

Open House Scheduled at Airport Today

CAA Installation To Observe 20th Year This Week

By BOB VROMAN

The Civil Aeronautics Administration, which, as a federal agency, has contributed greatly to the growth and safety of civil aviation in the United States, will observe the 20th anniversary of its inception Monday, June 23.

Today, June 22, open house will be held at the Medford airport to allow the public to view CAA installations here and observe the functions of the agency, according to Grant C. Bourquin, chief of Medford's combined station tower.

Other towns, cities, states and nations of the Free World will join the CAA in observing its 20th birthday and in celebrating Civil Aviation week commencing June 23. The open house days held at aviation facilities throughout the nation are designed to develop a better understanding of the effects of aviation on our country's economy and welfare.

People Encouraged

People are encouraged to get "behind the scenes" to see employees of the CAA working as a team to make possible safe, comfortable and expeditious flight.

There are 26 employed by the CAA in Medford, 11 in the station tower, four in the general safety division, five in the chief airways technical field office and six in the chief airways district office.

These men and women working with nearly a million dollars worth of equipment in this district, see to it that every possible precaution is taken to provide safe travel for the many aircraft that make use of the Medford airport and planes that pass within radio range of this station.

Functions Are Many

The functions of the CAA are many. The most apparent of these is air traffic control, in which the ground crews direct aircraft in flight with longitudinal, lateral or vertical separation from other aircraft.

Air traffic in the United States moves under two sets of rules. Visual flight rules (VFR) which are used in good weather, and instrument flight rules (IFR) which are required when visibility is restricted.

The CAA has been successfully directing air traffic since 1936. There were 10 controllers in the original group; now CAA employs 10,000 persons performing air traffic duties in 530 locations. The CAA's air traffic centers, towers and communications stations are linked by 130,933 miles of teletype and 135,764 miles of telephone lines, enabling them to work closely together bringing about a safe and orderly flow of traffic.

Modern Teletype Units
The modern teletype units located in the Medford tower can make direct contact with any station in the United States by means of a special automatic routing system.

Important also in traffic control are navigational aids which enable a pilot to follow an airway route assigned to him. The signals from these aids, such as the very high frequency omnidirectional ranges (VOR), form the structure of the federal airways. One such unit is located on Upper Table Rock and enables a lost pilot to be guided directly over the Medford airport, where he can intercept the ILS beam for an instrument landing if visibility is poor.

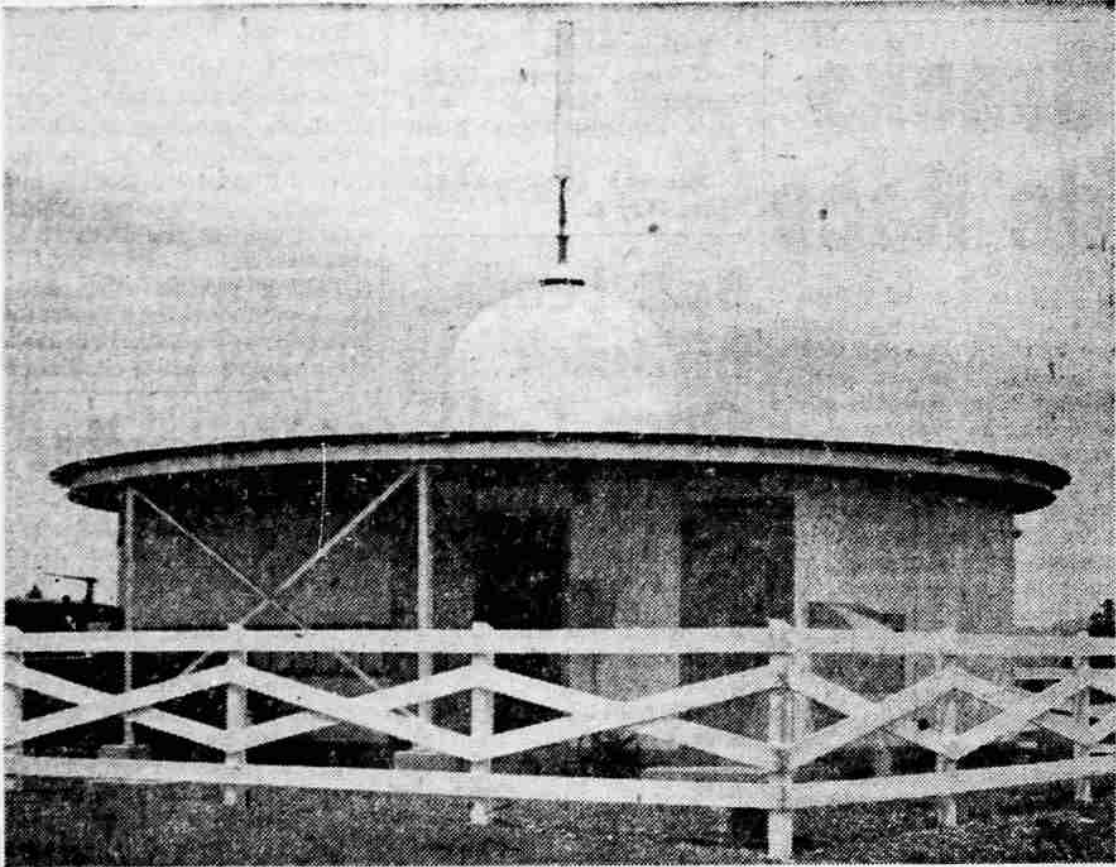
Under Construction
Now under construction at the Medford airport is a high intensity approach lighting system that will guide aircraft straight into the runway at the correct glide angle for a landing at night. The system is being financed solely by the CAA.

Another major function of the CAA is seeing to it that aircraft themselves are in top working order and that pilots are capable and in good physical condition. This operation falls under the general safety district office.

Periodic airworthiness checks are made on all aircraft, with a close look out for loose bolts, frayed or worn wires, cracked engine mounts and rust or corrosion on any small mechanical fault that might impair the safety of the craft. The aircraft maintenance inspector at the Medford CAA office is Harold G. Lane.

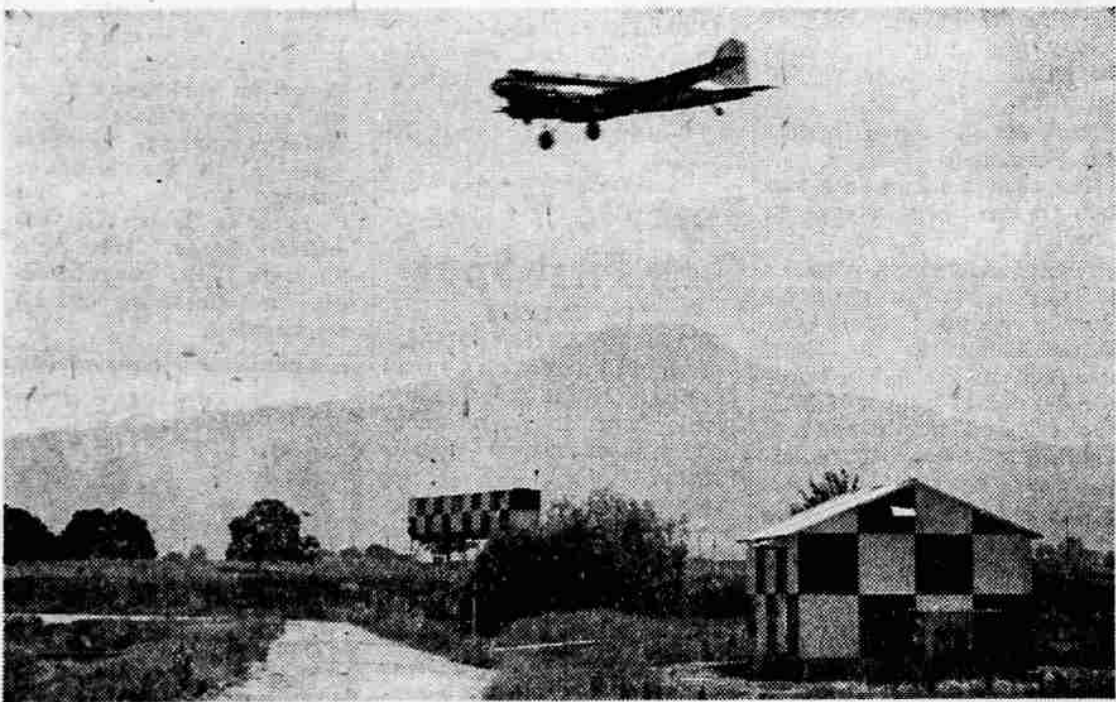
Airmen Inspection
Airmen inspectors in Medford are Carl J. Christianson and Robert Kagy. It is their duty to see that all pilots are proficient and meet with CAA license requirements. Pilots are also required to have periodic medical check ups, once a year for commercial pilots and one every two years for those who fly for pleasure. Airlines demand still more frequent physical examinations of their pilots.

The mechanic who works on a plane to keep it in condition, the pilot who flies it, the navigator and engineer aboard and the dispatcher who sends the plane on its



VOR BUILDING — Located on top of Upper Table Rock, this building is where very high frequency omnidirectional range signals are broadcast to aircraft to bring them safely to Medford airport when visibility is poor. The pilot, by watching two needles on his receiver, can head the ship straight

to where he can intercept the ILS beam for a landing. The addition of a TACAN unit, a simplified VOR system, will soon be installed at the building by the CAA. The TACAN receiver unit weighs less and takes up much less space in the aircraft than the older type, according to Everett Lasher, CAA airways technical district supervisor.



ILS SYSTEM — These two structures, located at the south end of the runway at Medford airport, house the power units and antenna of the instrument landing system installed by the CAA in 1953. When visibility is poor, a pilot can intercept an electrical "path" that will lead him, at the correct glide angle, right onto the runway.

Now being installed by the CAA at the airport is a 3,000-foot high intensity approach light system that will serve to guide a pilot to the runway visually. The banks of lights, spaced at 100-foot intervals, will be focused so as to indicate to a pilot whether he is too high, too low or off to the side in his approach for a landing.

At Medford airport, the CAA in 1952 paid \$100,000 as their share in erecting the \$175,000 tower and terminal building, helped pay for paving of the apron and laying of storm sewers in addition to standing a good part of the cost of paving taxi strips and roads.

They also participated in the installation of an instrument landing system in 1953, and have shared the cost of land acquisitions for runway extensions, clear strip areas and for the high intensity approach lighting system now under construction. The agency also paid more than half the cost of the recent reconstruction of the main runway at Medford airport.

Approach Lighting System
The full cost of the new approach lighting system is being paid by the CAA and in the near future they will help install a system of high intensity runway lights. The runway light project has already been sanctioned by CAA engineers and as soon as the detailed plans are approved bids will be let on the project, according to Medford Airport Manager Richard V. Hogan.

The job includes installation of new lights on the main runway and the transfer of the present lights to the secondary east-west runway, Hogan said. The CAA will pay 60 per cent of the cost of installing the new lights and 50 per cent of the cost of moving the old lights, Hogan said.

Important Part
The Medford airport and the CAA play an important part in the economy of southern Oregon, providing a payroll of \$500,000 annually for the 101 persons permanently employed there, according to a recent survey.

The city of Medford receives an annual income of \$40,000 for office rentals, landing privileges and miscellaneous fees. One airline alone pays an average of \$800 per month to the city. There are now 20 commercial flights leaving Medford airport daily in addition to many more flights by privately-owned craft, Hogan said.

The development of Medford's airport facilities are due primarily to the never-ending interest in safety of the CAA. CAA navigation aids and other installations, such as the instrument landing system, make it possible now to handle large volumes of traf-



CHECK MAP — Above, CAA Airways Technical District Supervisor Everett Lasher (left) and his deputy, Oscar Rassmussen, consult an aeronautical map of the Lakeview area while they discuss the installation of a new VOR transmitter there. Looking on is district secretary Drucilla Haverstick. Lasher's job is to oversee operation and maintenance of numerous pieces of CAA electrical equipment in Medford, Klamath Falls, Red Bluff, Montague, Crescent City and Arcata, Calif., that direct aircraft in flight. The airways technical district supervisor's office is located in the brick building south of the Medford tower that was originally occupied by the Air Force.



PROFICIENCY TRAINING—The 11 CAA employees who man the Medford airport tower and are directly responsible for the safety of our aircraft in flight, never finish training. Part of their job is the constant effort to learn more than they knew the day before about air traffic control. Above, Chief of the Combined Station Tower Grant C. Bourquin, left, goes over a theoretical problem in air traffic control with Airways Operations Specialist Robert Browne. All of the 11 employees make up and solve their own air traffic problems which are graded at the end of a 30-day period and necessary study is prescribed.

fic safely, attracting commercial air lines as well as private craft to make use of the field.

Main Factors
The strategic location of the airport, between Portland and San Francisco and the constant improvement being made by the CAA are main factors in the airport's growth.

Among plans for future developments by the CAA is the installation of a radar system here that will show on a screen any aircraft in flight, making it possible to track the plane and guide it to the field in darkness or bad weather.

Another improvement already in the forming stage is the installation of the new TACAN system locator, a simplified VOR transmitter, that enable a pilot to pin point his own location and fly by needles directly to the Medford airport. The installation will be made at the present VOR building on Table Rock.

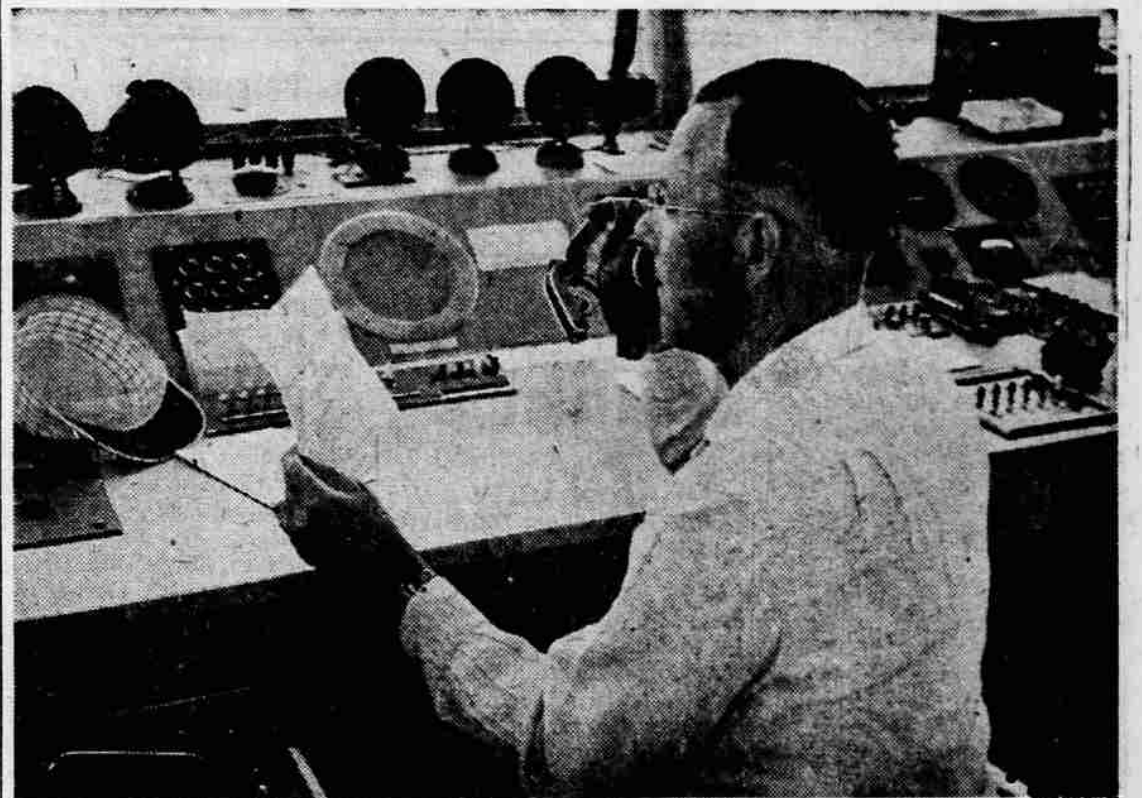
Other Aids
Other navigation aids now in use in this area include a low frequency beam station located about three miles north of the airport, fan markers at Tiller and on Evans creek and light beacons located at Siskiyou summit, Ashland, Gold Hill, Grants Pass, Sexton summit and Canyon mountain. The tower

and related communications equipment inside are all a part of the CAA's air traffic control system, as is the delta frame antenna tower at the airport that handles UHF air-ground radio communications. The instrument landing system (ILS) consists of a localizer transmitter building and a shelter housing an antenna that beams an electrical path for incoming aircraft to follow right down to the runway.

In charge of the installation and maintenance of this array of electric equipment is Everett Lasher, district airways technical supervisor, whose office is located in a building south of the Medford airport tower. His assistant is Oscar Rassmussen.

Come Long Way
The CAA has come a long way since the establishment of the Civil Aeronautics act in 1938, and now, on the threshold of commercial use of jets, the agency will continue to grow and provide facilities that will make flying even safer.

Watching over the flights of private planes and great transports will be a dedicated group of air traffic controllers and communicators that make use of every flight aid that has been developed to bring aircraft safely to its destination.



BROADCASTS' WEATHER — From a weather report that comes in on a special weather teletype in the Medford airport tower, CAA Employee Fred Edens broadcasts weather development directly to aircraft in flight. Another teletype in the tower is used for general communication between stations, and by an automatic routing system, an operator here can send a message directly to any CAA station in the United States. The men who work in the tower are specially-trained technicians that control flight traffic, guide in lost pilots and relay vital information to aircraft, looking after their safety on the runway and in flight. The tower is manned 24 hours a day.

Two Medford Boys Named to Positions

Corvallis — Two Medford High school students were elected to public office Thursday at the 22nd annual Beaver Boys State at Oregon State college.

Bob Sheldon, son of Mr. and Mrs. R. A. Sheldon, 521 South Grape st., was chosen superintendent of public instruction. Selected as a representative from the "County of Buxton" was Gary Cummings, also of Medford.

More than 450 boys are attending the six-day course on citizenship sponsored by the American Legion.

FAVOR CONTROLS

Portland — (UPI) — Wheat farmers in Oregon Friday voted overwhelmingly in favor of continued rigid controls over the 1959 wheat crop. Incomplete returns from the national referendum in wheat states gave the Oregon vote as 1492 in favor of extended controls to 218 against.

Wild buffalo have long been extinct in Arkansas, but they are still protected by law.

REPAIR EQUIPMENT—In the picture above, CAA employees Eugene Whitlock and Russ McCurdy of the airways technical field office, check radio transmitting units in the equipment room located under the top floor of the Medford airport tower. A testing unit is shown on the stand in the foreground. UHF transmitters and receivers as well as other communications devices are housed in the room. In order to insure constant electrical power to run equipment, the CAA has a power plant of its own at the airport that cuts in automatically in case of a power failure.



INSPECTS WIRING — Harold G. Lane, CAA Aircraft Maintenance Inspector, is shown above checking for defective wiring on a private plane at Medford airport. All aircraft, some 800 in all, in his district are given a periodic airworthiness inspection to make sure they are safe to fly. Other employees of the CAA general safety district office in Medford are Supervising Inspector Carl J. Christianson and Robert Kagy, both of whom are airmen inspectors, seeing to it that pilots have passed periodic physical examinations and are qualified CAA license holders.

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Former Manager Of Journal Dies

Portland — (UPI) — Gordon F. Law, former business manager of The Oregon Journal, died Friday at the Rinehart Clinic at Wheeler. He had been ill for some years with leukemia but had continued to lead an active life.

Law had lived with his wife at Arch Cape, Ore., following his retirement from The Journal in 1951. He was 71 at the time of his death.

Law was a native of Scotland and moved to Portland in 1910 by way of Toronto and Winnipeg. He joined The Journal in 1927 and was with the newspaper for 25 years.

BID AWARDED

Salem — (UPI) — The state highway commission Friday awarded a \$106,574 contract to Don Greene Construction company, Salem, for 1.74 miles of grading on the Cape Meares loop road about two miles north of Oceanside.

Pendleton Man Run Over By UP Train

Pendleton — (UPI) — Robert C. Wright, 47, Pendleton, was in critical condition in a hospital here Saturday after being run over by a Union Pacific freight train in southeast Pendleton early yesterday morning.

Wright was hospitalized with serious head injuries, chest contusions and an injured left foot.

Rail officials said he was run over by three box cars and four diesel locomotive units. Engineer Lou D. Hain, La Grande, said he didn't see the man in front of the west-bound train until he was about three car lengths away and then it was too late to stop.

The U.S. estimates 25 million persons are added to world population yearly.

There were 12 higher bidders for the federal aid project.

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