/situation room equipped with state of the art plasma display screens. The library takes up 150m long by 50m wide in the northern corner of the base. The library has a wide range of hardcopy books with a complete library on CD-ROM. More books are to be found in the southern warehouse complex. The bases computer network is run out of a small 10m by 10m room located on this level. Three servers run a network that supplies word processing, spreadsheet, CAD, programming and games to the base personnel. The hard drives hold any electronic data team members wanted storing, along with an extensive database covering medical, engineering, military and technical information. This data was kept up to date up until the base was sealed. Any team operating in the AO can store data here. There is approximately 400 Terabytes of store available. Installation disk and manuals can be found both here and in the southern warehouse complex. Also on file are terrain maps of the AO and general maps of the whole USA. These maps are designed to be updated from a morrow satellite in geosynchronous orbit.

Level Three

This level holds the aircraft hanger and stores. The hanger bay takes up 100m by 100m by 20m. The rest of the level mainly consists of storerooms containing stores that are expected to be used shortly i.e. food stores, spare parts, ammunition etc. The aircraft lift is located immediately adjacent to the hanger bay with access via a 30m by 20 opening onto the lift. An area just off the hanger holds the tools and parts for maintaining the aircraft.

Level Four

This level holds the environmental systems for the base including NBC filtration units and a 100,000-litre tank for fresh water. It also holds the access corridors to the warehouse complex. The aircraft lift is located near the western tunnel entrance for ease of movement.

Warehouse Complex

This complex is accessed by four tunnels leading out and down from the base along the cardinal points of the compass for 100m, at the end of each tunnel is a storage cavern. The northern cavern has three levels each 10m high by 50m by 50m. These are filled with vehicles for the first level and half of the second level the rest begin taken up with vehicle spares tires etc as is the third level. The access tunnel joins onto the third and upper most level. Access to the lower levels is via a lift platform. There are spare parts here to fully repair 200 V-150's, 100 XR-311's, 50 Commando Scouts, 50 Commando Rangers, 25 SK-5 hovercraft, 25 Airscouts, 25 Quequod class flying Science laboratory's, 25 Flying Dutchman class MARS ACV, 25 Albatross light recon ACV, 10 Science one 's, 10 Mars one's and 25 M2A2 Bradley's. The inventory includes such things as lubricants and some raw materials for new parts. The eastern cavern is the bases armoury and as such there are large 1m thick blast door every 50m down the tunnel. The tunnel's sensors raise these doors, as someone approaches. The cavern is split into 3 levels as the northern one, with small arms ammunition being on the first level, the second holding vehicle ammunitions. The third level holds other items including demolition equipment, explosives and mines. The southern cavern is set up like the northern one with the levels holding construction supplies and general project issues equipment. Included are coveralls, clothes, basic packs, boots, trade packs, electrical equipment, medical equipment, medical supplies, hand tools, nails, nuts and bolts, concrete and window glass to name a few items present. The Western cavern is different as it holds ten spare V-22 Ospreys in addition to the bases normal complement. The aircraft are located on the top of three levels with spare parts, lubricants and fusion packs being located on the lower levels. The access tunnel to this cavern is 15m wide to allow aircraft with their rotors stowed to be towed to the lift shaft. The fusion packs are used to replace ones on vehicles that run out of hydrogen.

The Reactor

Buried 250m below the base is the fusion reactor that supplies the bases power, The depth was chosen to protect the base if something went wrong and a meltdown occurred. The reactor has fuel to last until the year 2300. The access shaft is 5m square with a ladder and a lift cage running the length of it. The power lines for the base are located in a conduit in one wall of the shaft. At the base of the shaft are the control room and computer that run the reactor. The room 10m by 12m, along one wall is the computer and control board for the reactor. The other walls have tool lockers, fire extinguishers and spare parts lockers for the control room. This is to enable quick repairs of any faults in the control computer. Radiation protection suits are stored at the top of the shaft. A slab of lead and concrete 1 meter thick can be used to plug the shaft if a meltdown occurs.

Communication and Sensor Array

Located on a hillside overlooking the base is a communication array including microwave relays and satellite dishes, as well as radio antenna. The sensors mounted here consist of phased array radar and ground surveillance radar. With this array the base can reach any of the teams in its A.O. communication with prime base and the rest of the country is maintained by the satellite dishes and when erected the microwave relays as well as radio. Before activation the array is stored in its own bolt-hole. When activated hydraulic rams open the doors on top of the array and another raises the array into position. A tunnel leading from level one to the array holds the conduit carrying cables linking the array to the base. The tunnel also allows base personnel to repair any faults with the array without having to go above ground. The array can be retracted for maintenance, when this happens the doors close automatically.