

Kingsley Field Multi-Purpose Installation



MULTI-USE OF KINGSLEY FIELD — Kingsley Field was activated in the spring of 1959 with the arrival of the U.S. Air Force 408th Fighter Group. Today, F-101 Voodoos, jet fighter interceptors, and other military aircraft, create the skies above the Klamath Basin, "co-existing" with the hundreds of civilian private and commercial aircraft that use the runways at the field which

serves the City of Klamath Falls. This base operations building contains weather prediction facilities, communications, flight scheduling and routing offices for the present 408th Fighter Group now based at Kingsley Field. There has never been an accident involving a military and civilian aircraft.



FLIERS WHO SERVE — The Klamath Air Search and Rescue Unit (KASRU) is non-profit. It is one of the most important of the air organizations that operate from the city airport. Its members save lives and property. It functions in the air, on land and water without pay and coordinates with the Air Force on search and rescue, now handling searches for Air Force aircraft since deployment of Air Force helicopters elsewhere. The only reimbursement is for fuel used to seek downed aircraft under auspices of the State Board of Aeronautics. Other expenses are paid from membership dues. KASRU members receive no pay, many of them also belong to the Klamath Chapter of Oregon Pilots which is dedicated to the furtherance of public interest in use of the air for business and pleasure. Left to right are Tony Steinbock, Sgt. Jim Benson, Mrs. Benson, Chet Stinson, Rex Morehouse, Ervin Thornton, Ray Byrnes, president, Mary McFarland, Mrs. Audrey Baxter, Dale Baxter and Pappy Newlun, pioneer pilot. Maury Clark is flight commander and coordinator for KASRU; Cecil Fitzgerald is ground commander and Don Phelps, water commander.



PRIVATE PILOTS HOME BASE — Men and women who yearn to fly get instruction from flying services located at the airport. Roy H. Felix, a Greyhound Bus Line employee, taught to handle the controls and understand air signals and maps by an instructor for Klamath Aircraft, made his first solo flight from a runway at the airport recently. Numerous private planes are hangared there and transient flights in and out of Klamath Falls are frequent. Klamath Chapter Oregon Pilots fly many flights from the runways.



KFPA AND CHEMICALS — The Retardant Operation in the saving of valuable timber is comparatively new to the Klamath country. With the Klamath Forest Protective Association it involves the use of chemicals, dating back to 1960 when 8,000 gallons of borate was used. It jumped to 40,000 gallons the next year, 8,900 on KFPA timber. KFPA has a contract with the Winema National Forest, Crater Lake National Park, Fremont and Modoc national forests also received retardants. During 1962 KFPA dropped retardants on 15 fires. Burned over areas were kept to a minimum of 268 acres. A new chemical mixer will handle 500 gallons of retardants in three minutes, speeding up delivery. Left to right are KFPA Supervisor George Wardell, Nick Nichols and Pete Sasstedt, KFPA employees.



SAVES VALUABLE TIMBER — Nick Nichols stands in front of a "Bird-dog," or patrol plane, leased by Klamath Forest Protective Association from June 1 to Oct. 31 each year from Tony Steinbock of Klamath Aircraft Inc. Nichols reports that about 12 per cent of first discoveries on fires are with aircraft. Plane is equipped with radio communications to all KFPA stations and to mobile equipment, including Weyerhaeuser Company personnel. A transistor-powered loud speaker system can be heard 500 feet above the terrain. The plane is most valuable in guiding crews into fires and keeping them informed of spot-fires that show up.



A SHARED FACILITY — Federal Aviation Agency towermen, William Weber, foreground and Fred Baker, rear, are at positions at the local and ground control stations in the Kingsley Field combined tower. The combined station-tower is manned by Federal Aviation Agency personnel who control all military and civil air traffic in this area. It is 68 feet high and is situated adjacent to the main landing strip.



UNMARRED SERVICE — West Coast Airlines officials are keenly aware of the excellent facilities at the Klamath Falls Airport, shared by many other private and commercial services. On June 29 the airlines celebrated its 10th anniversary of daily flying in and out of Klamath Falls. The company has an enviable 17-year, accident-free record in seven West Coast states and Canada in spite of a landing or takeoff by WCA planes every three minutes, seven days a week in the areas served. The local office is open from 6 a.m. to 9:30 p.m., manned by, left to right, Bob Moore, manager; Frank Pedersen, senior agent; Hugh Meggs and Dick Anderson, agents. At present WCA has three flights north, two south and one east to Boise. In 1962 WCA boarded 8,957 passengers, doubled flight schedules, added stewardesses and food and beverages on the F 27s.



NAVY BUSINESS — The Navy's Bureau of Yards and Docks is the construction agent at the Kingsley Field activity for the U.S. Air Force, and works under direct supervision of Air Force Regional Engineers, North Pacific District, with headquarters at Portland. At this activity the Navy does new construction under the military construction program. Left to right are Lt. Willis Plugh, chief resident officer in charge of construction; Betty Dodson, secretary, and Lloyd Cook, construction representative.



AIR TRAFFIC CONTROL — New training equipment to be used in the training program at the airport tower, left picture, is described by Lee Flink, chief controller, seated in his office, to Fred Baker, training officer. The tower staff of 15 men, operating on a 24-hour basis, 365 days a year, handles all terminal air traffic including



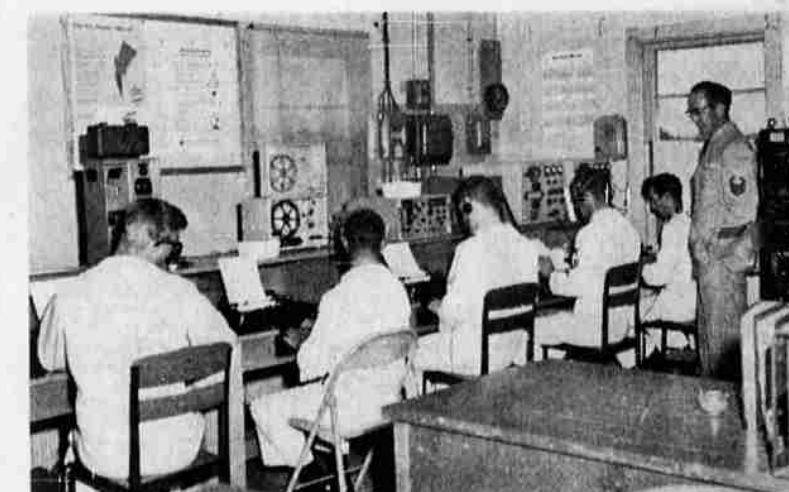
military, civil and air carrier. Constant supervision prevents accidents and aids unlucky pilots who may be caught above ground in inclement weather to land safely. In right picture are air control specialists, right to left, Glenn McFarland, Art Collier and Dave Senff, who aid in keeping air traffic from colliding.



ONE OF THE FIRST — Crop dusting was in its infancy when Jack Mulkey went into business in the Klamath Basin to start the Mulkey Spray Service. He converted World War II Stearman to use as dusters and continues to fly from the Klamath Falls Airport covering much of Southern Oregon and other points.



MULTIPLE SERVICES — Southern Oregon Aviation, established in 1961, is owned by Dr. Mark Kochevar. The business offers shop service, maintenance and repairs for aircraft, flight services including fuel dispensing equipment, storage for 70 aircraft of private plane size, air taxi and charter service to any point in the U.S., air ambulance service, flight instruction, scenic flights, air photos, timber surveys, fire patrol and flight services for government agencies. Members of the immediate employee staff in addition to numerous full and part-time pilots are, left to right, Chet Stinson, pilot in charge of aircraft sales; Frances Campbell, office manager; Vern Lukson, chief pilot; John Krycia, Adele Oubari, David Biehn and Doug Murray.



"ON THE CIRCUIT" — A little-known organization of dedicated men at Kingsley Field is the Electronics Division 13-22, a branch of the Ready Reserve of the U. S. Navy. Its basic mission is to provide trained personnel who are available for immediate assignment to active duty in order to bring ships of the fleet to full wartime strength in the event of hostilities. The men are all civilians from many occupations, who train and practice each week and report for active duty when it is possible to be relieved from job or school. Radiomen of the division are here manning radio network under supervision of Chief R. O. Bilyeu.