



THE PILOTS who fly the aircraft designed for defense of America are trained, many of them, in a jet T-33. Instructor-pilot is separated from trainee by a duplicate, identical instrument board. Instruction here is being given Ruth King on operation of ejector seat. A bail-out is a danger faced every day by the men of the Air Force.



LOAN OF LIGHTWEIGHT cotton broadcloth flying suits was accepted by Mayor Lawrence Slater, left, World War II Air Force pilot who also was getting a first jet ride, and Ruth King, second from the right. Second from left is Captain Royce and far right, Lt. Vance. Flying suits are equipped with many pockets for holding survival kit, small tools.



A PARACHUTE BRIEFING was given Ruth King before flight by Lt. Richard E. Vance, left, and Captain Royce. Nylon chute and harness weigh 13 pounds. Wearer sits on folded chute contained in canvas case which is strapped to shoulders and hips. A strong right hand, upward and out pull in an arc on "D" handle at left beneath the pilots hand, releases the canopy in case of a bail-out.



EVERY POSSIBLE precaution for the safety of trainee and pilot is taken before a jet trainer goes aloft. Flying hours are logged from the moment the aircraft leaves the runway until it whistles into the traffic pattern and lands. Weird looking gear worn here by Ruth King is a gas mask for inhalation of mixture of oxygen and air which automatically adjusts to varying altitudes. Tube connects to oxygen system of the plane. An indicator shows that wearer is receiving adequate supply.

H&Scribe Gives Report On Flight In USAF Jet

By RUTH KING

I am the first woman to fly in a jet from Kingsley Field, headquarters of the 408th Fighter Group of the United States Air Force in Klamath Falls, and one of the few civilians who has been permitted to take a flight in the U.S.

I had been alerted by Lt. Col. Raymond A. Thornton, commanding officer at the base, to be ready by 1 p.m. on Saturday, February 22. With my husband, my 6-foot son and two young granddaughters, I entered the colonel's office a few moments before the scheduled time to find Capt. Ray Royce, of the 28th Interceptor Squadron, stationed at Travis Air Force Base and his co-pilot, 1st Lt. Richard E. Vance, who had flown in that morning. Captain Royce, whom I knew, was a former resident of Klamath Falls, was my pilot.

We were driven to the ramp in an official Air Force car to find a silver T33 jet trainer with its distinctive Air Force markings, poised and waiting. This is the aircraft, cradle of America's air defense, in which Air Force cadets are trained for interceptor flying.

A small group of Air Force personnel and others had gathered to watch the take-off. I was assisted up a yellow ladder to the cockpit, dubbed the "pneumonia seat" by the men who rode in the narrow confines while learning to handle the stick, and absorb the knowledge that makes a man a pilot.

I had signed a document releasing the Air Force from any responsibility should a wing fly loose or other disaster overtake us. Flying men constantly face the hazard of fire and crash.

The officers tightened my seat belt, snapped the heavy rubber oxygen mask against my face to be sure there were no air leaks, saw that the connecting tube to the oxygen system of the plane was in place and Captain Royce settled in readiness.

It was 1:50 p.m. The sky was a gray with low scudding clouds. The ground men made a last second check. My heart was pounding like a trip hammer but I had no fear of the ride coming up. I was anxious to start.

The clear plastic canopy of the plane slid forward above us from the rear on its track, and closed with a final metallic click. Captain Royce had given a snapped hand sign a moment before, the aircraft shuddered slightly with the force of exploding fuel from its twin engine, we taxied past my family, turned down the runway behind a pilot car and were ready for the takeoff run. Two minutes from the time I had settled on my parachute seat, strapped to shoulders and legs, we were airborne.

An instrument board, identical to the pilot-instructor's prevented me from seeing him but his voice came back through my headset, muffled, not too distinct. He kept talking and I chafed at the thought of not getting every word.

"I'm sorry, I can't hear," I muttered into the rubber hose of my mask. I saw his profile briefly and his voice came clear with the switch of the intercom system.

"Keep talking to me," he said, assurance I suppose that the passenger in the rear seat had neither fainted nor was speechless with fright. I talked, asking questions, exclaiming.

The brown land slipped away as the blunt nose of the jet thrust upward toward the sky. There was no vibration nor sense of excessive speed for there were no landmarks for comparison. We pushed 12,000 feet . . . 14,000 . . . 16,000 feet and beyond. I watched the fluctuating yellow line on the instrument panel that shows that the proper mixture of air and oxygen is reaching the lungs for altitude flying. I looked down at the yellow handles of the ejector seat that boots you out into space with a "kick in the pants," in case of uncontrollable fire. Otherwise a pilot brings his aircraft to a forced landing.

We streaked toward Medford at 350 miles, 400, 430, 450 miles, turned and crisscrossed Upper Klamath Lake, Bear Island, a pinpoint in the murky waters, lit out for the upper reaches of the Sprague while Captain Royce, a native of the Basin, pointed out spots I could not recognize from the air.

There was a knot that felt big as a baseball beneath my breastbone. I fooled the skeptics, I was neither scared to death, had a buzzing in my ears nor was I air sick. I thought about (very briefly) how much I had yearned for a jet flight . . . how I had talked jet, thought jet, dreamed jet, until a fellow worker had dubbed me "Wings King."

The captain explained in terms I could understand about air speed readings in knots instead of miles, about the altimeter, atmospheric pressure, some of the things I had been learning at flying ground school. I experimented with my helmet, a metal contraption as heavy as a permanent wave machine mechanism. Air rushed in when I lifted the earphone. I clamped it back hastily.

The air in the cockpit was comfortable, even warm. I looked down. Trees on the mountains below were mere twigs against the snow. We circled high above Tulelake and flew southward, gauged speed by flying parallel to Hog Back but I wanted to experience what a jet could do. I wanted "the works" in the jargon of the Air Force. No sooner asked than done.

We banked sharply to the left for the effect of centrifugal force upon the body. A weight pressed between my shoulders, forcing me down, down, against the side of the cockpit, my head near my knees as the aircraft spun at high speed. "This is like spinning water in the bottom of a bucket about your head," came the pilot's voice, "the water doesn't spill out." The plane leveled off and the moment was over.

I had read about barrel rolls and was ready when Captain Royce began to explain the technique. "We do it like this, slowly. Keep your eyes open. Easy do it."

The left wing dipped, dipped, lower and over, cutting the air like a hot knife in a block of butter. We seemed suspended, motionless in space for an instant . . . the transparent canopy was beneath my face and I was staring straight down, pressing against the shoulder straps of my parachute, thousands of feet above "some place." The turn was complete and we flew on to dive and climb again.

I looked longingly at "the stick," with its knobs and red dots, the dual control used by trainee pilots who are talked through their training by the pilot instructor. I yearned to make the jet respond to my hand and I blurted out the question, "Can I?"

I did, with Captain Royce coaching, unseen from in front of me . . . "left, back gently, forward," and that winged beauty responded like a "quarter horse to rein." For five heavenly minutes I flew, the cap-

tain said without benefit of "manpower."

We had been up 50 minutes . . . had less than 200 gallons of fuel left . . . Mayor Lawrence Slater was waiting for his turn at the aircraft . . . the pilot's voice sought landing directions from the CAA range station. The new control tower, being built by the Air Force to "read flyers in" and minimize hazards, will be finished in July.

We came in on the traffic pattern and touched down at more than 100 miles per hour without a tremor, the base fire apparatus was on guard, my family and the air personnel were waiting.

I had been interested in flying since Lindbergh flew to Paris, and many years later with the importance of air defense in this country. I had wondered about the training of Air Force cadets and why many of them were trained at great cost (from \$110,000 to \$135,000) then left the service.

I learned that day, eight months after I wrote a letter to the commanding officer of the 552nd Early Airborne Warning and Control Wing, USAF at McClellan Field, that frequently higher competing wages in industry wooed them from the service. I learned too, about recommendations of the Cordier Report that proposes higher pay to Congress for the armed forces, a long range plan that will save this country money.

My Irish luck had held. I had flown in a T33 jet trainer and had landed safely. Now, I'd like to break the sound barrier.

"DENNIS THE MENACE"



"MOM? IS PEOPLE'S TOOTHPASTE OKAY FOR DOGS?"

Merrill Lodge Holds Event

MERRILL—Two new members were initiated into the Merrill Rebekah Lodge No. 181 following a short business meeting held Monday evening, March 3, at the Odd Fellows Hall. Welcomed as members into the lodge were Mrs. Kathleen Brickner and Mrs. Virginia Liskey. The initiation ceremony was directed by Mrs. Virginia Davis, noble grand, and her recently installed officers.

A gift of \$100 was presented by the Rebekahs to the Merrill Odd

Radio And TV Log

ED NOTE: The Herald and News is not responsible for last minute changes in the radio and TV schedules. They are published merely as a public service and are furnished by the various stations involved.

KFLW—CBS & ABC, 1450 KC
 Sunday, March 9
 8:00 News CBS
 8:30 Farm Service CBS
 9:00 Assembly of God Program
 9:30 News CBS
 9:55 24th Lake City Tabernacle CBS
 10:30 Hymn History
 10:30 Music
 10:35 Musical Variety Show CBS
 10:40 Voice of Prophecy
 10:45 Hymn Tune
 10:45 Klamath Falls Rescue Mission Program
 11:00 Weekend News ABC
 11:05 Christian in Action ABC
 11:30 First Presbyterian Church
 12:00 News CBS
 12:05 Luke Slaughter of Tombstone CBS
 12:30 Frontier Gentleman CBS
 12:35 Farm Road Show CBS
 1:00 News CBS
 1:05 The Best in Music CBS
 2:00 Old Fashioned Revival Hour ABC
 2:30 Radio Bible Class ABC
 3:00 Hour of Decision ABC

DAN SMOOT EX-F.B.I. AGENT REPORTS

The STARTLING FACTS about TAXES, GOVERNMENT, WORLD AFFAIRS, COMMUNISM, UNITED NATIONS, LABOR, and AMERICANISM BE INFORMED WATCH KOTI-2 SUNDAY 6:45 P.M. SPONSORED BY Dr. ROSS' PET FOODS

RC Drive Set In Weed

WEED—The Weed Red Cross fund drive will kick off Tuesday, March 11, with a house to house canvass to be initiated by 25 volunteer workers named this week by Elwin Adams, local chairman, and Mrs. Henry Reents, assistant. Local campaign workers are Mrs. H. C. Strother, Mrs. Edwin Hickey, Mrs. Aaron Thomas, Mrs. Willie Mitchell, Mrs. Walter Evans, Mrs. Erle Dick, Mrs. Delbert Doan.

Also Mrs. Leslie Kyle, Mrs. Irvin Andreeza, Mrs. Mary Young, Mrs. Joe Braden, Mrs. Glenn Tonkin, Mrs. Dan Barbieri, Mrs. Carmen Mazzel, Mrs. Harry Koch, Mrs. Kenneth Stone.

Mrs. C. Bontrager, Mrs. Magnus Marzahl, Mrs. Gena Marzoni, Mrs. Giessie Cunningham, Mrs. Sid Smith, Mrs. John Tallero, Wyna Scott, Betty Seitz and Nita Chiment.

Kenneth T. Stone, judge of the Weed Justice Court, is Siskiyou County Red Cross fund chairman, and is assisted by Jerry Edwards, superintendent of schools' office, Yreka.

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Tulelake Ph. 7-1512

7:35 Family Theater — MBS
 8:00 League of Women Voters
 8:30 News — MBS
 8:35 Hawaii Calls — MBS
 9:00 Saturday Hour — MBS
 9:30 News — MBS
 9:35 Harry Gray Show — MBS
 10:00 Hour of Decision — MBS
 10:30 Sign Off

Monday, March 10
 5:30 News Summary
 5:35 KFI Eye Opener
 6:00 News Summary
 6:05 KFI Eye Opener
 6:30 News — MBS
 6:35 KFI Eye Opener
 6:50 Sports Report
 7:00 News — MBS
 7:15 Today's Best Buys
 7:30 News — MBS
 7:45 Bill Stern Sportsheat — MBS
 7:40 KFI's Sports Mike
 7:45 Local Morning News
 8:00 Cliff Engle News — DLBS
 8:15 Over The Coffee Cup
 8:30 News — MBS
 8:35 Over The Coffee Cup
 9:00 News — MBS
 9:05 Over The Coffee Cup
 9:30 News — MBS
 10:00 Newspaper of Air
 10:15 Tello Test — DLBS
 10:30 News — MBS
 10:45 Musical Side Roads
 11:00 Gabriel Heatter
 11:45 Musical Side Roads
 11:30 News — MBS
 11:35 Musical Side Roads
 12:00 News — MBS
 12:05 Town & Country Time
 12:15 Local Noon News
 12:30 News — MBS
 12:35 News — MBS
 1:00 Glenn Bryan Show
 1:30 News — MBS
 1:35 Glenn Bryan Show
 2:00 News — MBS
 2:05 Glenn Bryan Show
 2:30 News — MBS
 2:35 The Jones Boy's Show
 3:00 News — MBS
 3:05 The Jones Boy's Show
 3:30 News — MBS
 3:35 The Jones Boy's Show
 4:00 News & Weather
 4:05 The Jones Boy's Show
 4:15 Hemingway — DLBS
 4:35 Gabriel Heatter — MBS
 4:55 Traffic Jam
 5:00 News — MBS
 5:30 News — MBS
 5:35 Matinee Melodies
 5:45 Chevron Health News — DLBS
 6:00 Edw. P. Morgan News — DLBS
 6:15 World of Sports
 6:25 Strangers True
 6:30 First Federal News
 6:45 Sports News — MBS
 7:00 Bill Stern Sports News — MBS
 7:05 Lives of Harry Lime — MBS
 7:30 News — MBS
 7:35 True Detective Mystery — MBS
 8:00 News — MBS
 8:05 Main Street
 8:30 News — MBS
 8:35 The Midnight Man — Teen-age Jamboree
 9:00 News — MBS
 9:05 Dan The Midnight Man — Teen-age Jamboree
 9:30 News — MBS
 9:35 Dan The Midnight Man — Teen-age Jamboree

10:00 PM Headlines
 10:10 Larry Jones Sports
 10:15 Mostly Music
 10:30 News & Weather Report
 11:05 Mostly Music
 12:00 Sign Off

KOTI-TV — Channel 2, California Oregon Television Inc.
 Sunday, March 9
 12:00 Youth Wants to Know
 12:30 Look Here
 1:00 Passport
 1:30 Face The Nation
 2:00 This is the Life
 2:30 Liberate
 3:00 Bob Hope
 3:30 Shirley Temple Storybook
 4:00 World Passport
 4:15 Dan Smoot Report
 4:30 Passport
 4:45 Weekly News in Review
 5:00 Ray Milland
 5:30 Jack Benny
 6:00 Ed Sullivan
 6:30 GE Theater
 7:00 Loretta Young
 7:30 Pat Boone
 11:00 News
 11:05 Sign Off

Monday, March 10
 11:40 Chaplains Corner
 11:50 Cartoon Time
 12:00 Big Payoff
 12:05 Brighter Than Yours
 12:10 Secret Storm
 12:15 Edge of Night
 12:20 Danny Thomas
 2:30 Arthur Godfrey
 2:35 Datto's Theater
 4:00 Feminine Fancies
 4:30 Devotion
 4:35 Garden Farm and Home
 4:45 Search For Tomorrow
 5:00 TV Question Box
 5:15 Western Marshal
 5:30 Our TV Westerns
 6:05 News
 6:15 Doug Edwards and The News
 6:20 Robin Hood
 7:00 Burns and Allen
 7:30 Talent Scouts
 8:00 Danny Thomas
 8:30 December Bride
 9:00 Studio One
 10:00 Your Name
 10:30 News
 10:35 Adventures in Knowledge
 11:05 Sign Off

KVIP-TV Channel 7, Redding California
 Sunday, March 9
 3:00 This is the Answer
 3:45 Town Crier — Linn & Fulkerth
 4:00 Quinlan
 4:30 Sayer of London
 6:00 20th Century Fox Theater
 "Ladies First" Gene Tierney, Dana Andrews, Clifton Webb
 Judith Anderson, Vincent Price
 8:00 Steve Allen Show — Color
 8:00 Christian Science Program
 10:15 Late Show — Shadowed Star
 Anita Louise
 12:00 Late News

Monday, March 10
 11:30 Luncheon With Jarro
 12:00 Matinee Theater — Color
 1:45 Modern Romances
 2:00 Truth or Consequences
 2:30 This is the Life
 3:00 Do You Trust Your Wife
 4:00 American Bandstand
 4:00 Inside Your School
 5:30 Karmal Cartoons, Little Rascals, Jerry
 6:30 Our Carnival Show "Dry Creek Case"
 7:00 Our Miss Brooks "Capistrano's Revue"
 7:30 20 Men
 8:00 Silent Service "The Jack at To-ki"
 8:30 Wells Fargo
 9:00 Lawrence Welk Top Tunes & New Talent
 10:30 Steve Allen "Pride of the Legion" Staxi Victor Jary, Ringo-Tie Jr.
 12:00 Late News

TOWER TU-4-8484 DOORS OPEN 12:30 P.M. LAST 2 DAYS!

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Feature At: 12:45 - 4:00 - 7:15 & 10:30 PLUS!

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Feature At: 2:40 - 5:55 & 9:10

ESQUIRE TU-4-4567 HURRY! ENDS SOON!

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Feature: 12:50 - 2:59 - 5:08 - 7:17 - 9:26