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Development of Airport in Ashland Is Being Considered



ASHLAND AIRPORT — Plans are in the works for development of the Ashland airport. Extension of the runway an additional 500 feet and widening it 50 feet are possible developments. The present runway is 2,670 feet long and 50 feet wide. Acquisition of land is the major problem in developing the facility. Sumner Parker, of Ashland, owns and operates the airport, in the center of the picture. (Whitland Locke Photo)

Ashland — The Ashland Chamber of Commerce has gone on record as supporting many proposed projects in and around the city.

It is supporting possible development of a boating regatta on Emigrant lake; development of a Mt. Ashland ski resort, and is urging development of picnic areas in the vicinity.

The chamber is also supporting development of the Ashland airport into what President Archie Fries Jr. terms "a first class small plane port."

Originally the chamber investigated possible development of the present airport into an installation that could accommodate large passenger planes. However, Fries said the federal aeronautics administration advised against such a plan because of complications presented by mountainous terrain on one side of the city.

FAA Recommendation
Fries then said the FAA had recommended extending the present runway an additional 500 feet for development into a first class small airport. The runway would be widened an additional 50 feet, he said.

Fries' report was presented in January. Since that time, the chamber airport committee has been busily investigating what can be done with the present facility.

It is owned by Sumner Parker. He has an agreement with the city whereby they provide a limited amount of maintenance of the runway. On occasion, gravel is hauled in.

Parker operates the airport. He lives about three minutes away on a farm. He has been flying since 1927, and likes to tell of taking flying lessons in 1927 from Tex Rankin, world champion stunt flier of many years ago. Parker bought his first plane in 1929, and flew it off of a hay field, now the Ashland airport.

Hangar Constructed
He had a hangar constructed a short distance from his house. In 1951 the present runway was installed by Parker. Crushed rock had been donated earlier by Earl Linsinger.

There are four hangars at the airport currently. Parker owns two and private individuals own the other two. The runway is 2,670 feet long, and 50 feet wide.

Parker is enthusiastic about developing the airport. The one stumbling block to runway expansion is land. It will be virtually impossible to extend the south end. Dead Indian rd. is a few feet from the end of the runway. Parker doesn't own land on the north end.

Used as Home Base
Parker says there are 11 or 12 planes presently using the airport as a home base. He points out that this number could increase if facilities were improved. He also is optimistic about the use the airport would receive during times that the Medford airport is fogged in. People coming to the Shakespearean festival also might use the airport, he says.

Ashland is in the center of present and potential recreation areas. Emigrant lake reservoir is a short distance away and Mt. Ashland will be close if a ski resort is developed there.

Response Fantastic
This is what has attracted the chamber of commerce's interest. Whitland Locke, chairman of the chamber airport committee, says response to the idea of developing the airport has been fantastic. The Oregon Pilots association has endorsed the plan, according to Locke.

He says the state board of aeronautics has offered to help in any way possible. Locke has visions of a combination airport and motor hotel being constructed near the site. He says the new Highway 99 freeway may be near the airport.

The chamber is hopeful the airport can be developed. Sumner Parker is hopeful it can be developed. Whether or not it will remain to be seen.

Increase in Savings Reported

New York—An upsurge in savings has been noted in Jackson county, as well as in every other county in the United States, as of June 15, 1960, approximately the beginning of the current fiscal year.

The combined deposits in Jackson county's savings and commercial banks came to \$64,347,300.

The upsurge is noted in figures released by the Federal Reserve system in its biennial report. It lists amounts on deposits in Jackson county, as well as in every other county in the United States, as of June 15, 1960, approximately the beginning of the current fiscal year.

The combined deposits in Jackson county's savings and commercial banks came to \$64,347,300.

Included in this total were time deposits (savings ac-

counts) and demand deposits (checking accounts) of individuals, partnerships and corporations as well as certain governmental and interbank deposits.

The savings portion of it amounted to \$22,846,300, according to the Federal Reserve report. That compares with a savings volume of \$21,283,000 in Jackson county banks when the previous survey was made, two years before.

It represents a growth in bank savings in the county of 7.3 per cent in the period.

Rise is Greater
The rise in the Medford area was greater than in most parts of the Pacific states, where it averaged 5.8 per cent. In the state of Oregon it was 6 per cent.

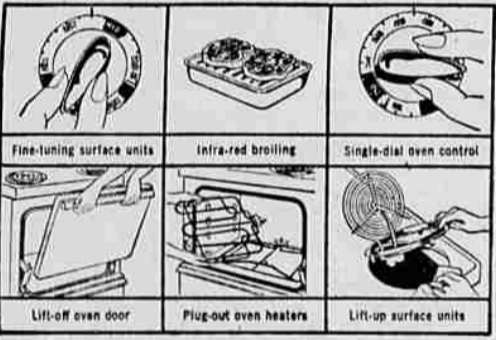
The commerce department estimates that Americans were setting aside in some form of savings about 8.2 cents out of every dollar of after-tax income they received during the third quarter of 1960. That was the highest rate of saving since the 1958 recession, it says.

What is the effect on the economy of this cautious attitude on the part of consumers? The analysts see both good and bad in it.

Reducing Debts
They point out that the people who are stashing away money in the bank are also engaged in reducing their outstanding debt. They will be in a better position, as a result, to buy that new car or that new refrigerator when the recession ends. However, at the present time, their cautious spending is cutting into retail volume.

On the plus side is the fact that the more money that is put away in banks, savings and loan associations and other financial institutions the more there will be available for mortgages and for other capital investments needed for business growth.

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Seminar Set for Organized Labor

Klamath Falls — A seminar for organized labor on the subject of the Labor-Management Reporting and Disclosure Act of 1959 will be held March 8 on the Oregon Technical Institute campus here.

Winston D. Purvine, director of Oregon Technical Institute, said labor groups have indicated they will assist with arrangements in cosponsoring the seminar.

The seminar will be conducted by two U.S. depart-

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