

# ***Appendix C***

## **ADDITIONAL BACKGROUND INFORMATION**

***Airport Layout Plan Update***

***Illinois Valley Airport***

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Illinois Valley  
**Airport Layout Plan**

An Introduction to the historic  
**Siskiyou Smokejumper Base**

Why this site must be given careful  
consideration in airport planning



27 March 2009

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Submitted as a public comment document for the  
updating of the Illinois Valley Airport Layout Plan:

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## Introduction

This paper provides a summarized explanation of the economic importance of the historic Siskiyou Smokejumper Base located on the east side of Illinois Valley Airport. This is the first smokejumper base in Oregon history and the last of the original four smokejumper bases in American history that is still standing in its original location. The site includes the oldest smokejumper parachute loft in North America and is known around the world as the home of the Apollo 14 moon trees. The authenticity and integrity of the site represents a significant tourism marketing advantage for Josephine County.

## Smokejumping - An American Innovation

The following summary provides a perspective on how the Siskiyou Smokejumper Base relates to the overall history of smokejumping.

Smokejumping is an American innovation that began when the first test jumps made in 1939 at Winthrop, Washington. The first smokejumper base was established in the following year, 1940, at Missoula, Montana. Two more bases were established in 1943, one at McCall, Idaho and the other at Cave Junction, Oregon, the base we know today as the Siskiyou Smokejumper Base.

During World War II, the crews at smokejumper bases across the nation were made up of conscientious objectors. At Siskiyou Smokejumper Base, the crew was mostly Mennonites from Pennsylvania. They constructed an airplane hangar (the first structure at IV Airport), training area, and established the first warmup pad at the airport. After the war, smokejumper crews were replaced by veterans, many of which had been military paratroopers. These war veterans constructed the parachute loft, a barracks, bathhouse, storage shed, well house, and kitchen.



*After WWII, the Army gave two airplanes to the Siskiyou Smokejumper Base. The military emblem can be seen on the back of the fuselage prior to being removed and replaced with Forest Service emblems. The airplane is a Noorduyn Norseman.*



*Siskiyou Smokejumper Base during its peak operating years. Photo taken 1973. Aircraft include two Twin Beech, DC3 and an L5 observation airplane.*

At the beginning of 1950, the nation became increasingly alarmed about Russia's nuclear capability and the possibility of an invasion by Russia. Staffing at smokejumper operations across the nation were increased and bases increased in size. At the Siskiyou Smokejumper Base, a new barracks was added and the restroom and messhall were modernized, all of which happened in 1954. These are the buildings that are presently in the southern part of the historic district. The supervisor residence near Highway 199 was constructed around this same time and was the last building to be constructed for the remainder of the Siskiyou Smokejumper Base history.

Siskiyou Smokejumper Base was the principle west coast



aerial fire fighter station from 1943 through 1956. In 1957, two new bases were established at Redding, California and Redmond, Oregon. The Siskiyou Smokejumper Base continued to be one of the larger smokejumper operations on the west coast with a crew of about 40 individuals until 1981 when the base was closed.

## Historic Structures

The central building of any smokejumper operation is the parachute loft because the life of every smokejumper depended upon the work that is done in this building. In the early history of smokejumping, parachute lofts were designed to contain all the essentials of the fire fighting operation to include parachute repair and packing, storage, ready room for jump suits and equipment ready for a fire call, administration office, and fire dispatch. The parachute loft at the Siskiyou Smokejumper Base followed this floor plan as were most other lofts constructed at that time. Since then, the parachute lofts at other bases have been dismantled and replaced with modern facilities. The parachute loft at Siskiyou Smokejumper Base was never altered from its original floor plan and is now the oldest smokejumper parachute loft in the nation.



*Siskiyou Smokejumper Base parachute loft circa 1953. Flag pole is on the right with dispatch tower next to the office in the center of the picture.*

The storage shed and well house southeast of the loft were constructed at the same time as the loft. (1950).

The Administration Office, located directly south of the parachute loft, is the original Redwood Ranger Station constructed by Civilian Conservation Corps (CCC) crews from Camp Oregon Caves in 1936 (the Camp Oregon Caves CCC also built the Illinois Valley Airport in 1940). The building was originally located in Cave Junction where it served as the administration office for smokejumping operations before the loft was constructed. In 1962, the Redwood Ranger Station was moved to the Illinois Valley Airport where it served as the administration building until the base was closed in 1981.



*Siskiyou Smokejumper Base jump tower (shock tower). This is the third of three towers that were constructed at the base during its 38 year history. Photo circa 1974.*

The mess hall (restaurant), barracks, and shower house were constructed in 1954. They were originally shingle sided like the loft, storage shed, and well house. The current plywood siding replaced the shingles in the mid 1980s. A fire in the mess hall kitchen burned down the north end of the building in 1962. It was reconstructed in 1963.

The training area for the base is now occupied by two hangars immediately south of the shower house and barracks. The foundation and other remnants of the jump tower in the picture to the left are located between these hangars and Highway 199. There has been discussion of putting a parking lot in this area. Preservation of the jump tower and its auxiliary components must be considered as critical to the preservation of the integrity and authenticity of the historic base.

At the south end of the historic base and near where Smokejumper Way intersects with Highway 199 are two supervisor residences. The oldest is on the north side of Smokejumper Way and was constructed in 1948. The other is on the south side of Smokejumper Way and was constructed in 1957.



The first warmup pad at the airfield was installed in 1946 and was located in front of the smokejumper hangar, both of which were situated immediately north of the present-day tarmac. The hangar has been removed along with a watchman cabin next to that building but the warmup pad remained in use throughout the history of the smokejumper operation. The cabin, also known as the pilot shack, can be seen on the right side of the 1973 photo on page 2. A red observation plan can be seen parked on the warmup pad in the background between the shack and tail of the DC3 (yellow stripe).



*Smokejumper crew, all conscientious objectors, installing warmup pad in 1946.*

### Apollo 14 Moon Trees

Stuart Roosa worked as a smokejumper at the Siskiyou Smokejumper Base in 1953 and later became the command pilot of the Apollo 14 mission to the moon. All astronauts were allowed to carry a small pack, about the size of a 12 ounce soda can, in which they could carry anything they wanted to the moon. Roosa decided to carry tree seeds, about 500 in all, on his trip. These were later planted and became known as the moon trees. Most were distributed during the bicentennial of the United States to commemorate the success of American space program. To this date, the Astronauts and moon trees are the only living things on earth to have been to the moon. Roosa claimed that he had been inspired by the forest-covered mountains of Josephine County to carry the seed to the moon. To this date, the Siskiyou Smokejumper Base is considered as the home of the moon trees.



*Above left, Stuart Roosa at Siskiyou Smokejumper Base. Right, Apollo 14 moon mission lift off.*

## Seeds from the Moon

The moon? Seeds and trees? You may think this an unlikely combination. After all, who ever heard of anything growing in such a desolate place?

The truth is, so trees are growing on the moon. So, when you hear someone mention "moon trees", you'll know they are talking of an unusual species here on earth.

On January 31, 1971, Apollo 14 rose from its launching pad at Cape Kennedy toward its distant destination, the moon. Aboard the space module was a small container of seeds and one of three men who had a thriving interest in our country's forests. Colonel Stuart Roosa had trained and been designated command module pilot for the flight.

The seeds had been collected by the Forest Service from a number of forests in the United States. Loblolly pine and sycamore were gathered from the south.

redwood was found in the west and Douglas fir was provided from Oregon's own Benton County. The container of seeds remained in Apollo 14 during the entire mission and orbited in the command module with Roosa while astronauts Shepard and Mitchell descended and explored the moon's surface.

After splashdown and completion of the flight, the Douglas fir seeds were taken to the Forest Service nursery at Placerville, California, where they germinated and grew into seedlings. Each state in the Union has been offered a live of these trees (six to Oregon) to be planted in celebration of America's Bicentennial year.

Perhaps it was in Oregon where Colonel Roosa's interest in forestry began. Early in his career he served as a Forest Service smokejumper in the southern part of the state, and it is at his request that one "moon tree" be planted in the Illinois Valley area.

It seems only fitting a "moon tree" should grow at the Siskiyou Smokejumper base in honor of a great adventurer—Stuart Roosa—and as a reminder to everyone of the important role natural resources play in American life.






*Above, Stuart Roosa at the Siskiyou Smokejumper Base when he came to plant a moon tree at this site. Left, a page from the pamphlet handed out during Roosa's visit and tree planting.*



## Individuals of Special Interest

The Siskiyou Smokejumper Base had several individuals who hold a special place in smokejumping history. Danny On was the first Chinese American smokejumper and began working at the base in 1946 immediately after the war. Rito Avilla was the first Hispanic American smokejumper and began work at the base around the same time. Another smokejumper working at this base is believed to have been the first Native American to work as an Aerial Fire Fighter.

Allan “Mouse” Owen, came to work at the base in the early 1970s and continues to be the smallest smokejumper in history (4’10”). He had to obtain a special waiver from Congress to accomplish this as he did when he joined the Marines and became the smallest Marine in history.



*Danny On was the first Asian American smokejumper in history and began his smoke-jumping career at Siskiyou Smokejumper Base in 1946.*



Allan “Mouse” Owen was featured in a Life Magazine (May 1966) as the smallest Marine in the world (left). Owen carried as much weight as any other smokejumper crew member (Siskiyou Smokejumper Base, circa 1970 - right)

Glenda Marchant (photo right) was the first female to be certified as a Smokejumper Parachute Loft Master Rigger, the individual who does inspections on parachutes and certifies them for use by smokejumpers. Every parachute loft must have a Master Rigger, otherwise, parachutes must be shipped to a facility with a Master Rigger where they are inspected, packed, and returned to the base.



The Tommy Smith memorial at the base of the flag pole commemorates the only smokejumper death to occur at the Siskiyou Smokejumper Base in its 38 years of operation. Smith was returning from a fire and drowned while crossing the Illinois River.



## Other Significant Events

The first airplane fatality at the Illinois Valley Airport may also be the first aviation fatality in smokejumping history. This incident occurred in August 1944. During this time, the base used a contractor to fly crews to fires and this was the second year that this contractor had been flying for the Siskiyou Smokejumper Base. On the day of the accident, the crew had loaded into the plane to go to a fire and just as the plane lifted off the runway, the engine died. The pilot managed to glide the plane back to a safe landing and then worked on the plane while the crew waited outside. Once the problem was fixed, it was decided that the pilot would take the plane up for a test run before loading the crew and continuing to the fire. As the plane lifted off the runway the pilot climbed steeply and when he was about 300 feet off the ground, the engine died. The plane came down and burst into flames. The pilot was killed instantly.



*Illinois Valley Airport tarmac, circa 1943. The contractor airplane (a Fairchild) used to deliver smokejumpers is seen on the left.*



*Wreckage of the contractor airplane. Illinois Valley Airport, August 1944*

## Oregon's First Jump

The first jump made by smokejumpers in Oregon were done by crews from the Siskiyou Smokejumper Base in 1943.

Marvin Graeler, one of ten conscientious objectors assigned to the base, was the first to of two people who jumped (parachuted) into the present-day Kalmiopsis Wilderness to put out a lightning fire.

Getting into the air was the first problem, before any airplane could take off it had to get permission or risk being shot down by military aircraft. The contractor plane used for flying them to fires also had a reputation of running poorly and more than once smokejumpers were ordered to prepare to evacuate the plane on the way to fires.

Marvin Graeler was the first to jump and as he approached the ground, his parachute caught the branch of a tall fir tree and collapsed. His weight bent the branch and the parachute slipped off sending him on a free fall. The parachute reopened just before he hit a tall madrone tree where his foot got caught in a branch and flipped him upside down. He crashed through the tree head first and stopped short of the ground when the parasol tangled in the tree. That was Oregon's first smokejumper parachute jump.





## Siskiyou Smokejumper Base Timeline

1938 Severe fire season in southwest Oregon.

Gasquet airport is constructed by the Civilian Conservation Corps and is used by Forest Service aircraft to parachute supplies to fire crews.

1939 The first smokejumper test jumps are conducted at Winthrop, Washington. (Cohen, 1983).

1940 Illinois Valley airport was completed in the spring of this year (Illinois Valley News, May 9, 1940). The airport was built by the Oregon Caves Civilian Conservation Corps (CCC) crew primarily for use by planes in fire fighting work (Pfefferle, 1995; p119).

A fire on Little Chetco was supplied by air drops from Illinois Valley airport.

The first smokejumper base in American history is established near Missoula, Montana. (Cohen, 1983)

1942 The Civilian Conservation Corps (CCC) program shuts down.

1943 Siskiyou Smoke Jumper operations established at Redwood Ranger Station, Cave Junction. Eleven crew members were all recruited from the Civilian Public Service (CPS). A parachute loft and tent housing are constructed on site. (Heinzelman, 1944) This is the first smokejumper base in Oregon history and in Region 6 of the U. S. Forest Service.

1944 The aircraft used for transporting smokejumpers, a Fairchild-71, crashes at Illinois Valley airport killing the pilot, Fred Frank. (Grants Pass Courier, August, 3, 1944). This is possibly the first smokejumper airplane crash and fatality in history. Contracted air services continued with Johnson Flying service. They provide a Travelaire and the Marine Corps in Eugene, Oregon agrees to provide a DC-3 in the event of a "fire bust". (Siskiyou Smokejumper Base Annual Reports, 1944)

A hanger constructed of poles and shingles is erected at the Illinois Valley airport. It is the first smokejumper structure constructed at the airport. (Siskiyou Smokejumper Base Annual Reports, 1944)

1945 The Army loans two Noorduyn Norsemen airplanes to Region 6 of the Forest Service to be stationed full time at the Illinois Valley airport for use by smokejumpers. (Siskiyou Smokejumper Base Annual Reports, 1945)

The Forest Service uses a Vultee L-5 plane for fire observation. (Illinois Valley News, May 31, 1945)

1946 The Noorduyn Norseman C64 smokejumper plane and an L-5 observation plane are stationed at IV airport. The Illinois Valley airstrip is graded and oiled. (Illinois Valley News, March 28, 1946) This is the first upgrade of the airstrip since it was constructed by the Civilian Conservation Corps (CCC) in 1940.



Warm up pads for the airplanes, fuel tank and pit reel pumps are installed this year. Electricity is brought out by the power company. A caretaker's residence is moved to the field and will serve as a residence for some of the crew. Access to the field is furnished by a new road just south of the Rough and Ready lumber mill. (Illinois Valley News, July 4, 1946) This road is the present-day Smokejumper Way.

The effectiveness of the L-5 observation plane results in the closure of 20 lookouts on the Siskiyou National Forest. (Illinois Valley News, July 4, 1946)

1947 The number of smokejumpers in the unit remained the same this year (Siskiyou Smokejumper Base Annual Reports, 1947).

Site for new base at Illinois Valley airport is staked out by operations foreman, Clif Marshall. (Courson, 2005)

A training center is developed to conduct parachute training for crews stationed at Cave Junction. One of the Noorduyn Norsemen airplanes and pilot are detailed to New Mexico. (USDA 1978, History of Smoke Jumping)

1948 Work begins on the new base at IV airport. The repair of chutes is still being done at Missoula, Montana. The unit was increased to three squads with a total of 28 men. (Siskiyou Smokejumper Base Annual Reports, 1948).

A well is drilled at the airport and a water system is installed (Illinois Valley News, June 10, 1948) Bill Green assembles and installs the pump for the well. (Green, 2005)

A Noorduyn Norseman is used for jumpers and a Stimpson is used as an observation plane. (Illinois Valley News, June 24, 1948)

1949 The crew was moved to their new quarters at the airport consisting of one barracks, wash house and cook house. The last two were old CCC buildings from Grayback Forest Camp [also known as the Oregon Caves Camp]. (Siskiyou Smokejumper Base Annual Reports, 1949)

Work begins on the foundation of the loft. (Looper, 2005)

Smokejumpers from Montana make a publicity jump on the lawn between the White House and Washington Monument in Washington, DC. (Cohen, 1983)

Several smokejumpers from the base in Montana are killed in the Mann Gulch Fire. (Cohen, 1983)

1950 Construction of the loft begins and work was being done to landscape the area. The Noorduyn Norseman was used for jumps and the L-5 was used as the observation plane. (Siskiyou Smokejumper Base Annual Reports, 1950; Siskiyou National Forest History, 1950).



- 1951 Smokejumper operations have now completely moved to the airport. The base consists of a loft, mess hall, wash house, barracks, tool shed, hangar and one supervisor residence. A busy fire season for the Siskiyou Smokejumper Base. The Noorduyn Norseman continues to be used as the jump plane and the L-5 is still being used as an observation plane. A Fokker and Fairchild were leased as extra jump planes during fire busts. (Siskiyou Smokejumper Base Annual Reports, 1951)
- Crew digs sump well and constructs fire pump house (Clarke, 2005)
- Booster crews are brought in from Missoula and Winthrop to assist with fires. A total of 90 smoke-jumpers are operating out of the Siskiyou Aerial Project (Siskiyou Smokejumper Base). (Illinois Valley News, August 30, 1951)
- An estimated twelve tons of supply cargo from the Siskiyou Smokejumper Base was dropped by parachute to fires this season. This consisted of complete hot meals, lunches, water, bedding, tools, etc. (Illinois Valley News, October 4, 1951)
- Hot meals to be delivered to the field were prepared at the Siskiyou Smokejumper Base cook house and all supplies were packed in the base's parachute loft. (Looper, 2005)
- 1952 The Noorduyn Norseman remains as the primary jump plane. (Siskiyou Smokejumper Base Annual Reports, 1952)
- The saga of smoke jumping is dramatized in the Hollywood production of *The Red Skies of Montana* (Cohen, 1983)
- The Air Operations Handbook is produced by the Department of Agriculture (USDA) with comprehensive guidelines for the set up and administration of a smokejumper operation.
- 1953 The runway at Illinois Valley airport is paved. The Noorduyn Norseman continues to be used as the jump plane. (Siskiyou Smokejumper Base Annual Reports, 1953)
- The worse fire season since the inception of smoke jumping. (Cohen, 1983)
- 1954 A new cook house, barracks and wash house are constructed at the Illinois Valley airport. (Siskiyou Smokejumper Base Annual Reports, 1954)
- The Aerial Fire Depot is dedicated by President Eisenhower in Missoula, Montana signifying a significant increase in support for the smokejumper program. (Cohen, 1983)
- 1955 The Noorduyn Norseman and Twin Beech are the primary jump planes this season. A new tool shed was constructed. Project work consisted mostly of beautifying the project area. (Siskiyou Smokejumper Base Annual Reports, 1955)
- 1956 This was the busiest season ever for the local unit. The base was landscaped and buildings were painted. The primary jump plane was the Twin Beech. . (Siskiyou Smokejumper Base Annual Reports, 1956)



- 1957 The new foreman residence was finished and landscaping was worked on by the crew. The twin beech remained the principal jump plane. (Siskiyou Smokejumper Base Annual Reports, 1957)
- A new base is established in Redding. (Siskiyou Smokejumper Base Annual Reports, 1957) It is the first in California history.
- 1964 The kitchen area in the smokejumper mess hall catches on fire and burns most of the north end of the building.
- 1965 Mess Hall reconstructed
- 1968 Tommie Smith, the only smokejumper to die while on duty in the 38 years that the base was in operation, drowns while crossing the Illinois River.
- 1970 Alan “Mouse” Owen works at the base from 1970 – 1981. He is considered to be the smallest smokejumper in history.
- 1971 Stuart Roosa, a smokejumper who worked at the Siskiyou Smokejumper Base in 1953 is the command pilot of the Apollo 14 moon mission. He takes tree seeds with him to the moon and, when he returns, these are planted as part of an experiment.
- 1976 Stuart Roosa returns to the Siskiyou Smokejumper Base to plant a moon tree.
- 1979 The first annual Moon Tree Run is held at the Siskiyou Smokejumper Base
- 1981 The Siskiyou Smokejumper Base is shut down.
- 1986 The airport property and historic smokejumper base is transferred from the Forest Service to Josephine County. The moon tree planted by Stuart Roosa dies from lack of watering.

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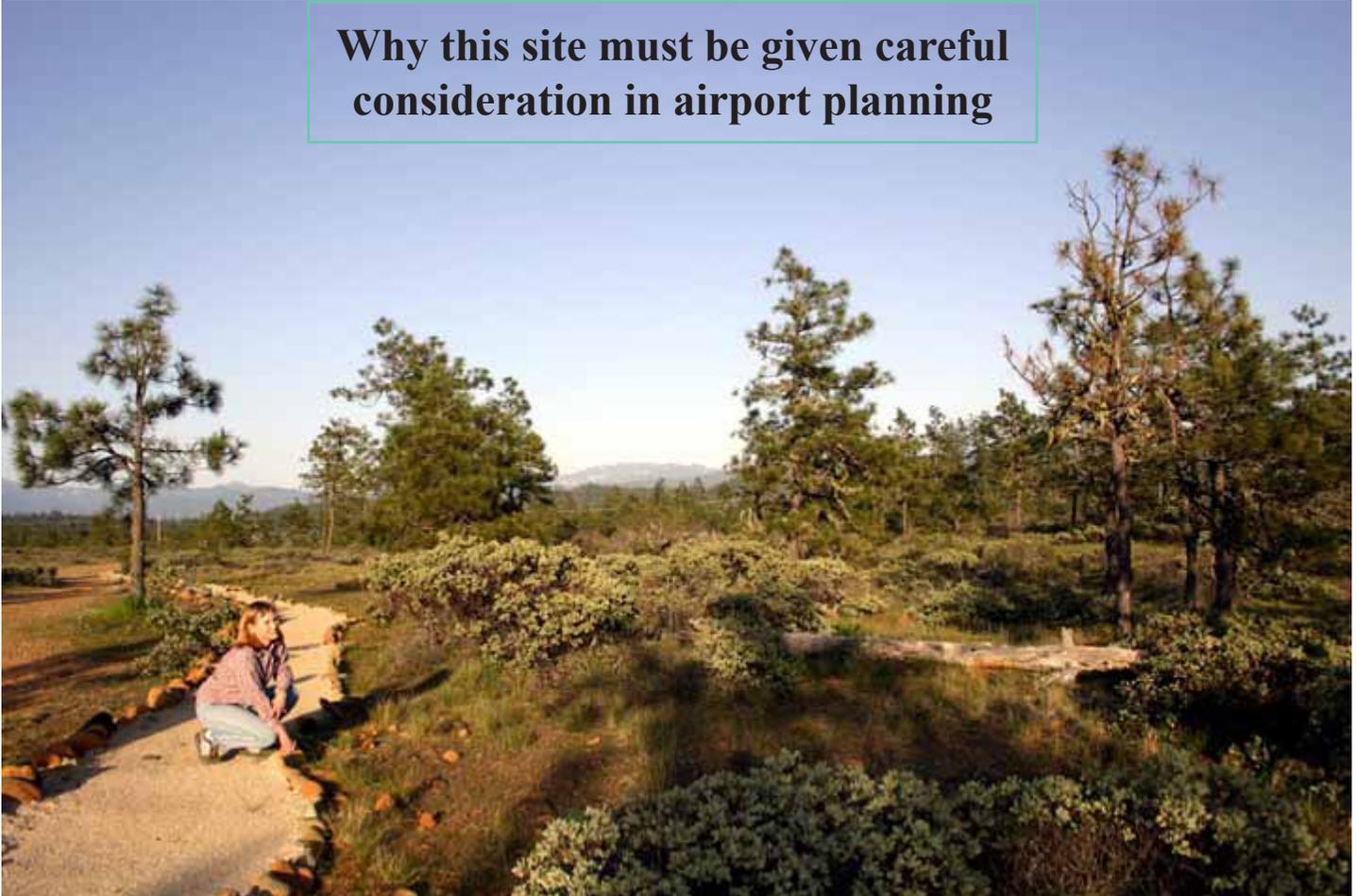
*Timeline compiled by Roger Brandt*



Illinois Valley  
**Airport Layout Plan**

An Introduction to  
**Rough and Ready Forest State Park**

**Why this site must be given careful  
consideration in airport planning**



25 March 2009

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## Introduction

This paper provides a summarized explanation of the economic importance of the Rough and Ready Forest State Park, located on the south side of Illinois Valley Airport. The geologic setting that makes the Rough and Ready Forest unique is also the same factor that makes the Illinois Valley Airport unique. It is this uniqueness that many residents feel makes this airport marketable on a national scale.

## History

Rough and Ready Forest State Park was established in 1937 as a result of efforts by members of the local Garden Club. They became aware of the botanical significance of this unique landscape as a result of their own self education program. They began their efforts to establish a park during the Great Depression when “you couldn’t rub two dimes together” in this community. Jobs were as scarce as money and the need for protecting the site became more urgent as entrepreneurs looking for ways to make money began digging up rare plants to be sold as botanical novelties. The members of the Garden Club raised money and sent delegates to the Oregon capitol to push for the creation of a state park. In 1937, their dream was realized with the establishment of the 90 acre Rough and Ready Forest State Park. Read the story about the Illinois Valley Garden Club and their involvement in establishing this park.

Almost immediately after the Rough and Ready Forest Wayside State Park was established, 78 acres was withdrawn and used for the construction of the Illinois Valley Airport. More recently, the relocation of the Highway 199 bridge over Rough and Ready Creek has shaved off another segment of the State Park.

The women of the Illinois Valley Garden Club were ahead of their time. More than 20 years after the establishment of the Rough and Ready Forest Wayside State Park, the area was visited by Dr. Edgar Wherry, head of the Department of Botany at the University of Pennsylvania, who declared the Rough and Ready Creek drainage



*Illinois Valley Garden Club, 1940*



*The upper Rough and Ready Creek watershed (foreground and background). Photo taken from the Mud Springs Trail near Rough and Ready Lakes.*

as having only one other area in the United States to compare with it; the famous “Pine Barrens” of New Jersey.

Others have slowly realized this uniqueness and it is now understood that the Rough and Ready Creek watershed is perhaps the most significant in the state in terms of having the greatest concentration of rare plants in Oregon. One local naturalist described the area as a meeting ground of extremely divergent plant communities. For example: Rabbitbrush, a desert plant, grows beneath Port Orford cedar, a coastal/cool riparian tree. The same Western white pine you find on cold, snowy slopes at Crater Lake can be found at the Rough and

Ready Creek’s headwaters, located 10 miles from Highway 199 at an elevation of about 4,000 feet. Here you find western hemlock and Port Orford cedar forests juxtaposed with open Jeffrey pine woodlands.

### **Why Rough and Ready Forest is Unique**

Rough and Ready Forest is situated on a geologic landscape called an alluvial fan. An alluvial fan is created when fast moving water in a narrow canyon reaches the mouth of the canyon and slows down as it spreads out in different directions. When water slows down, the rocks that were carried by fast moving water are deposited, usually in a fan-shaped arrangement around the mouth of the canyon. The rocks that make up the Rough and Ready Forest State Park came from Rough and Ready Canyon about two miles west of Highway 199 and the Illinois Valley Airport.



*Rough & Ready Creek Canyon. The Kalmiopsis Wilderness is seen in the distant background. Photo taken from Mud Spr. Trail.*

The Rough and Ready alluvial fan creates a combination of challenges for plant growth. The deep gravel deposits that make up the alluvial fan do not retain rain water so the ground quickly drains creating an artificial arid environment. In addition to this, the Rough and Ready Creek watershed is entirely contained within one of the largest exposures of mantle rock in North America so the rocks that make up the alluvial fan are almost entirely made up of mantle rock. Mantle rocks do not contain many essential plant nutrients and the soil from the break-down of these rocks tends to be poorly suited for supporting plant growth. Mantle rock also has large quantities of chrome and nickel, which may be toxic to some plants. The combina-

tion of these factors creates a unique and challenging environment for plant life.



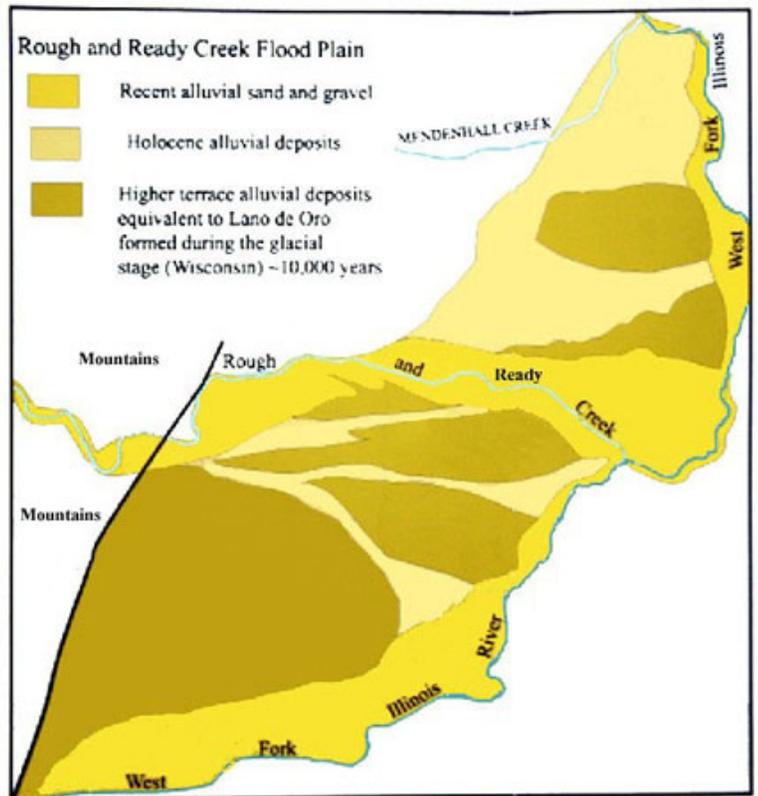
*Rough & Ready Forest State Park near the south end of the Illinois Valley Airport runway.*



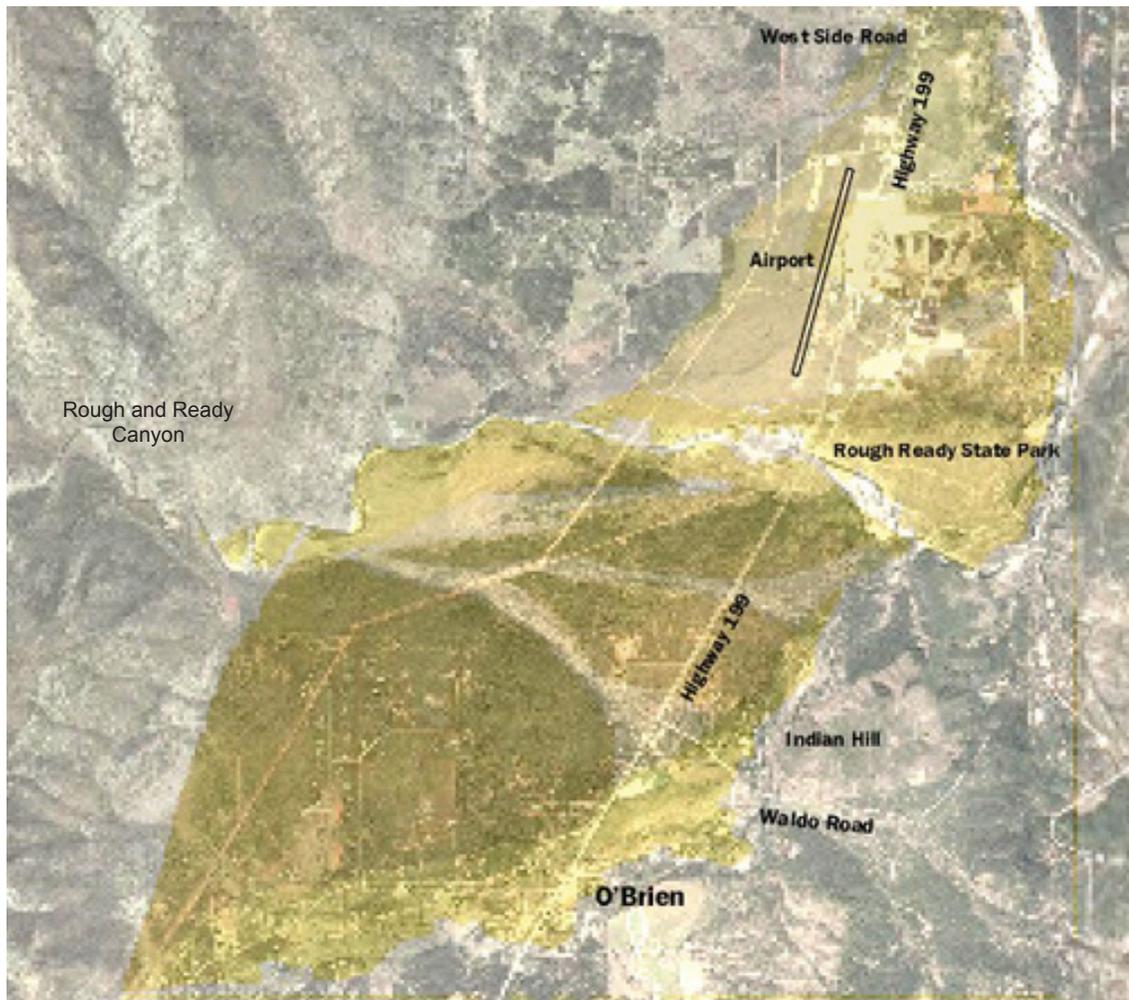
tion of arid conditions, poor soils, and toxic metals has resulted in the establishment of a community of plants that are best suited for survival under these extreme conditions. Many of the trees growing on the alluvial fan tend to be dwarf versions of trees that would otherwise grow to 100-200 feet if soil and water were not constraining factors. This unique environment is what makes Rough and Ready Forest State Park an unusual and one-of-a-kind place to visit for travelers in southern Oregon and northern California.

### Rough and Ready Creek Alluvial Fan

The illustration to the right shows the shape and age of deposits that make up the Rough and Ready Creek alluvial fan (flood plain). The age of Holocene rocks are about 2,000 years and the oldest deposits are about 10,000 years old. Illustration modified from: Coleman, Robert G., 1997. Geological origin of serpentine and its distribution in the Siskiyou-Klamath coast range mountains north of latitude forty-one degrees, thirty minutes. Proceedings of the First Conference on Siskiyou



Ecology, Kerby, Oregon, May 1997. Ed. Beigel, Jennifer K etal., Siskiyou Regional Education Project



The geologic map is superimposed on a satellite image helps to visualize where this alluvial fan is located in relation to other landmarks in the area. Highway 199 enters this deposit from the north at West Side Road and, from the south, at the West Fork of the Illinois River. The state park is situated on the youngest section of the fan. The best examples of the Holocene are located near the south end of the airport runway.



## Discussion

The Rough and Ready Creek alluvial fan is nationally unique and represents a marketing advantage for attracting tourism spending in Josephine County. Airport planning can play a significant role in strengthening this marketing advantage or can inflict significant and long-term damage if careful consideration for tourism is not included in the core objectives of the Airport Layout Plan (ALP).

There are two ways that the ALP can help the community capitalize on the advantages that the Rough and Ready Creek alluvial fan represents to tourism dependent businesses.

- 1) Develop a tourism strategy in the ALP to facilitate the accessibility of the R&R Forest State Park to private airplane owners who travel for day trips or weekend excursions.
- 2) Assure that airport development does not detract from the integrity and authenticity of Rough and Ready Forest State Park for both private pilots and travelers on Highway 199.

The Illinois Valley Airport has the marketing advantage of being located adjacent to an Oregon State Park, a Bureau of Land Management Botanical Area, and is within two walking-miles of Rough and Ready Canyon, which is qualified to be designated as a Wild and Scenic River. The Kalmiopsis Wilderness is located about ten hiking miles from the airport on a trail through the wild and scenic Rough and Ready Canyon.

In addition to the unique outdoor recreation opportunities, the airport also is home to the historic Siskiyou Smokejumper Base, which is the last of the original four smokejumper bases in American history still standing in its original conditions and includes the oldest smokejumper parachute loft in the Nation. This is the home of the internationally famous Moon Trees from the Apollo 14 mission to the moon.

## Conclusion

Illinois Valley Airport offers a unique marketing advantage to Josephine County. Planning for this airport needs to look beyond routine airport management to consider how the IV Airport can become more effective at capitalizing on our advantages and assuring the objectives of future airport development contributes to, rather than detracts from, the elements that make this airport unique and marketable.

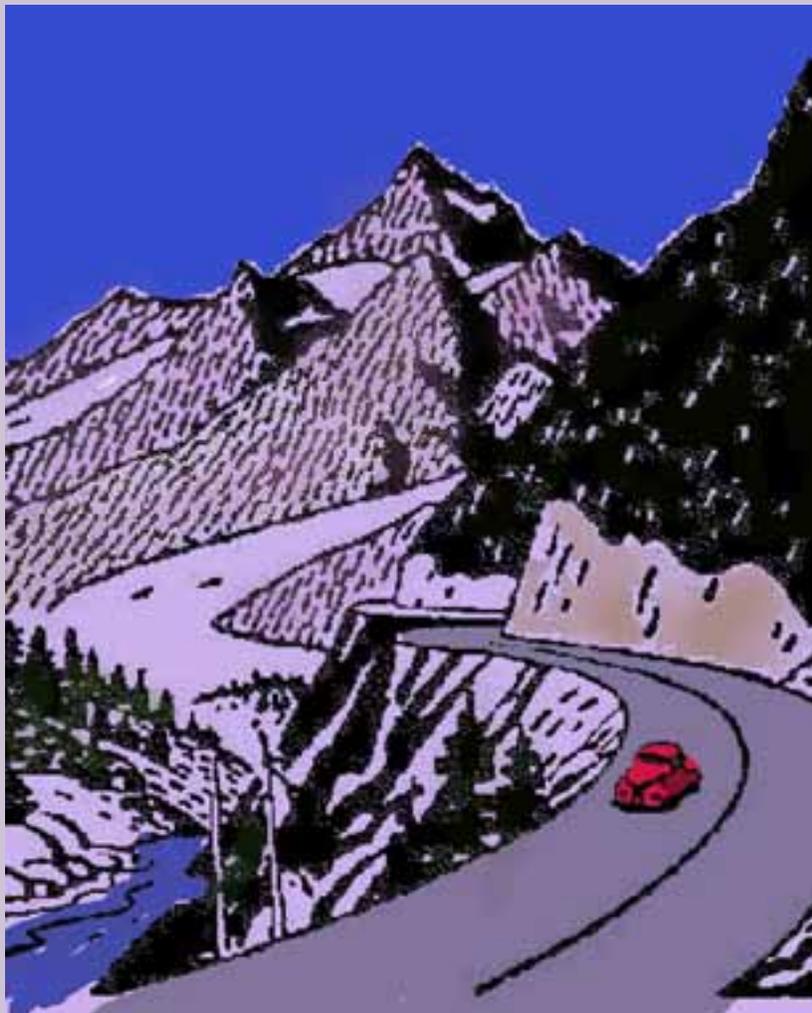




Illinois Valley

# Airport Layout Plan

**Why tourism must be given careful consideration in airport planning**



15 May 2009

Submitted as a public comment document for the updating of the Illinois Valley Airport Layout Plan:

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## Introduction

Illinois Valley Airport is not an ordinary landing field for several reasons and each of these represent an opportunity for making this an airport of national significance and vital importance to Oregon's Travel and Hospitality Industry. Tourism has been repeatedly identified in community development documents and strategic plans as the salient economic opportunity for Illinois Valley. For this reason as well as those listed below, the leading objective of the Airport Layout Plan (ALP) must focus on enabling Josephine County to capitalize on the factors that make this airport a one-of-a-kind marketing opportunity in the emerging and intensely competitive global economy.

## A Unique Opportunity

Within a 25 mile radius of the Illinois Valley Airport there are three wilderness areas, three Oregon State Parks, one county park, two wild and scenic rivers. Oregon Caves National Monument, a National Recreation Area, two scenic byways, three National Forests, and three botanical areas. Also within this radius are five wineries, the Josephine County Museum, Great Cats World (largest and most diverse private collection of large cats in America), the Southern Oregon University Field Station (Siskiyou Field Institute), two tree house resorts, and several significant historic sites including Oregon Caves Lodge (considered to be of significance equal to the Yellowstone Lodge, Crater Lake Lodge, Timberline Lodge, etc), the Siskiyou Smokejumper Base (Oregon's first smokejumper base), three historic stagecoach roads, the Nation's largest chrome production region, and the site where the Oregon gold rush began including the site where the largest gold nugget in Oregon history was found. The 25 mile radius around Illinois Valley Airport encompasses the land of the Takilma Tribe as well as the home of both the View Master and Apollo 14 Moon Trees, the largest



*A trailhead into the Siskiyou Wilderness is located about 10 miles from the Illinois Valley Airport.*



*The Wild and Scenic Illinois River corridor is 10 miles from the Illinois Valley Airport.*

serpentine rock alluvial fan in North America, the "domain" of the Oregon Cavemen (a 1922 tourism promotion organization), the western edge of the historic State of Jefferson, and the location of bizarre historic events such as the Siskiyou Nature Man Experiment.

The concentration and variety of marketing assets around the Illinois Valley Airport represents an exceptional opportunity for attracting families that travel in their private airplane and flying clubs and increase tourist spending in our community. The Illinois Valley Airport Layout Plan (ALP) is a key element that will enable us to convert these marketing assets into jobs. It is critical that tourism becomes a major objective for the ALP during this planning cycle.



## Strategic Planning

The ALP cannot be developed in isolation from other economic development efforts in the community and local region without the risk of inflicting detrimental impacts on our ability to attract and retain visitor spending that can support and sustain hundreds of existing and new travel and hospitality jobs in Josephine County.

The development of the ALP must consider two factors:

- 1) How the resources on the airfield can be used to augment and support the Travel and Hospitality Industry. This includes making on-site resources such as the historic Siskiyou Smokejumper Base accessible to both vehicle and air traffic in a way that is convenient and safe for travelers.
- 2) Assure the development strategy at the airport supplements rather than detracts from the natural and cultural attractions in the region.

The ability of tourist-dependent business owners and investors to develop and implement a strategy for attracting and retaining visitor spending is dependent upon the integration of natural and cultural heritage resources into a marketing package that retains scenic integrity and exhibits a community interest in preserving natural and cultural heritage. This is Josephine County's ticket to job creation and the ALP is instrumental in enabling - or detracting from - the ability of the Travel and Hospitality Industry to create sustainable jobs and open the door for successful entrepreneurial business development in and around Illinois Valley.



*Rough and Ready Forest State Park is a nationally significant natural area in the Illinois Valley and development at the Illinois Valley Airport can impose a detrimental impact on the future integrity and authenticity of this site, both critical to attracting visitors to the region where they spend money in tourism dependent businesses. Careless development at the airport will have a negative influence on the ability of the travel and hospitality industry to grow and prosper in this region.*

Scenic integrity, preservation of Oregon's natural and cultural heritage, and convenient visitor access to natural and historic attractions are inseparable elements of an advancing tourism economy. It is critical that the ALP sets a course for airport development that avoids deterioration of the natural and cultural resources both inside and around the airfield.

The following referenced research and statistics will provide information on the considerations that the Travel and Hospitality Industry must take into account when developing a strategic plan for regional travel corridors.



## An Introduction to Contemporary Travel Motivators

A recent survey conducted by the National Geographic Society in conjunction with the Travel Industry Association of America (TIA) indicates that a large sector of the travel and hospitality industry will be influenced by a growing public interested in the human and natural attributes that make one place distinct from another (Stueve, 2002). The survey grouped these individuals into a travel class they label as Geotourism. This group represents about 55 million Americans, which is greater than one third of the total 154 million Americans who travel every year.

The survey indicated Geotourists share a general agreement that their travel experience is better when the destination preserves its natural, historic, and cultural sites. Over half (53%) of Geotourist agree that their travel experience is better when they have learned as much as possible about their destination's customs, geography and culture. The majority of these travelers are Baby Boomers (43%) and Senior Matures over 65 years (27%) comprising together 70% of the Geotravel sector, about 38 million Americans. About 45% of Geotourists have a college education.

The age of travelers is an important consideration and the large number of retired now entering the travel market gives reinforcement to the need for accessible, low impact recreation. There are 50 million disabled in the United States and 60-70% of these individuals are "Senior Matures" who are 65 years or older. Senior Matures comprise 16% of all domestic trips in America. "Junior Matures", age 55-64, comprise 15% of domestic trips and 45% are "Baby Boomers" whose first members reached age 55 in 2001 (Rhoades, 2001).



*Siskiyou Smokejumper Base reunion, June 2005*

There is a large sector of the traveling population who are entering the age where disabilities will become a concern and accessibility to recreation resources will become increasingly important. The senior market is approaching explosive proportions and, in order to capture this market in Illinois Valley, it will be important for public land management agencies and private business to plan and develop activities and facilities to serve the needs of mature travelers.

An insight to what types of activities might appeal to seniors can be found in a survey conducted by the Outdoor Recreation Coalition of America (Marwick, 1997), which identified activities such as walking and observing nature as being important senior activities. They also noted that walking was the top activity in the United States with bicycling, hiking and bird watching close behind. Hiking footwear ranked as the highest growth area among outdoor recreation retailers.



An interesting component of the survey noted there is an increasing interest in American society to reunite families and participate in activities that allow for group participation. As this trend becomes established, the growing senior market will also have the potential to bring younger sectors of society into the travel market as part of the national trend to reunite families and do family oriented activities. Trails and accessible historic sites and nature experiences will be important in attracting these visitors to the Illinois Valley.

A summary of the recently completed National Survey on Recreation and the Environment (NSRE - produced by the USFS, (ongoing)) was summarized in the quarterly newsletter from the America's Byways Resource Center (Vistas, 2003). The NSRE reflects the results of 80,000 phone surveys and the Vistas summary provides some important insights for byway planners. Here are some excerpts from the survey:

Driving for pleasure in rural areas to include country roads, parks, forested areas or other natural settings, is one of the more popular recreation activities with more than 56% of the American public engaging in this leisure pursuit. Walking, family gathering, swimming, viewing natural scenery, visiting a nature center/nature trail, picnicking and sightseeing are more popular based on reported participation in the last year.

On their last pleasure trip when the traveler was not in a hurry, the most popular activities were those associated with travel services and information provision to include scenic pullout (64%), walking around a small town (64%), roadside displays (50%), and/or visitor center (49%).

About 63% of respondents preferred traveling a tree-lined road with unobstructed landscape views and undeveloped green space complemented by scenic pullouts and overlooks.

Survey findings suggest that the public has dual priorities with how they would like public dollars invested at scenic pullouts to include protect the natural and historic resources and restrooms. Provision of educational information and short trails/walkways are slightly less important but still enjoy strong support among respondents of the survey.

Two thirds of pleasure drivers show an interest in utilizing roadside exhibits and historic markers and reading informational guides and educational pamphlets while en route.

The importance of roadside displays in the pleasure-driving experience is highlighted by the fact that over 80% of travelers would spend 15 to 30 minutes on-site if there were interesting things to see or learn. The two most common reasons for stopping at roadside displays were the scenic views and to learn about the area.

Projections for Geotourism and travel by seniors and their families comprise a large segment of the traveling population. Surveys indicate these individuals are interested in viewing scenery,



*Page Mountain is located on the Jefferson State Byway about 20 miles from the Illinois Valley Airport.*



*Siskiyou Smokejumper Base History Day, June 2005.*

nature and want to have opportunities for healthful exercise such as walking and hiking. Information compiled from visitors who recently traveled in southwest Oregon (Styne, 2001; Jaworski, 2003, Runyan, 2002; Stueve; 2002; Wetter, 1994. page 9) disclose a high interest in viewing scenery, hiking/walking, family oriented activities and educational experiences; a good indication that travel trends projected in national surveys may already be underway.

Cultural heritage travel is of special interest to the ALP because of the historic Siskiyou Smokejumper Base being located on airport property. This is one of the premiere heritage attractions

along the Highway 199 travel corridor and is significant for being the first Aerial Firefighter Base in Oregon history and the last of the original four smokejumper bases in American history that is still standing in its original location with its original buildings. The site includes the oldest smokejumper parachute loft in North America and the base is considered to be the home of the Apollo 14 Moon Trees.

The following provides additional information on cultural heritage tourism.

*Tourism: 2020 Vision* is a forecast document produced by the World Tourism Organization (WTO) and predicts cultural tourism will be one of the five key tourism market segments in the future (Endresen, 1999). In the United States, heritage tourism is the third most popular activity after shopping and dining. Travelers who engage in shopping and cultural or heritage tourism spend more, stay longer, and have a better travel experience overall (McCormick, 2007). These fact have not escaped the attention of many countries around the world who are investing billions to attract tourists. Competition for tourist spending is increasing globally and this is resulting a significant loss of market share in the United States. From 1992 to 2004, overall world tourism rose 52%, but the U.S. share of the total declined by 36%.

Communities in the United States will need to respond to global competition by enhancing the quality and diversity of their marketable assets. They will need to find their niche in this competitive market by capitalizing on their 'uniqueness' and novelty. Cultural heritage is where much of this uniqueness can be found.

Cultural tourism is expected to grow at 10 to 15 percent per year, making it one of the fastest growing sectors in the tourism market. Generally, this travel sector is defined by people who travel specifically to see historic sites, visit museums, or attend cultural events such as concerts, plays and art exhibits and represents about 15% of the total traveling public. However, it should be stressed that while some visitors will take entire vacations focused on culture, many others will seek a mixture of cultural and nature experiences as part of a larger vacation plan. The approximate number of visitors who might be attracted to a cultural heritage site can be as high as 80% of the traveling public (Lord, 2002; Walker, 2005)



Private pilots are expected to be attracted to visit the same type of cultural and natural features as the rest of the traveling public.

## Economic Projections

The Travel and Hospitality Industry, sometimes collectively called the Tourism Industry, has been acknowledged both nationally and internationally as one of the world's largest industries. In 2007, the Travel Industry in the United States generated \$703 billion in total travel expenditures, including domestic and international travelers and \$1.3 trillion in direct, indirect and induced travel expenditures, including international travelers' spending in the United States (Travel Industry Association Research; McCormick, 2007). Direct travel spending by resident and international travelers in the United States averages \$1.8 billion per day; \$75 million per hour; \$1.2 million per minute; and \$21,000 per second (Travel Industry Association Research; McCormick, 2007).

Tourism is a \$7.9 billion industry for Oregon and directly employs over 88,000 Oregonians. Yet the broader hospitality industry, to which tourism is intricately linked, is even billions of dollars larger and employs tens of thousands of additional Oregonians (Oregon State, 2007).

The following background information discusses travel sectors that could potentially be attracted to stop and enjoy Illinois Valley Airport. Referenced travel data and statistics helps to explain the potential economic benefits that this might bring to Josephine County.

### *Traffic on Highway 199*

Highway 199, the road adjacent to the Illinois Valley Airport, represents a significant opportunity for improving the local economy through tourist spending. The following information provides an estimate of the potential income that could be captured if travelers were encouraged to stay longer and participate in more activities in Josephine County.

During 2002, the Oregon Dept of Transportation counted 1,008,130 vehicles on Highway 199 near the California border. Forty-four percent of all vehicles traveled between June first and September 30. (Jarworski, 2003). Approximately 30% of the total Highway 199 traffic (about 300,000 vehicles) is considered to be vehicles occupied by tourist (Wetter, 1994:37). The average number of people traveling in each vehicle is about 2.5 (This number comes surveys including Oregon Caves National Monument = 2.5 persons per vehicle (Stynes, 2001) and Northern California Counties: Del Norte=2.9, Shasta=2.6, Humboldt=2.5, Modoc=2.8, Siskiyou-Trinity=2.9. (California County Travel Report, 1997; Helton, 2003;24)). Using this information, the total number of visitors traveling Highway 199 annually can be estimated at about 750,000.

Recent visitor profiles in four western states indicated that average expenditures per party varied from \$86 to \$143 (Colorado=\$143.57, Iowa=\$104.50, New Mexico=\$103.00, Montana=\$86.00). The Colorado expenditure estimates were higher due to larger party sizes and older and more affluent audience attracted to byways and scenic drives. (Sem, 2000). Average expenditures per party in northern California Counties: Del Norte=\$131.00, Humboldt=\$153.75, Modoc=\$94.92, Shasta=\$130.00, Siskiyou-Trinity=\$125.00. (Sheffield, 1998). Cultural heritage travelers spend an average of \$70.80 per person per day (\$177 per vehicle per day) (Walker, 2005).



From the information above it can be estimated that the ambient level of tourist dollars passing through Illinois Valley on Highway 199 every year is about 40 million dollars. This is enough money to support more than a 1,000 family wage jobs (at \$32,000/year).

In addition to the sustainable income traveling through Josephine County on Highway 199, there are other travel sectors that represent additional income sources if attractions are made to be accommodating to the needs of these travelers. This includes motor coach tours, families traveling in RVs, and families traveling by private airplane.

### *Motor Coaches*

More than 774 million people use motor coach tours each year. A fully-loaded motor coach (46 passengers) contributes an average of \$5,000 to \$11,000 per day to the local economy, spending money on meals, lodging, shopping, admission fees, souvenirs, and local taxes. More tour operators are offering one-day sightseeing tours, independent packages, event packages, and learning packages such as wine tasting, family, agricultural, and visits to historic sites. (Sources: American Bus Association, [www.buses.org](http://www.buses.org), and National Tour Association, [www.ntaonline.com](http://www.ntaonline.com))

### *RV and Travel Trailers*

Americans are traveling shorter distances and on weekends with less planning. Camping and RVing are compatible with “last minute” decisions. In 2004, 7+ million U.S. households owned an RV (1-in-12). By 2010, the number is projected to be 8 million households. The largest and fastest growing segment of RV buyers is age 35-54. (Source: RV Industry Association, [www.GoRVing.org](http://www.GoRVing.org))



### *Private Airplanes*

Aviation tourism is a new, exciting concept that will help spur economic growth for Oregon airports and their communities. Seventy four percent (74%) of pilots take vacations outside their home city or region each year.



Twelve percent (12%) of pilots take six or more vacations a year. Thirty five percent (35%) take those vacations use general aviation aircraft. Upon arriving at their destination, pilots want rental cars, lodging, fuel and food as well as activities for them and their families (Travel Oregon, 2005).

The airport is an “off ramp” to the interstate of the skies, the National Airspace System (NAS), a transportation system that is independent from that represented by Highway 199.



The illustration provides information on the percentage of flying hours that are used for various activities by private airplane pilots. Travel for pleasure is the top use for private aircraft. Business and corporate travel are listed separately but these categories can both contribute to tourist spending if pilots and passengers stay in lodging at their destination, eat meals, and purchase incidental items such as gifts, magazines, and other nonbusiness related items.

Use Categories of General Aviation			
Use	Percentage of aviation hours flown	Description	
Personal	35.6	Use of aircraft for pleasure or personal transportation and not for business purposes.	
Instructional	18.6	Flying under the supervision of a flight instructor.	
Corporate	11.4	Use of aircraft owned or leased by a corporation or business and flown by a professional pilot.	
Business	11.3	Use of aircraft in connection with the pilot's occupation or private business.	
Air taxi; air tours	7.6	Carrying passengers or cargo for hire using small aircraft; commercial sightseeing.	

From: GAO, 2001. *General Aviation Status of the Industry, Related Infrastructure, and Safety Issues*. United States General Accounting Office (GAO), Report to Congressional Requesters. Washington DC. Page 11



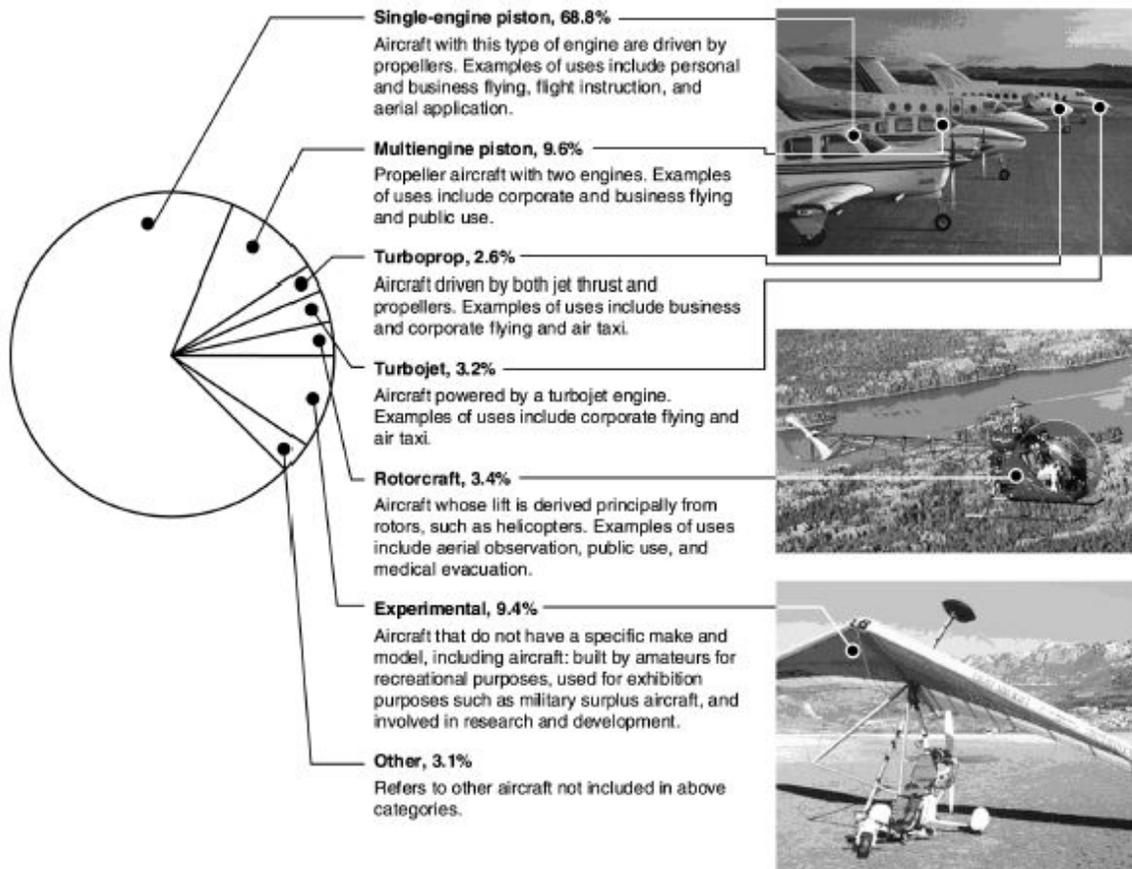
About one hundred and sixty six (166) million people fly in private aircraft each year (Anonymous) and about 35% of the hours spent flying by these private pilots and passengers are for personal use and travel (GAO, 2001) Over 240,000 aircraft are classed as general aviation aircraft. Nearly 182,000 of these are piston aircraft and 147,000 are personally owned for personal activity (Global Insight, Campbell-Hill, 2002). The Federal Aviation Administration (FAA) expects the general aviation aircraft fleet to increase at an average annual rate of 0.9 percent during the period from 2002-2015 (GAO, 2001).

For example, 436,000 tourists annually choose to visit Pennsylvania via private or corporate aircraft. These tourists spend over \$28.4 million annually for hotels, food, retail, and other items (GAO,2001). This represents a daily expenditure of about \$140/person.

More than half of private pilots have a personal income of over \$100,000; more than 30% earn more than \$150,000, and over 10% more than \$250,000 annually. Only 5% earn under \$50,000. A survey conducted by Flyguides quantifies the main reason that these affluent people climb on board an airplane and found that 90% are flying for, "Personal or recreational reasons" (Flyguides Pilot Travel, 2004).

The future of private aviation was summarized in the FAA Aerospace Forecast for 2009-2025. In this report they predicted that the number of general aviation hours flown is expected to increase by 1.8 percent yearly over the forecast period from 2009-2025. Much of this reflects a projected increase in flying by business and cor-

**Figure 1: Composition of General Aviation Fleet, 1999**



Source: FAA and the General Aviation Manufacturers Association.



porate aircraft as well as a relatively small annual increase in the use of piston aircraft. Hours flown by turbine aircraft (including rotorcraft) are forecast to increase 3.6 percent yearly over the forecast period, compared with 0.4 percent for piston-powered aircraft (FAA, 2008).

There have been recent drops in the number of private airplanes, some of which may be due to cost of fuel and other factors. Since its peak in the early 1980s, the number of active private and recreational pilots in the United States has been dwindling, falling more than 15 percent over the past decade to 213,366, according to the Federal Aviation Administration. And since 2000, registered piston-engine planes, usually the first a new pilot trains

in, have fallen 4 percent to 163,135. Last year, General Electric Co. said it was getting out of the recreational-aircraft business, selling off what's left of its related businesses to TransDigm. And last week, Cessna owner Textron Inc. said it may sell its small-aircraft business in response to the recession's heavy toll on demand (Hinton, 2009).



Regardless of the recent recession-related drop in private aircraft, this sector still represents a significant number of passenger capacity that will grow slowly but remain stable over the foreseeable future. Projections for the future of aviation have not considered

*Flying car. Photo from the Cafe Foundation, CafeFoundation.com.*

recent interest and development of “flying cars” and advances in battery powered aircraft. Battery powered aircraft are virtually silent compared to contemporary piston and turboprop aircraft and, may lead to a future where airport noise will cease to be an issue to communities.

Tourism is one of the largest industries in the world, and one of the fastest growing. A failure of airport sponsors to become involved in tourism represents a failure to capitalize on the opportunities it presents in job creation, economic development, cultural interchange, and cultural heritage management and a failure to help steer it toward a sustainable path (Endresen, 1999).

## **Airport Contributions to the Economy**

Many authors in the popular press have recited the hypothesis that airports matter to economic development, but few have attempted to put the hypothesis to a systematic test. In light of the many claims that have been made about the importance of airports to business and industrial activity, there is only fragmentary documentation that demonstrate this might be true (Green, 2002; Gerber, 2007).

While there is a strong correlation between air traffic and economic growth, it is not entirely clear if airports lead to economic development or economic development leads to airport traffic. The lack of information has resulted in describing the economic contributions of airports in conceptual terms rather than to quantify those contributions with publicly available data (Allen, etal, 2006). This pattern of thinking has been prevalent throughout the history of planning for the Illinois Valley Airport, especially the assumption that an airport was necessary to attract industrial development. Highlights of this history are summarized below.



After the smokejumper base closed in 1981, a group of local business owners formed the Illinois Valley Economic Development Committee (IVEDCO) and began efforts to obtain the Illinois Valley Airport with the idea that this would become a hub for attracting industrial development to Illinois Valley. The Committee formed prior to the airport ownership being transferred from the Forest Service to Josephine County (1986) and, during that time, decision making for the airport's future was done without an apparent public presence (example: IVN, July 11, 1985). In the first year the group was formed, it was suggested that tourism be one of the economic development objectives for the airport (IVN June 17, 1982). However, the decision was made among IVEDCO members that they would support only the single objective of industrial development for the airport's future.

When the airport was transferred to Josephine County, several of the IVEDCO members were selected for the Airport Board. The first 10-15 years that Josephine County owned the Illinois Valley Airport, the former IVEDCO members were influential in retaining their objectives and vision for industrial development at the primary purpose of the airport.

Industrial development has made no advancement during the entire 22 years that Josephine County has owned the Illinois Valley Airport, A possible reason for this might be the lack of a feasibility study to understand the strengths and weaknesses that this community has to attract industry, what type of industry is our most promising target, and the role that the airport will play to attract and retain new business or industry development.

There appears to have been no effort to investigate the priorities that businesses and industries look for in a community and whether or not an airport is really that important to them.

Factors that were important to attracting new business and industry were discussed in a publication by Gordon Sloagett and Mike D. Woods titled Critical Factors in Attracting New Business and Industry in Oklahoma. Some of the factors they emphasized included the following:

Table 2  
**Problems cited by manufacturers in the most rural counties, 1996**  
*Airport access was one of the top five problems associated with business location*

Problem	Percent	
	Major problem	Minor problem
Quality of local labor	33	41
Environmental regulations	25	35
State and local taxes	22	41
Attractiveness of area to managers and professionals	18	36
<b>Access to airport facilities and services</b>	<b>13</b>	<b>38</b>
Access to training courses	12	39
Interstates and major highways	11	21
Quality of primary and secondary schools	10	26
Railroad access	9	14
Access to major customers	9	34
Water and sewer systems	9	25
Access to material suppliers	8	36
Cost of facilities and land	8	32
Local roads and bridges	7	27
Local cost of labor	7	28
Access to machinery and equipment suppliers	6	33
Access to information about markets	5	31
Access to financial institutions	4	23
Prevailing local management-labor relations	4	26
Police and fire protection	2	16
Access to legal services	2	24

Note: Table shows data for manufacturing businesses in nonmetro counties with urban population less than 10,000, not adjacent to a metro area.  
 Source: ERS analysis of the 1996 Rural Manufacturing Survey, weighted for stratification.

*From: Gale and Brown, 2000. How Important Is Airport Access for Rural Business? Rural America, September 2000, Vol 15, No. 3. Page 23*



### *Utilities*

The availability of adequate energy, water, and waste water treatment at a reasonable price is basic in attracting new industries. Water is the most widely used natural resource in industry. The main concerns are with the quantity and quality of the water supply. In recent years, strict federal and state standards relating to environmental consequences of water use and waste water disposal have had an effect on industrial water considerations. The attractiveness of a community can be greatly enhanced by providing industry adequate water supplies and effective waste water treatment.

Water is going to be a significant impairment with industrial development at Illinois Valley Airport. This is an issue that has been known since 1996 when three test wells were drilled before the industrial park was built on airport property. One of the wells was a “dry” well and the other two hit water: one at 4 gallons per minute; the other draws 5 gpm (IVN, September 26, 1996; IVN, May 5, 1999). The continued problems with securing enough water for aviation and industrial development on airport property was discussed during an Airport Board meeting at Illinois Valley Airport in May of 2001. The Airport Manager said the county was shopping for additional water rights for the airport. Currently, the airport is allowed a total of 5,000 gallons a day, which means



*Recreation, clean water, and scenic landscapes are among the strongest values this community has for attracting business and industry to Josephine County.*

the number of employees allowed on site at the airport and industrial park will be limited in relation to the availability of water (IVN, May 23, 2001). There had also been an attempt to obtain water rights to use water from the Rough and Ready Mill water ditch (IVN, November 4, 1998).

### *Personal and Intangible Factors*

Several communities may remain in the running at the end of the plant location evaluation process. It is at this point that the personal and intangible attributes of communities under consideration come into prominence. These attributes can be described best in terms of community leadership and attitudes, housing, schools, recreation, shopping, and overall community image. Most large companies are also concerned about their corporate image, and they want to be a good corporate neighbor. Their impressions of a potential location can be greatly enhanced if community leaders create an image of acceptance, cooperation, and fairness. This is a much easier task if community leaders can exhibit a history of creating a favorable environment for existing industrial plants.



The modern decision-making framework tends to increase the influence of desirable characteristics of a community's location and place to live and work more than would be expected in the owner-manager framework of the past. Worker productivity is always affected by these personal factors and can lead to attracting quality labor and management to a particular geographic area. Management is aware of these factors when considering plant location.

### *Skilled Labor*

The rapid growth of service and high-technology industries makes this sector attractive for both its viability and future stability. Perhaps the most important factor for attracting these enterprises deals with the potential work force. Service and high-technology industries demand skilled and/or trainable productive labor.

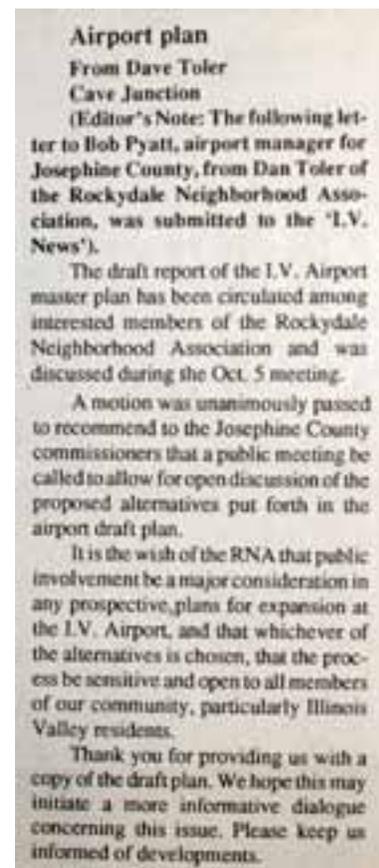
## **Recommendations**

### **Establish a workgroup to assess community advantages before continuing work on the ALP**

The history of development at Illinois Valley Airport has been chronically devoid of research and comprehensive assessment to understand the advantages this community offers to businesses, industries, and people who might want to move here. This includes a noticeable lack of public involvement in the production of both the 1992 Illinois Valley Airport Master Plan and the 2001 Airport Layout Plan.

The absence of public input and the lack of structured research on the has resulted in the production of an aimless airport development strategy that has resulted in a history of unstructured and failed business development ideas for the Illinois Valley Airport. Throughout the history of planning for this airport, there has been little to no effort to diagnose what advantages this community offers to business development and what businesses would be most interested in moving here because of these advantages. There has been no apparent effort on behalf of airport managers to understand what contemporary business and industry look for in a community as they make their decisions of where to locate their enterprise.

It is pointless to continue with ALP planning if there is no understanding of how the airport can be set up to support the economic development that best fits the strengths of this community. The lack of community involvement airport planning and the absence of scoping studies for identifying the strengths and weaknesses of this area has resulted in the past 17 years being predictably unproductive. We cannot



*There was little to no effort to solicit public input during the production of the Illinois Valley Airport Master Plan. Letters to the Editor, Illinois Valley News, November 2, 1992*

in



*Never let grant funds dictate your vision. Develop your plans and then go after the money and resources to execute them, not the other way around.*

**Bill Lutrick**

Senior project manager, Florida Aviation Planning Division  
(Post et al, 2006)

afford to continue on this course. An ALP developed around existing planning documents that were produced by a handful of individuals with only vague efforts to engage the community in planning is a guarantee that the next 17 years are going to continue to be as economically stagnant as the last 17 years.

The ALP needs to be put on hold so a work group can be organized to research and identify the primary advantages this community has to attract and retain business and industry development . A legitimate ALP could not be produced until we understand the comparative advantages of this community, the potential industries that would profit from locating to this area, and determine how we are going to attract them by assuring the airport is set up to meet their needs.

Once this report is completed and target industries and businesses have been identified it will be possible to return to the development of the Airport Layout Plan with the objective of assuring airport can best serve the needs and growth of the target enterprises and residents.

A work group of local residents and professional mediators need to be formed to engage the community in scoping meetings, conduct research and gather data. Among the tasks that this work group will need to achieve will be to identify the characteristics of the community that makes it a place where someone would want to live

and work. Some of the factors that need to be considered were discussed on page 12 of this comment letter and include intangible factors such as community facilities and services, cultural qualities of the community, the cooperative spirit of community leaders, recreational facilities, and quality of schools (Sloagett and Wood).

The work group will need to identify and accurately describe the area labor force. This involves much more than the physical existence of labor. The type of labor, its age and sex structure, and skill levels are all important considerations that need to be analyzed and documented. A labor survey will provide much of the needed information. Ideally, the “labor image” to be created is one of an adequate supply of productive labor at a reasonable cost to industry (Sloagett and Wood).

The workgroup also needs to assess building sites and itemize the availability of adequate energy, water, and waste water treatment at a reasonable price. This is basic in attracting new industries. Water is the most widely used natural resource in industry. The main concerns are with the quantity and quality of the water supply. In recent years, strict federal and state standards relating to environmental consequences of water use and waste water disposal have had an effect on industrial water considerations. The attractiveness of a community can be



greatly enhanced by providing industry adequate water supplies and effective waste water treatment (Sloagett and Wood).

Several communities may remain in the running at the end of the plant location evaluation process. It is at this point that the personal and intangible attributes of communities under consideration come into prominence. These attributes can be described best in terms of community leadership and attitudes, housing, schools, recreation, shopping, and overall community image. Most large companies are also concerned about their corporate image, and they want to be a good corporate neighbor. Their impressions of a potential location can be greatly enhanced if community leaders create an image of acceptance, cooperation, and fairness. This is a much easier task if community leaders can exhibit a history of creating a favorable environment for existing industrial and business enterprise (Sloagett and Wood).

### **Travel and Hospitality Industry must be a prominent objective of the ALP**

On page two of this comment letter, a list of natural and cultural resources within a 25 mile radius of Illinois Valley Airport was provided to illustrate that one of the advantages this airport has over others is its proximity to family oriented recreation and educational activities. This fact has been pointed out in several community planning documents that were developed with public input. They include the Community Development Organization (CDO), 2001; Egret Communications, 1999; Koski, 2004; Jaworski, 2003; Preister, 1999; Wetter, 1994 and others.



*Airshow at Illinois Valley Airport. Looking north toward the tarmac. Illinois Valley News, September 8, 1993.*

The airport is surrounded by a rich environment natural and cultural features and, within the airport property, contains two distinctive marketing assets of national significance that can be used to make Illinois Valley Airport an attractive destination for individuals driving vehicles or flying in airplanes. For this reason, the Illinois Valley Airport represents significant opportunities for the local and regional Travel and Hospitality Industry including the following:

*Strengthens the community's marketability and ability to attract new travelers to the region.*

*Provides a way to extend the time visitors spend in southern Oregon.*

*Opens an avenue for widening the peak travel season into the shoulder seasons.*

*Create new marketing and publicity opportunities.*

Illinois Valley Airport planning must consider management of both vehicle and airplane traffic to include parking for small vehicles, tour and school busses, recreational vehicles, shuttles, wheelchair accessibility, the flow



of foot traffic into and out of the site, and other similar concerns that meet visitor expectations for a safe visit to an authentic cultural heritage site.

### *Vehicle Parking*

Adequate parking must be set aside in the plan to accommodate a variety of vehicles that might visit the historic smoke-jumper base, stop to watch airplanes, and/or attend special events such as air shows.

The size of the parking area will need to be large enough to accommodate summer vehicle traffic from the month of June through August. During this time, there are approximately 4,000 vehicles on Highway 199 daily, and from my personal experience working eleven years at Oregon Caves National Monument, most of these vehicles are on the road with their passengers engaging in activities between 10:00am and 4:00pm. Research predicts that about 15% of the traveling public is interested in cultural events and historic sites. Other research indicate a large portion of the traveling public will stop at a site for 10-20 minutes if there is something unique to see. If 15% of the ambient summer traffic stops at the site, most of which will be between the hours of 10:00-4:00, it might be expected that about 100 vehicles per hour will stop for a short visit to the site. If their visit is short (20 minutes) then it may be adequate to have parking for only 30-40 vehicles. However, if visitors stay longer to enjoy the self guided tour of the base, museum, and visitor center, their stay may be longer (30-40 minutes) and this will lead to congestion in the parking area if it is not large enough. It is also important to note that many of these travelers are in RVs or towing a travel trailer and will need pull-through parking sites. Parking for tour busses will also need to be considered.



There will be many opportunities for holding special events at the airport and this will require the availability of an overflow parking area. During the valley's first airshow in September 1993, the Josephine County Sheriff estimated there were 4,000 vehicles parked in and around the airport by people who came to see the event (IVN, Oct 6, 1993).

It is suggested that parking for the historic smokejumper base and special event overflow parking be located on the east side of the runway near the smokejumper base. The image to the right shows the entrance to Smoke-jumper Way in the lower right and the tarmac in the upper left. One site that has been proposed for parking is behind the two hangars immediately south of the historic base. The area could be made larger if the adjacent private property (green) was acquired. This area might be adequate for handling a fair number of vehicles but there probably isn't going to be enough space to include a turnaround for busses and vehicles towing trailers. For this reason, an access port is included to allow vehicles to return to Smokejumper Way and then to Highway 199. Note: There are features of historic significance in the yellow area that must be preserved as the parking lot is designed and constructed.

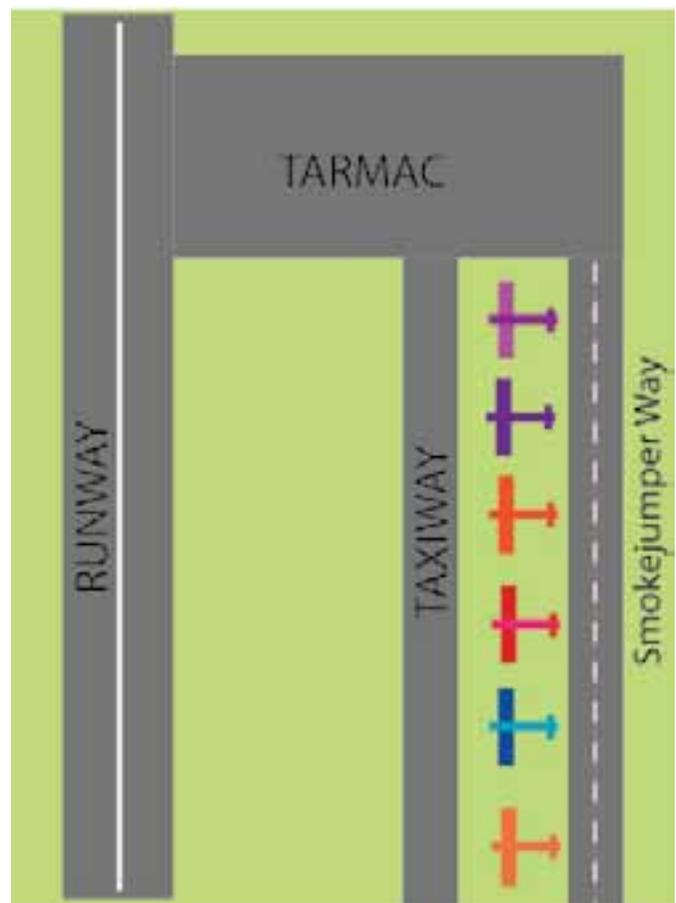


Management of ambient visitor traffic is a separate issue from the parking that will be needed for special events. The grass-covered grounds of the smokejumper base have been used for reunions, weddings, staff picnics, and fund raising events as well as for fly-ins, air shows, and the Moon Tree Run. Considerations for overflow parking is a must for this ALP update.

### *Airplane Parking*

It is the opinion of many local residents that once the airport is set up to provide consistent services and a unique attraction there will be an increasing interest by weekend flyers, air clubs, and others to fly to Illinois Valley to spend an hour, a day or a weekend.

The most appropriate location for airplane will be on the east side of the runway near the restaurant, picnic area, and historic smokejumper grounds. This is where the main features of the airfield are located and is where people are going to want to park their planes.



*The left image shows an aerial view of Ashland Airport with airplane parking along the right side of the picture. The image has been cropped at about 200 feet from the runway center line, the same distance as Smokejumper Way is located from the center line of the Illinois Valley Airport runway. The right image shows how the aircraft could be parked in the space between the taxiway and smokejumper way.*

The configuration of the airport and FAA clearance standards will make it very difficult to fit a parking area in on this side of the airfield but I think that if we follow a layout model like the one used at Ashland Airport, it might be possible to fit one row of planes between the taxiway and Smokejumper Way. This is illustrated in the



aerial photo of Ashland Airport, which has been cropped at about 200 feet from the center of the runway (the same distance as Smokejumper Way is from the runway). Parking for airplanes can be seen along the right side of the picture on the left. The illustration on the right shows how planes could be parked at Illinois Valley Airport. Pilots would pull up next to the parking site, turn off the engine, and push the plane into the parking site. I understand this procedure is not uncommon for other airports in the region.

The parking strategy described above may be adequate for a few aircraft but will not suit the needs of aircraft parking if we have an airshow. Airshows are America's second largest live spectator sport, with 26 million annual visitors (Anonymous) and it would be logical to include consideration in the ALP for how visiting aircraft are going to be accommodated. Events such as this will give our community new marketing and publicity opportunities that will build a positive community image and attract visitor spending in local businesses. The best solution I can think of for handling larger numbers of airplanes would be to extend this parking strategy for the entire length of the east side taxiway, which could provide up to a mile of aircraft parking. A walkway would need to be included to provide wheelchair access and visitor access if some of the parked airplanes are part of an airshow display.

### **Fuel and Fixed Base Operator (FBO) Services**

The Illinois Valley Airport was given to Josephine County by the Forest Service in 1986 and ever since that time, for more than 22 years, business owners and users of the airport have repeatedly pointed out that one of the primary limiting factors for business development and attracting visiting aircraft has been the lack of fuel.

Based on the history of airport development since the production of the Draft Airport Management Plan in 1992, there is little optimism that expansion into the west side of the airport is going to happen anytime soon. Therefore, the best location for providing an immediate solution for an aviation fuel station and FBO site would be in the seven acre parcel of airport land on the northeast side of the runway. This land connects to Highway 199 and has immediate access to telephone lines and power. At a minimum, a card operated fuel station could be set up with plenty of room for expansion of services or perhaps a secure parking area for long term aircraft parking (eg; visitors spending a week hiking in one of our wilderness areas).



*Seven acres of airport land that would be suitable for a fuel station is shown in yellow near the north end of the Illinois Valley Airport runway.*

### **Change designation of this airport from B-II to B-I**

The 2001 Illinois Valley Airport Layout Plan (ALP) is often referenced by some advocates of airport development as the most current and authoritative document for economic development at the airport and justification for retaining Illinois Valley Airport as a B-II category landing field. However, as is explained in the documenta-



tion below, the 2001 ALP had very little to do with airport planning and more to do with obtaining a grant for development of an Airport Industrial Park.

The 2001 ALP for Illinois Valley Airport appears to have been produced for the single objective of convincing the FAA to sign documents that were needed to clear the way for spending a \$500,000 rural development grant from the US Department of Agriculture on the development of an industrial park at Illinois Valley Airport. The following provides a summary of how the 2001 ALP was produced, the role the FAA played in authorizing the spending of the industrial park grant money, and a discussion about known factors that represented significant obstacles and blocks against the construction of the industrial park but were not mentioned to the FAA or USDA.

A local non-profit community group and Josephine County applied for and received a \$500,000 grant from the Department of Agriculture to develop an industrial park on airport property. In order to move forward with spending the grant, these grant sponsors needed to obtain permission from the FAA to establish this industrial park on airport property where it would serve non aviation related businesses. This authorization was needed because such use of airport property was against the conditions placed on the airport when it was transferred from the Forest Service to Josephine County in 1986 under authority of a "516" transfer (IVN, March 5, 1997).

The FAA apparently required the organizers of the grant to demonstrate that releasing this airport property for non aviation use would not have any impact on future airport expansion over the next 50 years (IVN, September 1, 1999). In addition to this, the organizers of the industrial park project had two years to spend the grant money and as the end of the two year period approached, the Department of Agriculture threatened to take the money back (IVN, November 8, 2000). The main hangup for getting the approval was the production of the ALP.

The first person to start work on the 2001 ALP was the engineer who had been hired to work on the design of the proposed Airport Industrial Park. He started working on this in 1998 after the grant was awarded. However, members of the Airport Board thought "... it was inappropriate to have a person not skilled in aviation or airport design working on the airport layout plan." (IVN, October 6, 1999). It was suggested that a consultant with aviation design experience be hired to assist the engineer but the airport liaison at that time, Commissioner Jim Brock said, "Hiring a consultant has the potential to slow things down" (IVN, 20 December, 2000). Input for the ALP by the general public was virtually absent (IVN, February 4, 1998) and Airport Board members questioned the board's ability to adequately review and approve the document. They wanted to contact the FAA and ask that it recommend a person qualified to assist with the layout plan. However, the importance of getting the grant money out weighted the importance of public input as was evident in the response one of the Josephine County employees at the meeting who said "The more time that passes increases the chance that the grant money for the industrial project would be taken back" (IVN, September 1, 1999).

What happened next was not well documented but the engineer appeared to be unable to produce the ALP as the deadline for spending the grant approached. The sponsors of the grant had to move quickly so they hired a different engineer with aviation design experience in November of 2000 and, in less than a month, on the first of December 2000, this engineer had the ALP in its final draft (IVN, December 20, 2000).



From the available history of airport planning, it appears that the 2001 ALP was produced to demonstrate to the FAA that the loss of airport property for the industrial park would not impact airport development and progress over the next 50 years. To achieve this, large tracts of land were included in the plan that were not necessarily available for airport expansion and the feasibility of the industrial park was questionable because of the lack of water.

One of the most significant problems with the 2001 ALP was the inclusion of about 72 acres of BLM land on the southwest side of the airport. Acquisition of this land had been suggested in the 1992 Illinois Valley Airport Master Plan and it later came to light that BLM appeared not to have been notified this land would be included as part of the airport plan until after the plan was produced (IVN, August 19, 1992). For the next two years (1993-1994), there were efforts to obtain this land for proposed airport expansion through land swaps, one of them involving a three-way swap between Rough & Ready Lumber, Josephine County, and the Bureau of Land Management (IVN, March 31, 1993). After 1994, newspaper articles said little to nothing about the land acquisition and it appeared that the proposal to obtain 72 acres of BLM land located along the west side of the airport had been abandoned.

Considering the failure to acquire this land since 1992, it was surprising that the land was included in the 2001 ALP, especially in light of two other factors, both of which were well known when the ALP was produced.

It has been known since 1985 that there were mining claims on the 72 acres of land the county had proposed to acquire for airport expansion (IVN, August 29, 1985; IVN, May 29, 1996). These claims were still active at the time the ALP was updated in 2001.

In 1994, the BLM designated this land as part of an Area of Critical Environmental Concern (ACEC) (IVN, June 1, 1994; IVN, April 9, 1997; BLM, 1998). Josephine County airport managers have known since 1986 that the rare plant *Microseris howelli* is growing on BLM land in the proposed expansion area and that this has always been an obstruction for airport expansion (IVN, October 3, 1985; IVN, October 2, 1986). Despite these two factors that made it very unlikely if not impossible for this land to be acquired, the 72 acres was still included in the 2001 ALP.

The 2001 ALP proposed expanding the airport into private lands along the north end of the runway, which included a need to purchase land and relocate a paved, two-lane road (Airport Drive). The purpose of the extension was to accommodate larger aircraft although the purpose for doing this was not clear (there was no documentation that an industry with large planes would be interested in setting up their enterprise in this community).

Historically, it is important to note that the 1992 Airport Management Plan, which first listed this expansion of the airport runway to the north, was produced about the same time that the Northwest Forest Plan was enacted, resulting in a dramatic reduction in logging. This included a reduction of logging on O&C Lands (Oregon and California Railroad), a checkerboard of BLM land extending from Portland to the California border. Proceeds from timber harvesting on O&C lands were shared with counties in the O&C belt, often bringing in as much as 12 million annually to each county. Land purchases and construction of roads would have been a minor expenditure with this income being given to the county each year. However, by 2001, O&C funds had dwindled dramatically, leaving Josephine County with no viable source of funding to purchase private property and pay for the relocation and paving of Airport Drive. This shortage of funding was a well known fact when the ALP was updated in 2001 and the expansion of the airport to the north must have been done with full knowledge that purchase of the land and relocation of Airport Drive would be seriously impaired by a lack of funding through the sources used in the past; O&C Funds.



It has been long known that there is not sufficient water at the industrial park for domestic and structural fire fighting needs. The lack of water at this site first became evident in 1996 when three test wells were drilled during a feasibility study for the industrial park. One of the wells was a “dry” well and the other two hit water: one at 4 gallons per minute; the other draws 5 gpm with a total output between all three wells below ten gallons a minute (IVN, September 26, 1996; IVN, May 5, 1999). The continued problems with securing enough water for aviation and industrial development on airport property was discussed during an Airport Board meeting at Illinois Valley Airport in May of 2001. At this meeting the Airport Manager said the county was shopping for additional water rights for the airport; “Currently, the airport is allowed a total of 5,000 gallons a day, which means the number of employees allowed on site at the airport and industrial park will be limited in relation to the availability of water” (IVN, May 23, 2001- Note: The deadline for spending the grant was January 1, 2001, but five months later, there still was no adequate water to operate the industrial park). There had also been an attempt in 1998 to obtain rights to use water from the Rough and Ready Mill water ditch that runs near the proposed industrial park site. In November, 1998, the Airport Board raised concerns because the site application that had been submitted to the county for approval of the industrial park was misleading the Josephine County Planning Department to believe these water right had already been secured (IVN, November 4, 1998). Ironically, the lack of water places a constraint on the maximum number of people who could legitimately be working at the airport industrial park and this was not mentioned in projections for how many jobs this project would create (IVN, 20 January, 1999).

The documentation above demonstrates that the 2001 Illinois Valley Airport Layout Plan was produced to obtain money for the Airport Industrial Park rather than set a course for realistic airport development that would support community economic development. The plan appeared to have been designed to cover a period of 50 years, which may help explain the exaggerated size and scope of airport expansion in the 2001 ALP. The plan was produced without the grant sponsors mentioning there were serious issues working against the feasibility of the Airport Industrial Park to include inadequate water supply, sensitive plants and mining claims in areas proposed for expansion, and serious lack of funds to purchase land necessary for the expansion. Most important, is the lack of public input during this process, which has resulted in a predictable outcome of an airport plan that the public doesn't want.

There is no legitimate reason for this airport to be designated as a B-II airport and using the 2001 ALP to justify retaining this designation is basing our future on nothing but a document that was produced for no purpose other than to obtain grant money. Placing the airport in a B-II category has resulted in virtually no progress in airport development for more than 20 years. This airport is best suited for designation as a B-I airport and the new ALP needs to focus on configuring the airport around this category or we will have nothing to expect from the next 20 years other than more of the same failures we have endured over the past 20 years.

## **Conclusion**

The ALP being produced by WH Pacific is the first in the history of the Illinois Valley Airport that has started the planning process by openly solicited input from the public rather than developing the plan and then asking for public input after funding for refinement of the plan has been exhausted. Past plans for this airport were closely controlled by small committees with little to no public input and the outcome of this has resulted in airport planning that is predictably out of step with the needs and strengths of this community. The County Commissioners have an opportunity to orient planning in a new direction that makes the Illinois Valley Airport relevant to the economic future of the local community and open the door for entrepreneurial enterprise to capitalize on the influx of travel by private pilots and their passengers into this region.



There are some people in the community who believe the needs and objectives of the Travel and Hospitality Industry are not compatible with the needs of industries and businesses that may someday want to use the airfield. This is a poorly informed sentiment and a good example of how wrong they are can be found at Ashland Airport, a B-1 airport that serves chartered flights, UPS/FedEx freight, aviation related businesses (Sky Research), private airplanes of various sizes, and business aircraft such as small corporate jets.

We do not need to be a B-II airport to succeed and, indeed, the attempts to make this airport a B-II airport has resulted in more than 20 years of failed development. With 16.5% unemployment in Josephine County, we cannot continue to go in this direction. The Illinois Valley Airport needs to be a B-I airport so we can get on with the business of using this airport to attract tourist travel, business development, and other activities that will bring income to our community and create jobs.

Airport development will go nowhere until there is a solid understanding about the strengths and weaknesses of this community and what type of business and industry we can realistically attract. Without knowing this, there is no realistic way to project what role the airport will play in supporting our strengths and weaknesses and airport development will continue to be an aimless shot in the dark.

To this date, the only referenced documentation for how this airport can contribute to the economy of the local community has been the information provided in this letter about the Travel and Hospitality Industry. I have never seen a similar treatise that provides documentation on how this airport can be used to attract business and industrial development in our region, what amount of money might be generated, and the stability of these businesses and industries over the lifetime of an employee. Everything that has been said about the relationship of this airport to industrial development has been based on cogitation, opinion, and speculation. This is no way to make achievable and relevant plans for our economic future.

The Travel and Hospitality Industry represents the most relevant option for making the airport a partner in the community's economic future. In the meantime, efforts should be invested in obtaining documentation and projections for the types of industries and business that would realistically want to move to this region (fits their corporate image, provides a satisfying environment for employees, etc), and adjust airport planning accordingly. Until other information can be obtained, the Travel and Hospitality Industry offers the most salient and documentable foothold for design objectives in the Illinois Valley Airport Layout Plan.

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*Siskiyou Smokejumpers board a Noorduyn Norseman. Illinois Valley Airport, 1948.*