

JET SQUADRON WELCOMED BACK TO KINGSLEY



DIAMOND FORMATION — Four diamond formations of F101-B "Voodoos" flew over Klamath Falls Monday as aircrews that have been deployed to McChord AFB, Wash., for five months returned home to Kingsley Field. This fine aerial shot was made by an unidentified air-

crew member of the 322nd Fighter-Interceptor Squadron. It shows the precision flying that becomes a matter of routine with jet fighter pilots. The return flight from McChord to Kingsley took about 30 minutes.



TAXIING IN — One of Kingsley Field's F101-B "Voodoos" taxis into the parking area after landing on a return flight from McChord AFB, Wash. Visible at right is the door at the rear of the aircraft from which a "drag chute" pops during landing to help slow the huge aircraft. Crews from the 322nd Fighter-Interceptor Squadron flew the planes home. Ground crews and maintenance specialists from the 408th Consolidated Aircraft Maintenance Squadron also returned to Kingsley this week.

"Welcome Home!" That was the sentiment of the people of Klamath Falls this week as men and aircraft streamed back to Kingsley Field from McChord Air Force Base near Tacoma, Wash.

Air and ground crews returned to the base along with other support units. Fliers of the 322nd Fighter-Interceptor Squadron returned Monday in their F101-B "Voodoos" in formations led by Col. Rupert C. Welch, base commander, and Lt. Col. Phillip A. Rand, 322nd commander.

Wives and children were on hand at the base to welcome the men, who had been gone for five months. There will be a party Saturday night at the Officers' Club. Downtown merchants, under sponsorship of the Klamath County Chamber of Commerce and the Klamath Merchants' Association, have posted "welcome home" signs and several restaurants are offering free coffee Friday and Saturday to Air Force personnel.

Kingsley Field officers and airmen will be in uniform on those two days. Kingsley Field is one of the newest Air Defense Command bases in the Air Force. The fledgling local Air Force base is just five and one-half years old, having been reactivated on April 8, 1956. But the site occupied by the base and some of its buildings are more than 20 years old. And another military service, the Navy, owned the base in its earlier days.

The Navy constructed a few wooden frame buildings in World War II, laid a runway and used the base as a naval air station, primarily for training purposes. After the war, the base was deactivated and the buildings were divided between the city of Klamath Falls and the U.S. Bureau of Reclamation. The city used the airstrip as a municipal airport with the advent of commercial air travel and the Bureau of Reclamation used the buildings for storage and office space.

Then, in 1954, the Air Force selected the old Navy base as the site for a new Air Defense Command jet interceptor base. Pur-

pose of the establishment was to fill the defense gap between Portland in the north and San Francisco in the south. Construction began in May 1955 and the installation, tentatively named Klamath Falls Air Force Base, was reactivated in April 1956 with a nucleus of officers and enlisted men and no airplanes.

More than \$25 million has been spent to rehabilitate existing facilities and construct new ones, and much of that money has been spent locally. The base is one of the biggest businesses in the Klamath Basin with a population of 1,500 and an annual payroll in excess of six million dollars.

Although 290 families live in the government housing area near the base, Falcon Heights, many more Air Force families are interwoven into the fabric of the community.

Kingsley Field was named after 2nd Lt. David R. Kingsley of Portland, who won the Congressional Medal of Honor during World War II, at a public dedication on July 3, 1957.

First aircraft assigned to the base were the F86 "Sabre Jets." Pilots from the 322nd Fighter-Interceptor Squadron, then assigned to Larson AFB, Moses Lake, Wash., were transferred to Kingsley. The "Sabres" were replaced in May 1959 by the 101's, a two-seat fighter with greater speed and performance capabilities as well as a deadly radar-controlled armament system. The plane's second crew member, called the radar intercept officer, operates the airborne radar equipment.

A rash of construction at the base, with contracts totaling more than \$2,440,000 this year, punctures the balloon of those who say Kingsley Field is not permanent. As long as missiles and aircraft continue to share the job of air defense, Kingsley Field will be a vital part of the life of the Klamath Basin.

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PAGE 1-B



FEMALE PILOTS? — Three wives of 322nd Fighter-Interceptor Squadron pilots give their impression of how their husbands look in flying clothes. The wives are, from left, Doris Holman, Estelle Paulson and Bev Pelouquin and their husbands are, in the same order, captains John Holman, Delbert Paulson and Dale Pelouquin. The wives' signs direct the husbands to follow them to the Officers' Club.



SMALL BUT LOUD — Here is one of the smallest bands seen in Klamath Falls history. Robin Rand, left, son of Col. Phillip A. Rand, commander of the 322nd Fighter-Interceptor Squadron, blows a bugle fanfare, while Timmy McEachen, son of CWO M. A. McEachen, grins his teeth and bangs a cymbal. The boys turned out Monday to welcome their daddies back home.

Voodoos Are Top Interceptors

The F-101B "Voodoo" is a jet, is 67 feet 5 inches long and 18 feet high.

Possessed with a speed in excess of 1,200 miles per hour, the F101-B carries a pilot and a radar intercept officer and is capable of carrying Falcon Missiles and MB-1 "Genie" atomic rockets.

The Voodoos replaced the obsolete "Sabre" jets at Kingsley Field. They completed their first successful test flights in March, 1957, and have been considered one of the most perfect operational planes in the American aerial arsenal today.

COP LOSES RAINCOAT

INDIANAPOLIS (UPI) — While police inspector William Hague was in a police station Sunday someone stole his raincoat which was in his car parked in front of the station house.



THE BIG "BIRD" — The F101-B "Voodoo," pictured above, is the primary aircraft stationed at Kingsley Field. Flown by pilots and radar intercept officers of the 322nd Fighter-Interceptor Squadron, it is a twin-jet, supersonic all-weather interceptor. It is capable of carrying a mixed load of "Genie" atomic rockets and "Falcon" heat and radar-seeking missiles. The F101-B is built by McDonnell Aircraft Company, St. Louis, Mo.

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