

Western Air Defense Command Celebrates Fifth Birthday Today



A GUARDIAN OF THE SKIES, this F-86D type all-weather radar equipped jet interceptor is expected to be the type the U.S. Air Force will station at the Klamath Falls jet interceptor base when the construction is completed and the base is fully manned some time late in 1956. The F-86D is manufactured by the North American Aircraft Co. and is powered by a General Electric afterburning J-47 type jet engine. The aircraft pictured above is firing its rockets which are carried in a carrier that is extended from the bottom of the fuselage for the firing. The F-86D carries 24 rockets.

HAMILTON AIR FORCE BASE, Calif.—Western Air Defense Force on January 1, 1956, will celebrate its fifth birthday as a unit of the Air Defense Command of the United States Air Force.

The organization, charged with the aerial defense of the western portion of the United States, is commanded by Major General Roy H. Lynn, with headquarters here.

The Klamath Falls jet interceptor base will be an important link in the defense set up of WADP (pronounced "waddup") by airmen as "Waddup" when it is completed and fully manned some time late in 1956.

WADP has announced tentatively that the Klamath Falls jet base will be stocked with a squadron of F-86D type all-weather, radar equipped, jet interceptors.

Originally activated in the fall of 1949, the embryonic organization grew slowly through 1950. It was then a sub-command of the Continental Air Command with operational control over aerial defensive forces for the West Coast.

On January 1, 1951, when Western Air Defense Force became a part of Air Defense Command, it had three wings of aircraft, two of them flying jet planes capable of day-time operation, and one equipped with the obsolete F-82 propeller driven "all-weather" fighter—the twin version of the World War II famed P-51, the Mustang. For early warning, Western Air Defense Force had only a

few radar stations, limited as to scope of operation.

Today the aircraft and the radar system are as modern as science and production lines can provide.

Throughout WADP's ring of bases, scattered to protect the states of Washington, Oregon, California, Nevada and Idaho as well as parts of Arizona, Utah and Montana, are the world's best all-weather interceptors—the F94C, the F-80D and the F98D all of which can carry out the air defense mission regardless of weather, in brilliant sun-lit cloudless skies or the dark of moonless, cloud hidden night. They streak at 600 miles or more an hour toward targets the pilots may never see except on radar—"blip" on the scope in the cockpit. In pods on their wings or tucked in their fuselages are deadly rockets, capable of blasting the mightiest bomber from the skies, fired automatically by electronic computers at the proper time.

Supporting the active Air Force are the Air Force Reserve and Air National Guard wings committed to west coast activities. Today, almost 100 per cent of the fighter aircraft of the Reserve and Air National Guard are jet propelled.

Keeping pace with the improvements in aircraft and armament has been the development of the warning system, geared to send interceptors into the air in a matter of minutes after the discovery of an "unknown" in the aerial system.

Permanent radar installations line the coast, the borders of the defense zone, and in the mountain approaches from "the back door." Billions in the gaps caused by mountains and other interference are smaller but equally effective radar sets, with the ring of warning completed by Ground Observer Corps posts, manned 24 hours a day in most areas by public-spirited and unpaid volunteers. The Ground Observer Corps reports to strategically located filter centers which "filter" out the known aircraft and pass reports of the presence and aerial directions of "unknown" to Air Force direction centers which direct the "scramble" of interceptors and, through radar, guide them to the potential aerial targets.

The early warning radar is being extended seaward with airborne radar sets carried in Super Constellation type airplanes, and dedicated Navy picket vessels, supplementing the coastal network.

To the North, vast networks of land-based radar stations are being located in Canada, extending even to the trackless wastes of the far North, near the Arctic Circle, to give the warning that is so essential with the tremendous increase in speed of modern bombers.

As aerial defenses expanded and the speed of aircraft increased, there came the formation, in September 1954, of the Continental Air Defense Command, with head-

quarters at Colorado Springs, Colorado. Its mission is to "defend the United States against air attack" and its present commander, General Earle E. Partridge, has not only Air Force but also Army and Navy components under his direction.

On the same date, Joint Western Air Defense Force was activated at Hamilton Air Force Base, California, to defend the western area of the United States against air attack. General Lynn, commander of the joint organization as well as Western Air Defense Force, in this command has Air Force, Army, Navy and Navy components under his direction.

As a result of this joint organization, in times of emergency all air defense capability of the three services can be brought under a single command.

Along with the expansion of the air defense system in the past five years have cropped up some problems.

"For instance," said General Lynn, "we have, in converting to an all-weather jet, the problem of community relations problem—the jets make a lot of noise. Occasionally they also break through the sound barrier, causing 'sonic booms'."

The Air Force has sought to improve this situation by changing flight patterns and attacking noise abatement problems.

"Our community relations goal," explained General Lynn, "is to

have our civilian neighbor worry and fret when he does not hear the jets—when he does not have the audible reassurance that 'someone is watching the store.'"

The "birthday" of Western Air Defense Force as a full fledged unit of the air defense team will pass without special observance. Although it falls on a day when much of the world is celebrating the arrival of a new year, the day is just another tour of duty to the men who man the defenses of the West Coast. Radar antennae continues their endless constant sweep of the skies, while alert eyes watch the scopes in dark rooms for the "blips" that could be aggressors. Dedicated volunteers will man the lonely lonesome towers which are the home of the Ground Observer Corps. Airborne crews man the radar sets in the Super-Constellations over the vast Pacific, while on the surface waves toss the crews of the picket ships. Jet pilots, wearing their life-jackets and parachute harnesses, are in the "alert slacks" at Air Force bases with their ground crews standing by, and with the pilots ready to take to the air in a blast of screaming fury as their jets seek the far reaches of the sky should "unknowns" be reported in the aerial defense system.

The five year old will spend the birthday as always—alert, ready expanding—as it carries out its mission which is to "defend the West Coast against aerial attack."

State Forestry Department Reports A Very Good Year

By PAUL W. HARVEY JR. GALEM (S) — Oregon's state foresters feel they've had a good year.

Fire losses were low. They made good progress against bugs. They continued to make progress in creating a new forest on the three-ravaged Tillamook Burn.

And they found out that Oregon, the leading state in lumber production, has a lot more standing timber than had been believed.

The State Forestry Department got a new boss during the year. Dwight L. Phipps, deputy state forester, was promoted to head the department. He succeeds George

Spaur, who went to Pakistan to teach modern forest management to that country.

After a big assist from rain in 1954 and 1955, the foresters thought they would continue to have exceedingly small fire losses in 1955. But in September, the weather turned hot and dry, blackening 33,000 acres of Klamath Lake, Jackson, Josephine and Malheur counties.

There were 1,618 fires during the season, and 821 of them were man-made.

At that, the total fire loss during the year was below average. The bark beetles, which had

threatened to destroy much timber, slowed down their attack. And 624,000 acres of Eastern Oregon timber were sprayed, killing 98 per cent of the spruce budworms.

The five-year assault on the budworm now is practically over. This bug once threatened to destroy the forests.

On the Tillamook Burn, forest rehabilitation now is 37 per cent complete. On this 354,000-acre tract, 29,946 acres were seeded during the year. One million seedlings were planted, and 500,000 snags removed.

For the 17th straight year, Oregon led the country in lumber production, cutting more than eight billion board feet.

Employment in the lumber industry reached the 105,000 mark. The state also took the lead in plywood production, and gained rapidly in pulp and paper production.

Worry Over Salk Vaccine Supply Reported Needless

By HART E. VAN RIPER, M.D. (Editor's note: This is the last of a series of five articles on what parents should know about the Salk polio vaccine. Under Dr. Van Ripper's direction the National Foundation sponsored the research development of the vaccine and he is in charge of the Foundation's program for vaccinating children in the first and second grades of school.)

"I understand the doctors have been told to give Salk vaccinations only to children five to nine years old until all of that age have had the shots. I am the mother of a child of three. Suppose there is not enough vaccine this year to go round. Does this mean my three-year-old may have to go through another polio season next year without protection?"

It is understandable that questions like this arise in the minds of anxious parents. But this mother would do well, I think, to stop "supposing" herself into a state of worry over the present priorities applying to the Salk vaccine.

In the first place, it now appears likely that enough vaccine will be available by next spring, and possibly sooner, for all American children. The U.S. Surgeon General, Dr. Leonard A. Scheele, whose office has charge of the release of vaccine, believes there will be enough to vaccinate all under 20 years old.

When that part of the polio vaccination program financed by the March of Dimes is completed—two shots for children in the first and second grades of school—physicians will have before them a voluntary plan suggested by the U.S. Public Health Service which will list recommended priorities by age-group for administration of the vaccine.

In this list, five to nine-year-olds will come first, because experience shows that this group offers the highest rate of paralytic polio. The American Medical Association already has asked its members to observe this priority.

As long as the vaccine remains in short supply, additions to the list are possible. In point of polio incidence, the age-group from one to five years is second highest. From nine years on, the percentage of incidence shows a downward trend.

Parents whose children today must wait their turn for the Salk vaccine should bear in mind that there is a good reason for these priorities, that they are grounded in good sense and that if and when good sense dictates changes in the schedule, these changes will be made.



PHIL E. SCHROEDER

Local Soldier Home On Leave

PFC Phil E. Schroeder, U. S. Army, is home on a 17 day leave with his parents, Mr. and Mrs. Phil D. Schroeder, 1321 Pacific Terrace.

Schroeder is stationed at Ft. Campbell, Kentucky, with the 11th Airborne Division, 503 Infantry Regiment. The regiment participated in one of the first Arctic weather drops of men and equipment at Tallekeeta, Alaska, last February during operation "Snowbird."

Schroeder graduated from the division's paratrooper's jump-school in July and now has nine jumps to his credit. He goes to Germany with his division in January.

A graduate of KUHS and a former Oregon State student, Schroeder hopes to resume his engineering studies at the conclusion of his present enlistment.

Annual Landscape Meeting Planned

OREGON STATE COLLEGE — The fifth annual landscape construction and maintenance short course, sponsored by Oregon State College's landscape architecture department, has been scheduled for January 17 and 18.

Winter injury to plant materials will be one of the major topics on this year's program. Open to the public, the two-day course is planned for interested home gardeners as well as landscape architects and contractors and nurserymen.

In past years, gardeners from throughout the Northwest have come to OSC for the course. Donald J. Martel, landscape architecture head, is general chairman.

Tourists Swamp College Campus

OREGON STATE COLLEGE — A record number of more than 18,000 persons visited the Oregon State College campus in 1955 to attend nearly 100 different conferences, conventions, field days or meetings scheduled for off-campus organizations.

A report by the department of information, which maintains an all-campus calendar, shows a total of 96 different scheduled events by off-campus groups with a total attendance of 18,635. This is an increase in number of visitors of nearly 4,000 over the previous year, though the number of meetings was six fewer.

The figures do not include the additional thousands of persons who come to the OSC campus for athletic contests, commencement exercises, concerts, lectures, Mothers and Dads weekends, convocations and similar public events.



DEPARTING TRAINMASTER Harvey A. Teal examines the "carpet bag" presented by fellow employees of the Southern Pacific Shasta Division at a party at the Winema Hotel Thursday, as Trainmaster P. V. Stone (left), Road Foreman of Engines Art Shoop and Mrs. Teal look on. Teal, who takes over a position in the personnel office in San Francisco this week, was also presented with a home movie camera at the affair, attended by more than 60 persons, including Division Superintendent A. W. Kilborn and Assistant Superintendent J. C. Slade. All departments were represented at the affair.

Trainmaster Teal Promoted To SF

A new trainmaster, C. E. Alward of El Paso, Texas, will take over the duties of Harvey A. Teal in Klamath Falls effective today.

Teal, who has been trainmaster here since February, 1948, has been promoted to the personnel department in the Southern Pacific general offices in San Francisco.

Except for two years, when he was in Mexico with the Sun Pacific de Mexico, Teal has been in charge of the railroad between Klamath Falls and Crescent Lake. He has also been in charge of operations on the Oregon, California and Eastern Railroad between here and Bly.

This was the second stint in Klamath Falls for Teal, who had worked here as a call boy and crew dispatcher in the early 1930's.

"That's how I knew everybody here," he said, "I used to get them all up in the mornings."

He began his railroad career in Tucson in 1923, and has worked on the Tucson, Los Angeles, Sacramento and Shasta Divisions. He came here in 1948 from the Los Angeles Division.

While in Klamath Falls, he lived at 513 Eldorado. His successor, a trainmaster in El Paso, will live at 1208 California Avenue.

Teal said he has worked closely here with the lumbering and logging industries and has made many special friends in those fields.

Some of the highlights of his railroading career, however, were the two years he spent in Mexico working with the SPdEM, an SP subsidiary which has since been sold to the Mexican government railway system.

"Manana" was the word of the day in the Mexican operation, he said, and the "El Costeno" the line's major "flier," was usually about a day late in its four-day run from the border at Nogales, Sonora, to Guadalupe, where it connected with the National Railways for Mexico City. The distance, 1106 miles, would take about 20 hours on a North American steam engine.

On one occasion, he said the train was only five hours late. This was considered to be a minor miracle.

Red tape in Mexico, he said, was vicious, especially for the foreigner working there. On one occasion, he recalled, the syndicate labor union slapped a sanction on him because the company had failed to obtain the necessary permit for him to work and he had to leave the job.

The next time he went to Mexico, he said, they had his permit.

He also recalled the time a mixed train set out for repairs and was stuck without the passengers which had been riding in the car.

The car, jammed to the guards with passengers, their livestock and baggage, the way Mexican local trains are, was switched off the

Engineer Gives Estimate Of Redding Road Damage

J. W. Trask, district engineer of the California Division of Highways at Redding, says it is now possible to get an idea of the damage sustained by the Redding District during the recent storms. He gives an estimate of \$3,313,000. This damage is distributed as follows:

An estimated damage of \$432,000 is in the Quincy Maintenance District. This includes Plumas County, a short section of Butte County in the Feather River Canyon, and a short section in Lassen County near the Nevada state line. This covers a stretch of Jarbo Highway, which will probably require seventy-five thousand yards for restoration. The balance of the damage is comprised of numerous washouts; one is along Indian Creek between Crescent Mills and the Feather River Highway. Numerous bridge repairs, slides, and miscellaneous cleanups will have to be made on the Feather River Highway for a grand total of \$438,000.

Trinity County was the hardest hit county in the district. It is estimated over a million dollars will be needed to restore the highway along the Trinity River beyond Junction City.

Repairing the Douglas City Bridge and the bank protection along the Trinity River about two miles east of the bridge will cost over half a million dollars.

The balance of the damage is general cleanup, repairing washouts, shoulder restoration, and opening culverts, making a grand total of \$1,513,000.

The damage in Lassen County is mostly composed of restoration of shoulders, removing minor slides, and repairing small washouts. However, in two locations of the Long Valley Creek, bridges and approaches were washed out. This is between Susanville and the Nevada state line. The estimated cost for restoration will amount to about \$105,000, grand total in damages for the county is \$152,000.

Siskiyou County was the second hardest hit county in the district. Scott River Bridge, near the mouth of the river on the Klamath Highway, was washed out and the estimated cost of replacement is \$200,000. Foster Creek Bridge, Patterson Creek Bridge, and approaches, and the Scott River Bridge all on the section of highway between Etna and Fort Jones, together with considerable portions of the roadway, were washed out and will require approximately \$330,000 for replacement.

It will cost over \$400,000 to restore the Klamath River Highway below Happy Camp. This county was the county that received the greatest damage next to Trinity County within the district. An estimated \$1,145,000 will be needed for restoration of the state highway in the county.

Modoc County received only nominal damage. It is estimated it will take \$50,000 to restore shoulders and clean out culverts.

Shasta County received a damage of approximately \$40,000. This will be required to restore shoulders, clean out culverts, and restore drainage.

Adult Classes Set At KUHS

Four winter term adult evening classes are scheduled at Klamath Falls Union High School to begin January 4 and 9, according to announcement made this week by General Extension Division's department of state-wide services in Eugene.

Initial meeting of the winter term is set for Wednesday, January 4, to 7 to 9:45 p.m. First course will be Painting (AA 290), a two-credit-hour course under instruction of Gordon L. Kessler, Supervisor of Art Education for School District No. 1 in Klamath Falls. Registration for either credit or non-credit is acceptable for this course.

Kessler is well known throughout the Northwest and has studied at the Art Institute of Chicago. Many of his paintings have been displayed throughout the Midwest as well as in this region.

Listed to begin on Monday, January 9 at 7 to 9:45 p.m. are English composition (Wr 111), Dr. Alvin Fellers, assistant professor of English for Southern Oregon College, Fundamentals of speech (Sp 111), Miss Mildred A. Peck, instructor in speech and English, SOC, and Audio-Visual Aids (Ed 435 G), Joseph V. LaClair, director of instructional materials for Klamath public schools with Dr. Curtis Reid, head of the department of visual instruction for General Extension Division.

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The three courses scheduled to begin January 9 will provide three credit hours. Registration may be accomplished for all evening courses at the initial class meeting or later by permission of the instructor. Fees are established by the State System of Higher Education and correspond to those in effect on state system campuses. Fee rates are based on \$8 per credit hour for credit or non-credit registration.

Detailed information may be obtained from the office of Charles Carlson, principal of Klamath Union High School or from General Extension Division, 1250 Emerald Street, Eugene, Oregon.

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Cold Damage Estimate Given

Delay winter pruning of fruit trees and shrubs until possible damage from the November cold spell can be determined, advise Oregon State College horticulturists.

Ralph Clark and C. O. Rawlings, OCS extension specialists, say weakened plant tissue could be further damaged by extremely cold weather. At the end of winter, they explain, dead wood can be cut away and surviving plant material given a chance to develop.