

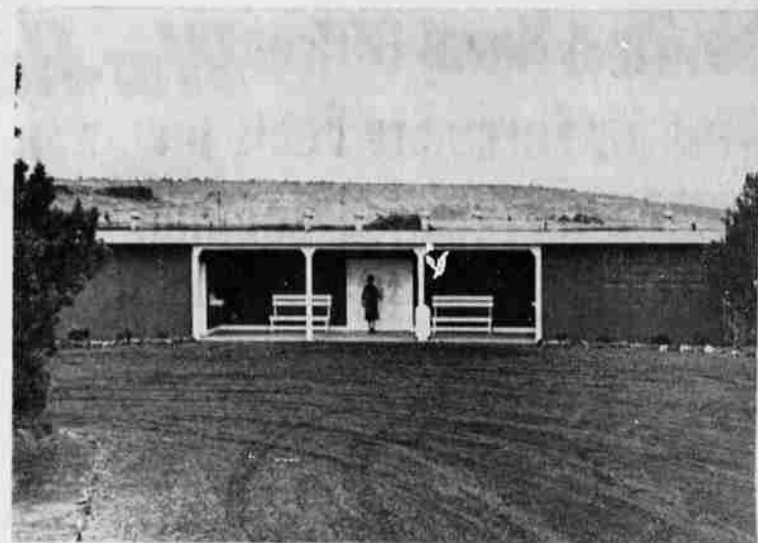
KLAMATH FALLS, OREGON, SUNDAY, FEBRUARY 10, 1963



**BONUS** — Tourists attracted to the Northwest by the World's Fair last summer found a bonus attraction in the new museum and observatory overlooking Central Oregon's Round Butte Dam project. The facility offers a view of the spectacular 1,000-foot deep Deschutes River Canyon and was visited by over 35,000 persons last summer.



**INTERESTING SPECIMEN** — Central Oregon geology fascinates many, and the Round Butte Observatory and Museum includes exhibits of the region's more interesting specimens. Here Dave Campbell inspects subterranean samples taken by diamond drill in geologic explorations prior to start of dam construction.



**EXTERIOR VIEW** — This is the exterior of the Round Butte Dam observatory which was constructed by the Portland General Electric as a permanent feature of the project. Not only can the visitor see salient points of the massive job from a 1,000-foot high perch, but within are artifacts and geologic specimens from the surrounding terrain.

## Round Butte Dam

Oregon sight-seers and tourists are in for a 1,000-foot high thrill when they visit the new Round Butte Dam observatory on the site of the Deschutes River project near Madras.

Though the dam is not scheduled for completion until 1964, sufficient progress has been made to afford an overall view of the immensity of the project, which is estimated to cost \$60 million. Inside the observatory is a scale model of the project showing the terrain and buildings as they will look when the job is complete. There were 35,000 tourists visiting the museum and observatory last summer.

Among the latest proposals affecting the electrical project are: A projected 500,000 volt intertie from the dam site to the new Pacific Power and Light Company substation at Klamath Falls.

An offer to build a 180-mile power intertie between the Columbia Basin and California made several weeks ago by the Portland General Electric Company to the Bonneville Power Administration.

Later the PPL interconnection would be supplemented by a tie directly between PGE and Pacific Gas and Electric Company, which proposes to construct a 500,000 volt transmission line between its Feather River plants and the Oregon border. PGE would also install a 300,000 KVA of substation capacity at the Round Butte site and have the interconnection facility ready for operation by late 1965.



**FASCINATED** — Ancient artifacts fascinate Dick Armstrong, visitor to Round Butte Dam Museum. Displays of Central Oregon wildlife are also a feature of museum on edge of Deschutes River Dam.



**ROCK SAMPLES** — The Deschutes region is happy hunting ground for rockhounds, so PGE's museum includes many samples from area. Here Peggy Taylor inspects some rare specimens from ranches around Madras.



**LARGE MODEL** — The museum and observatory, constructed by Portland General Electric as a permanent feature of the Round Butte project, includes a gallery and a large model of the dam, its reservoir and fish passage facilities.

## One-Time Naval Officer Wins Air Force Scroll For Liaison Effort Here

By RUTH KING

The imprint of accomplishment left upon a community with the successful effort to meld two units of society, the folks who call Klamath Falls home, and the newcomers, the military personnel at Kingsley Field, has been recognized and rewarded by the United States Air Force.

The Air Force Scroll of Appreciation has been presented to Lt. and Mrs. John Sterling of this city.

The citation is for the "rendering of meritorious service to the United States Air Force from April 8, 1956, to May 22, 1961. The personal interest, outstanding initiative, and wholehearted cooperation of Mr. and Mrs. Sterling have contributed materially to promoting and maintaining sound and understanding relations between the community of Klamath Falls, Ore., and the United States Air Force. Their unselfish devotion to public responsibility and good citizenship has been instrumental in furthering the public understanding and appreciation of the Air Force and its mission in maintaining world peace."

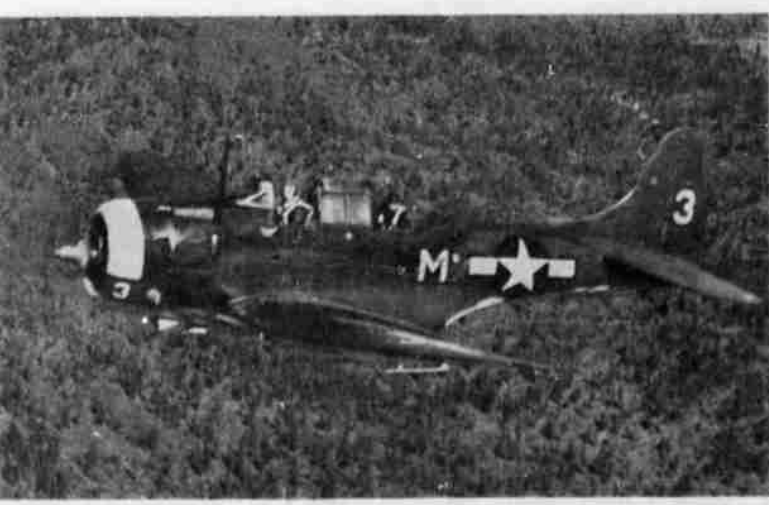
The contribution made by Lt. Cmdr. Sterling in public relations, which earned the award, was founded long before the dates mentioned in the formal recognition.

Early in 1944 while the haze of World War II still shadowed the world, a Naval Air Station was established here at what is now Kingsley Field under the Commandant, 13th Naval District, as a staging point for air groups and pilots returning from duty with the Pacific Fleet. These squadrons were reformed and after a short period of gunnery were sent out to the fleet with various carrier units.

"It was notably known," recalls former U.S. Fleet Air Commander Sterling, Naval Air Base, Klamath Falls, "that Klamath Falls with its wide range of climate was most suitable as a staging area," and that resolve was true also with the determination of the U.S. Air Force to establish Klamath Falls as headquarters



**FROM THE RANKS UP** — Lt. Cmdr. John Sterling, who has been flying for 45 years, and now a Klamath Falls businessman, played an important part in the Air Force in World War II in the training of gunnery squadrons at what is now Kingsley Field. Because of his outstandingly profound and sincere interest in the development and promotion of effective public relations between military personnel of Kingsley Field and the civilian populace of Klamath Falls, the officer has been awarded the Air Force Scroll of Appreciation.



**AIRBORNE** — Here, Lt. Cmdr. John Sterling piloted an SBD (Scout Bomber, built by Douglas Aircraft), also called the Douglas Dauntless, one of the fastest planes of World War II and the heaviest of the bombers. "It could dive straight down without a quiver." The flight was made from the then Naval Air Station in Klamath Falls during World War II years when Sterling was in command of the staging point for air groups and pilots returning from duty with the Pacific Fleet for gunnery periods and reassignment with carrier units. His bombardier is in the rear seat.

## Navy Trains To Fight Fire At Sea

U.S. PACIFIC FLEET HEADQUARTERS, PEARL HARBOR, Hawaii—Far back in the Paleolithic age, Man learned the uses and misuses of fire. Fire has provided the light, the heat and the power Man has required to exist and advance through the ages.

But fire is not always the servant of Man. Unchecked it is the world's worst natural destroyer. Nowhere is it more dangerous than at sea.

In most circumstances, people can run from fire, or they can retreat to more advantageous positions from which to fight it. Aboard ship, there is no place to go but the bottom of the ocean.

Each member of a sea-going crew must be an accomplished firefighter. He must be familiar with the intricacies of shipboard fires and the methods used to combat them.

The skill of the Navyman to control and conquer a fire at sea was graphically illustrated during the waning days of World War II. The aircraft carrier USS Franklin was attacked by enemy airplanes off the coast of Japan, and received two 550-pound bomb hits. Both bombs exploded among fully gassed and armed aircraft beneath the flight deck. Fires spread the length of the carrier, reaching toward fuel and ammunition stores.

Well-drilled damage control parties reacted immediately. For five hours, weary but determined men fought against stroke, flames and explosions. Due to their bravery and rigorous training, they were able to bring the fire under control and take their ship home to fight another day.

Knowledge and skill concerning principles of firefighting do not exist instinctively in the minds of men; they have to be acquired. The firefighting teams aboard the Franklin were trained in Navy schools to combat the kinds of fires that threatened to sink their ship.

Today's Pacific Fleet Navyman are prepared to fight the same kind of battle, if and when it becomes necessary. They acquire these skills at one of six firefighting schools throughout the Navy, one of which is part of the Fleet Training Group at Pearl Harbor, Hawaii.

As soon as the students learn

the construction and operation of the highly specialized Navy firefighting equipment, they use their newly-acquired knowledge to fight full-scale fires. From the first, they work as a single coordinated unit, using what they learned as individual students minutes after hearing it. Teamwork, as with any Navy job, is one of the most important incidental aspects acquired from the course.

The practical culmination of the course doesn't lie in the written examination at the end, but in the successful fighting of a series of fifteen oil fires in a large building fitted out as the interior of a standard Navy boiler room.

How does it feel to fight a boiler-room fire? We asked a Navyman who had just completed the course, Seaman Thomas Moore of Avalon, Calif. He replied:

"Inside the smoke-blackened mock-up, 300 gallons of contain-

ed diesel oil lies waiting for the instructor's torch. Looking like a fugitive from hell, a grinning instructor hangs down a heavy iron torch on wet spots of flung gasoline around the room. Because of their red skullcaps and jerseys, the instructors look impossibly like happy devils as they light the heavy black oil.

"Now it's your turn to go in. Another team cools the entrance for a few seconds. You charge through the doorway sweeping the intense heat of the flames away from you with the spray of high-velocity water fog from the hose in your hands.

"The heat stuns you for a moment. Then you remember how to keep the cone of water coming from the all-purpose nozzle you're holding. You advance slowly, pushing the flames from you with a gentle, sweeping motion.

"Just as soon as you have the fire almost beaten, the smoke real-

ly gets to you. A thick, black and choking blanket of what smells like pure oil mist wraps itself around you suffocating and blinding. Finally the fire is out, and your instructor shouts 'water off!'

"You stand for a moment, wondering if you have really managed to put the raging holocaust out. Your face is singed in places, covered with soot, and your eyes are still watering from the smoke. You hear the 'all clear!' shouts of the instructors from various parts of the cavernous room, and suddenly you remember the men on the hose behind you: if any one of them hadn't paid complete attention to what they were doing, you could have been seriously injured. So you respect the rest of your team, and promise yourself that you'll back them up as well as they did you."

The other fires fought in the course are more or less in prepara-

tion for the boiler-room fire, to gain experience in hose handling and lose some of the instinctive fear of fire. The fires include fighting 300 gallons of blazing oil in an open tank, and extinguishing a pool of fiery gasoline inside a mock-up of an aircraft carrier's hangar deck.

Such things as the construction and operation of the different kinds of Navy pumps are also explained in detail. Complete understanding of the complexities and difficulties of firefighting are stressed. Indeed, the motto of the school is "Learn or Burn."

Admiral John H. Sides, Commander in Chief of the Pacific Fleet, has this to say of the school that trains his officers and men: "When a student finishes the course, he knows that he can do the job that might someday, through this training, save his life, the lives of his shipmates, and his ship."



**TASTE OF SMOKE** — Moving in on an "open tank" fire, students at firefighting school get their first taste of smoke and flames. Using high-velocity water fog from the hose at left, students rotate positions on the hoses and put out the open tank fire a total of 15 times. The hose on the right is a safety precaution in case of malfunction of the first. — U.S. Navy Photo