

GMO ... Continued from A-1

“This measure is critical for our economy,” Valentine said. “And the Illinois Valley, in particular, has a lot to lose if we allow GMO crops to be grown here,” Valentine said. “Many small farmers’ livelihoods are at stake.”

“Our long narrow valley could become an isolated stronghold for wholesome foods, one of the few places where the genetic integrity in food supplies is maintained,” Valentine said. “In years to come, this could be an incalculable national resource when the side-effects of GMO crops finally penetrates the public’s consciousness.”

Unlike traditional cross-pollination or hybridization techniques, genetically engineered organisms (also known as genetically modified

organisms or GMO’s) are created in laboratories where genes are inserted into the DNA of new organisms to create novel genetics that don’t occur in nature, such as splicing fish DNA into strawberries, or bacteria to kill pests into corn.

Hailed by some as the solution to the world’s food shortage problems, GMO crops have been grown for decades in many parts of the country and across the globe, though more nations are instituting bans as increasing numbers of scientists are issuing grave warnings.

At least 26 countries, including Switzerland, New Zealand, Austria, France, Ireland, Japan, Germany, Hungary, Luxembourg, Greece, Bulgaria, Poland, Italy and Mexico

have total or partial bans on GMOs, and there are significant restrictions on GMO’s in about 60 other countries. In the U.S., three counties in California (Trinity, Marin and Mendocino) have banned GMO’s.

While many countries require labeling food products when GMO’s are present, the United States Department of Agriculture and the U.S. Food and Drug Administration have opted to adopt a “standard of equivalency” that allows GMO foods to be labeled the same as non-GMO foods.

U.S. Secretary of Agriculture Tom Vilsack, also in charge of the USDA, was voted “Biotech Governor of the Year” when he was governor of Iowa; and former Monsanto Vice

President Michael Taylor is the head of the U.S. Food and Drug Administration.

“The fox is guarding the chicken coop,” Valentine said. “And these agencies are ignoring warnings about GMO’s from their own scientists.”

“Avoiding GMO foods is hard for most people in most places,” Valentine said. “According to the Grocery Manufacturers Association, in America, 75 percent of all conventionally processed foods contain GMO’s. But here in the Illinois Valley, it is possible to feed your family wholesome clean food at affordable prices. We want to keep it that way.”

Learn more about the ballot measure at gmofreejosephinecounty.org.

Gatlin ... Continued from A-1

About his management style, Gatlin said that he could help mediate some of the human interactions that take place during county board sessions.

“I’d help bring more order to situations the board has to deal with,” Gatlin said. “I’d bring a calming influence. Sometimes you need someone who can help the situation without fanning the flames.”

Currently the General Manager of Shilo Inn, a hotel in Grants Pass, Gatlin, 52, previously owned a successful retail business in Colorado Springs. He has lived in Grants Pass for 10 years and is married to a “local gal,” Terri, from Hidden Valley.

Gatlin also serves as a board member with the Grants Pass Towne Center Association and has been an active member of the volunteer com-

munity, involved with foster children and homelessness issues.

“I am looking forward to representing the Illinois Valley,” Gatlin said. “It’s a beautiful area with great people who have been very friendly.”

Commissioner Keith Heck asked Gatlin to look into the idea of building a Shilo Inn in Cave Junction. “We’re exploring this idea now,” he said.

“Many people feel Mark’s numerous positive volunteer contributions and business experience sets him far above the rest of the candidates,” said Cheri Adkins, Gatlin’s Campaign Manager. “I personally wanted to support Mark’s candidacy because he’s so dedicated to the county and is always looking for ways to bring money into the county without putting more burden

Sky Dive ... Continued from A-1

But Moore encountered resistance from a variety of sectors, including neighbors concerned about noise.

“Federal law does not allow noise abatement legislation for trains, in the air or on the water,” Moore said.

Moore gave several presentations to Josephine County commissioners and Commissioners Simon Hare and Keith Heck both attended an IV Airport demonstration of how the operation would work. But the momentum slowed.

Other impediments to moving his business here at the time included a lack of fuel and infrastructure.

“We would have needed to spend \$80,000 to \$100,000 to build a large hangar, and the Alyssum noxious weed contamination was another barrier,” Moore said.

In 2011 Moore filed a formal complaint with the FAA and eventually proved the City of Creswell wasn’t living up to their contract. In 2012, he filed a \$750,000 lawsuit in circuit court for breach of lease which was also recently settled.

During that same time period, the

entire Creswell city council and mayor positions changed hands.

“The Creswell mayor and every city councilor except one were voted out of office or resigned,” Moore said. “Out of 1,800 votes for mayor, the incumbent got less than 90 votes. All the winning candidates ran on platforms that included fixing this issue with the airport.”

In the end, Moore felt there were too many political obstacles to moving his skydiving operation to the Illinois Valley, and the resolution of the lease issues meant he was able to remain at the Creswell airport right next to I-5. A large sign on his hangar is easily visible from the heavily travelled corridor.

When asked for a reaction to this news, Josephine County Airports Manager Larry Graves stated, “I’m glad to hear that the Eugene Skydivers have had their right to land at Creswell Airport reaffirmed through their new agreement with the city, for a number of reasons. First, it relieves the pressure that their owner, Urban Moore, was feeling to find a new home. This likely means we won’t have to

deal with a complicated transition at the Illinois Valley Airport, where a newly-introduced flight activity would have to be integrated into our existing operations.”

“Secondly,” Graves added, “This agreement does uphold the overall right of any aircraft, be it a Boeing-747 or a person descending under a parachute, to access our public-use airports as landing areas. Although I have mixed feelings about the possibility of heavy skydiving activity coming to the IV Airport, I also have very strong feelings about protecting the rights of pilots (and that includes a skydiver steering a parachute to a safe landing at an airport) to have unfettered access to all public-use airports where safety is not blatantly compromised by having a mix of aircraft types.”

Graves continued, “Obviously you would not want to fill the sky over Portland International Airport with parachutes, but at a smaller field like Creswell or Illinois Valley, it is simply a matter of good management, communication, common sense and perhaps a little give-and-take to arrive at a reasonable accommodation for all.”



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