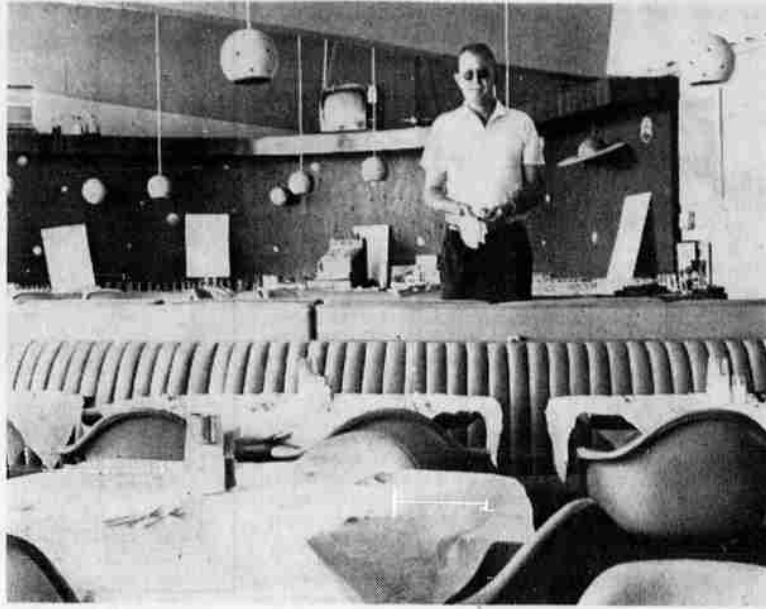


Kingsley Field Is Multi-Purpose Installation



ONE OF THE BEST — Air travelers rate the terminal building at the municipal airport one of the most attractive and the busiest of any in cities of comparable size in the west. The exterior is of brick and redwood with high desert color interior. The first floor accommodates a number of business concessions, offices for West Coast Airlines, and Joe Sawyer, airport manager, right, who confers with Robert Veatch, Klamath Falls mayor, on constantly increasing use of the attractive building. The second floor has Satellite Restaurant and lounge and superb view of landing field. Building was completed in 1960 at an approximate cost of \$130,000.



SUN AND MOON AND STARS — Theodore B. Bingham, known as Bing, is manager of the Satellite Lounge and Restaurant on the second floor of the city airport building, where guests get a fine view of the big municipal airport and takeoffs and landings of military and civilian aircraft. The restaurant and lounge are popular with both the traveling public and local residents. Bing, in the restaurant business in Klamath Falls since 1945, serves breakfast, luncheons and dinners, and lobster with the flair of fine restaurants in Maine.

By RUTH KING

The name Kingsley Field leaves the impression with many people who are aware of the big military installation southeast of Klamath Falls, that its single purpose is to provide facilities for the flights of the protective aircraft of the 40th fighter squadron stationed there.

In reality it is a multi-purpose field . . . including the City of Klamath Falls Airport, used jointly in harmony by the military and the public. It is probably one of the busiest airports from the standpoint of varied business operations on the West Coast.

Its improvement and growth has been steady and impressive. Many factors have been responsible, the location of the field, free from many disadvantages of weather disturbances, the excellent runways, main-

tained under written agreement between the Air Force and the city, the increase in interest among civilian flyers, management, available funds for upkeep, the increase in the use of aircraft for the benefit of mankind.

Of approximately 6,000 active licensed pilots in Oregon, there are about 1,500 in the Klamath Basin. Eighty private planes are hangared at the field.

As of May 31 this year, 5,858 more flight operations were registered in comparison with the same five-month period in 1962. There has been a large increase in use of the airport by itinerant flyers which adds up to "money in the pockets" of distributors of gasoline and oils and to repair services.

There is no guess work about the number of planes using this airport, each flight is registered in the air control tower.

Services rentals pay for utilities used by the city. The terminal building provides offices for the airport manager, Joe Sawyer, West Coast Airlines, a rental car service, the Systems Maintenance Sector, Federal Aviation Administration, a newsstand concession, a popular restaurant and lounge and lobby for air passengers with fine view of the landing strips.

Payrolls of firms headquartered at the base pour cash into the economic pool in the Basin. New pilots are qualified at flying schools operated at the airport.

It is not too long ago that the first aircraft was airborne from an unpaved strip of land in the vicinity of the present City of Klamath Falls Airport at Kingsley Field.

There have been many changes since that day.

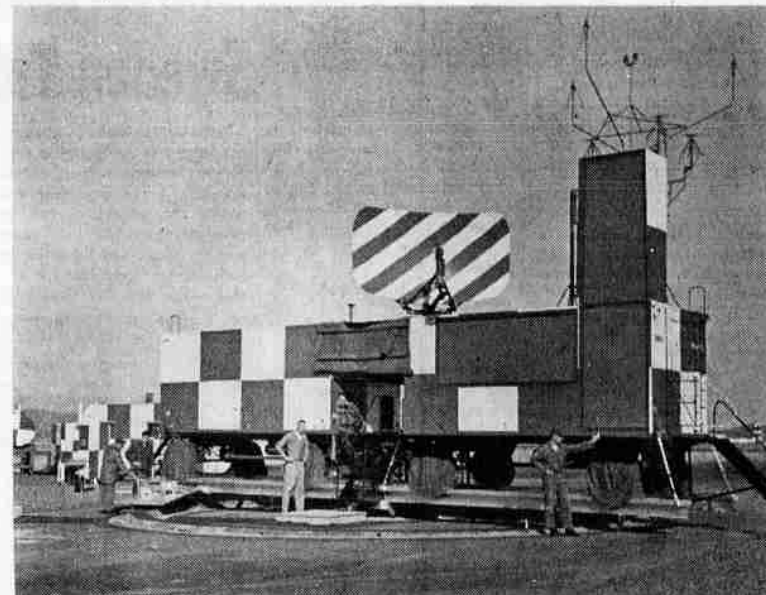
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Features

KLAMATH FALLS, OREGON, SUNDAY, JULY 21, 1963



WEATHER IS IMPORTANT — The United States Department of Commerce Weather Bureau, based at the city airport, provides data for aviators, farmers, forest service people, vacationers and hopefuls who want good weather for fishing. Bob Cardinal, chief of bureau, left, is assisted by Jim Rawls, who was on vacation, and Ron Stephen of Nyssa, Ore., a new arrival.



EVERY PRECAUTION — Ground Control Approach vans at Kingsley Field furnish guidance to aircraft during periods of low visibility. The two 20-ton vans are mounted on a turntable so that guidance can quickly be furnished in any direction. On occasion the Air Force GCA assistance has been given to private pilots landing at the field under emergency conditions.



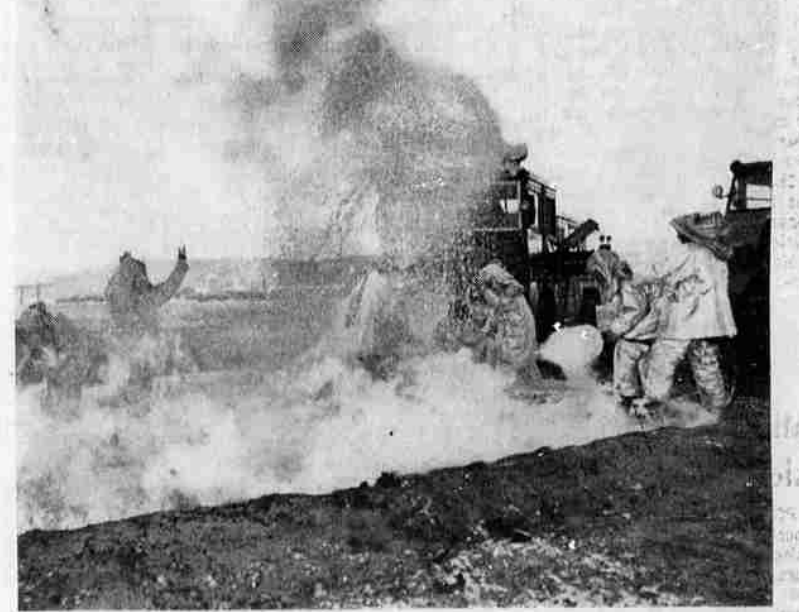
A BIT OF ALMOST EVERYTHING — Lyle and Ruth Redfield opened the newsstand and concession in the city airport terminal building last Feb. 9 and since that time have expanded to provide many items that air travelers buy — books, candy, novelties and unusual jewelry made by local artists from local rocks, cut and polished. The newsstand is open from 8 a.m. to 8 p.m.



BIG RESPONSIBILITY — Len McGill is in charge of all maintenance operations at the city airport including water distribution, snow removal, roads and grounds and machinery upkeep. The city has just added a new International truck to the other equipment for maintenance.



IT'S SO EASY — Mrs. Bud (Crystal) Cloake has office in city air terminal building which is extremely popular with business people and vacationers arriving by air. Travelers for the last six years have been "playing hide and seek" with cars rented from Mr. and Mrs. Cloake for cross-country runs or local trips.



NEW TECHNIQUES — Every precaution is used at Kingsley Field to prevent air and ground accidents and to save lives. Civilians as well as the military in an emergency landing would settle down upon a foam fire extinguisher spread on landing strips. In this scene Air Force firemen practice one of their frequent fire drills.



NEW IDEAS SUCCESSFUL — Liston Aircraft, owned by brothers Les and Earl Liston, has developed potent fire-fighting and forest spraying equipment from used World War II PBV patrol bombers. Three are now in use, one in Klamath Falls, and two under contract, one to California, based at Alturas, and one to Washington State, based at Kelso. All planes, with tank capacities of 1,200 gallons, can scoop water at high speed from a lake or river, fill the tank and deliver while other equipment is arriving at the blaze. Farmer's Aircraft, also operated by Liston's, handles the spray work. This PBV has just returned from Montana where it was used to spray forests for the destructive bud worm. Smaller aircraft are used for crop dusting. Liston Aircraft operates at the city airport. Left to right are Don Campbell, John Retterath, Alan Clark, Lee Mosheneck and Sam Henzel. Others of the staff not pictured are Dink Long, Fred Childers, Frank Wood and Bill Huxtel.



SYSTEMS MAINTENANCE SECTOR — Federal Aviation Administration SMS offices also have headquarters at the airport, with William J. Tucker, SMS chief, who supervises ground-based electronic and electrical aids to air navigation with a staff of 24 on 24-hour duty. The office maintains radar as a joint-use facility for civilian air traffic control and for the Air Force's SAGE System, Semi-Automatic Ground Environment (radar control center), the use and maintenance of the instrument landing system, and automatic navigation equipment, air-ground communication equipment at the control tower for the Seattle center. Facilities also include all equipment in the Klamath Basin as well as a vortec facility at Lakeview. The staff is composed of engineers and engineering technicians, highly skilled. Left to right seated are Ona Mae Raines, secretary, E. T. Brooks and J. W. Tucker; standing, same order, A. E. Maury, J. C. Carter, J. W. McKeehan, J. T. Palmer, R. E. Davis and D. L. Muir.



SPECIAL SERVICES — Crop dusting and spraying, in many instances, are responsible for the success of Klamath Basin crops. Tony Steinbock, owner of Klamath Aircraft Inc., has helped to pioneer the use of aircraft in the control of weeds, plant diseases and insect pests. Since 1944 he has rebuilt used aircraft to be used here for these services, and for shipping to many parts of the U.S. and Canada. Left to right are members of the staff of Klamath Aircraft Inc., front row, Bob Snowadzki, Richard Steinbock and Ron Steinbock. Back row, same order, Rick Hardy, Cliff Tunnell, Tony Steinbock, Mrs. Tony Steinbock, Marolyn Goblirsch, and Ed Simmons. Klamath Aircraft Inc. operates from offices at the city airport. One of the earliest operators in the crop dusting and spraying business, still in business at the airport, is Jack Mulkey of the Mulkey Spray Service who sent his first plane over a field of hay in 1948.