

# Eagle Creek waterfall posted by firemen

The drownings of two youths who went over a waterfall they didn't know existed on Eagle Creek prompted the Boring Fire Department to put up a warning sign.

The sign alerts people floating down the river of the waterfall.

The inner tube drownings occurred within two weeks of each other this spring when the water in the creek was quite high.

"It's about a five foot drop in a rocky area," said Boring Fire Chief Matt Shields of the waterfall. "You go into a deep hole which sucks you right down."

"These boys weren't joyriding, they didn't know the falls were there," he added. "We put up the sign because if you're in the middle of the stream and see the falls, you don't have a chance to get out."

The drop is located about a mile down from Clackamas County's Eagle Fern Park, which rents innertubes to be

used in the park limits.

The county has a sign in the park which warns river riders not to go out of the park. However, that sign is often unseen by youngsters who put there innertubes in the water outside of the park limits and don't rent innertubes from the park.

"It's safe in the park," said Shields. "But the county doesn't have any responsibility once you get out of the park."

Clackamas County recently put a cable across the river with ropes hanging from it so creek travelers can keep from going over the drop, but bypassers often wrap the ropes over the cable, out of the reach of someone in the creek.

"Next week they'll probably be hanging on the sign," said Shields sarcastically.

"Once you get in there," said Shields as he nodded toward the creek drop off, "You're not getting out. On one side it's concrete and on the other side there are jagged rocks."



MIKE MURRAY of the Boring Fire Department unwinds some ropes which were put over Eagle Creek by Clackamas County for kids to grab so they will not go

over the falls. Murray lettered a sign which warns people floating down the river of the falls. The fire department hung it over the creek.



KIWANIANS DR. Al Lamke and Ivan Barker board John Johnson's Cessna 172 for a trial run before the Fly-In Breakfast, Sunday. Lamke is president of the Kiwanis Club now, and Barker was president in 1958, when the Fly-In was instigated.

## Water safety increases

Water accidents resulting in two deaths and two injuries during 1972 on the Clackamas River, Sandy River and Eagle Creek in Clackamas County have drawn attention to the Rules of Water Safety by the Marine Enforcement Detail of the Sheriff's Office.

Sheriff Shobe cited a crack down on persons boating or floating these rivers and creeks without life preservers as required under Oregon Law. Eight citations and 43 warnings were given over the Independence Day Holidays for violations on the Clackamas River.

"Many people are not aware that floating the rivers in rafts or tubes requires that each person has a life preserver," said Sheriff Shobe.

Between May 7, 1972 and June 12, 1972, a period of 37 days, 38 persons were involved in 10 separate boating or raft

accidents. Most persons were wearing life jackets or had life preservers, except the two persons who drowned, both on Eagle Creek, within two weeks of each other.

"These rivers seem placid enough," pointed out Deputy Dean Hartley, Marine Officer, "but just around the bend in the river lays dangers to the inexperienced boater or floater."

"Sudden rapids or swift white water can flip over a boat or raft, or dash them against rocks, spilling out the occupants," he added.

Marine Officer Don Coates recommends the boater or floater know the river, refrain from floating into unknown areas of white water and to "always wear a Coast Guard approved life jacket, instead of a life preserver."

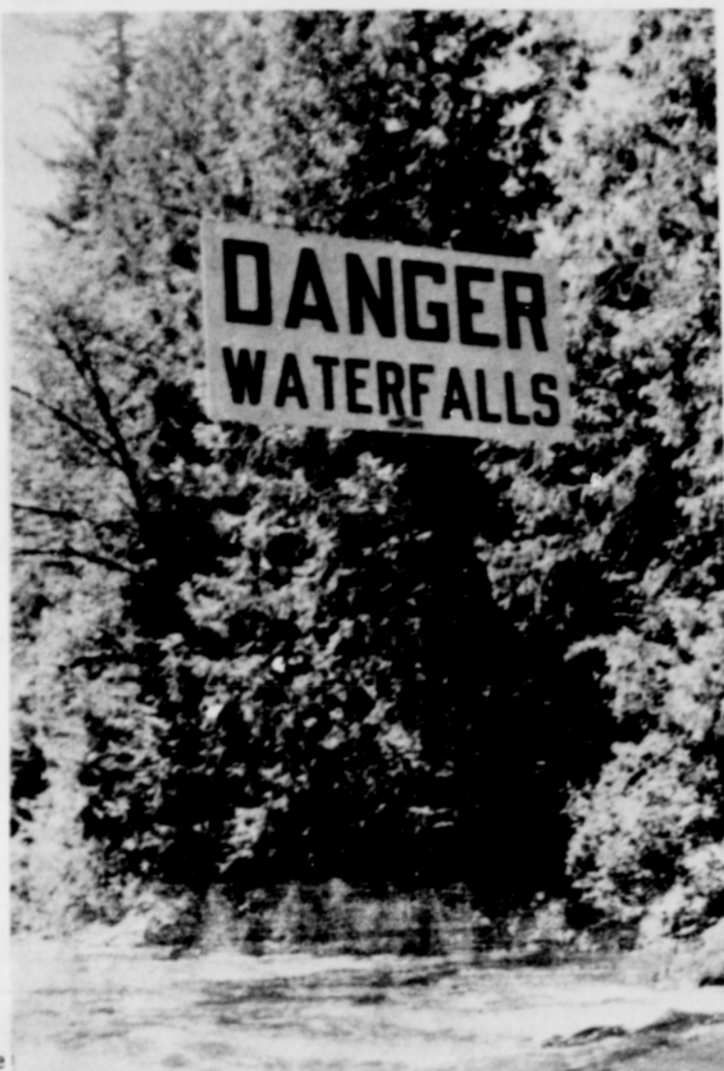
Coates and Hartley recalled in one boating accident in-

volving eight persons in which two were injured, both injured persons were wearing life jackets which undoubtedly kept them from drowning.

Sheriff Shobe cited Oregon Revised Statute 488.011 which provides that a "boat" means

every description of water craft used or capable of being used as a means of transportation of water, and O.R.S. 488.031 which requires each boat shall carry at least one U.S. Coast Guard approved life jacket, life preserver, ring buoy, or buoyant cushion in good and serviceable condition, for each person on board.

"These water trips can be fun" said Shobe, "but unless persons rafting or boating use common sense and safety, more tragedies are sure to occur."



THE BORING Fire Department put this sign over Eagle Creek to warn creek riders of an upcoming waterfall. Two boys drowned earlier this year after going over the falls in innertubes.

## Safety important part of Kiwanis Fly-in

During the 14 years of the Kiwanis Fly-In Breakfast, there has never been an accident. This is partly due to the effort of the man who handles the flying arrangements for the breakfast, Carric Scott.

Scott obtains the pilots and planes, and takes care of airport security every year. An air traffic specialist from the Federal Aviation Agency will again be on hand to clear traffic and maintain control at the breakfast.

Also a pilot for the breakfast each year, Scott is Executive Pilot for Western Skyways in Troutdale. The pilots donate their time for this cause.

According to Scott, people attending the breakfast must be careful not to go beyond the ropes. The reason for this is to keep them away from the propellers, which are dangerous.

Once in the air, there is very little danger. Less than 2 per cent of all transportation fatalities are aviation accidents.

According to Robert Ashton, General Operations Inspector

for the district office of the Federal Aviation Administration, there were 54 air accidents in this area in '71, and ten of them were fatal.

The General Aviation District Office helps to maintain pilot safety by giving programs in accident prevention. Approximately 85 per cent of all accidents are pilot caused.

Pilots are required to have any air activity cleared beforehand. This means that any stunts etc. must be planned and approved in advance.

Some 50 per cent of all freshmen now enroll at community colleges which have developed extensively in recent years.



CARRIC SCOTT

## Sandy Spotlight

# Crop-duster has multi-faceted career

"I like to do various things, and I've seen a lot of country that way," stated John Johnson.

Now a crop-duster, Johnson has had many different kinds of jobs including logging, truck-driving, and heavy equipment operation. He still alternates these with crop-dusting, which is seasonal.

One regular feature of this multi-faceted career is flying. Johnson has been flying since 1955, and has logged approximately 5,000 to 6,000 hours of flight time.

"I've always been flying, every chance I get. That's my real interest."

Johnson, a Sandy resident, flies out of Rich's Airport. His Cessna Agwagon, which he uses for crop-dusting, is a familiar sight to many people in the area. Sandyites are apt to recognize the plane because it flies so low.

"A lot of people think I'm buzzing someone, but it's part of my work. I try to cooperate with the community; I'm careful not to spook animals or livestock."

Johnson, who grew up in Missouri, has lived in the Sandy area since 1948. His crop-dusting enterprise is a family operation. Johnson and his son Dan, do the work, and Mrs. Johnson takes care of the books.

The Johnson family shares many hobbies. They all enjoy hiking, camping, spelunking, and an interest in American Indian history.

"We like anything to do with the outdoors."

Johnson became interested in spelunking, or cave exploration, while growing up in Missouri. He did a lot of exploring in neighborhood caves there, and since has visited larger ones, such as the Carlsbad Caverns, and the Oregon Caves. He and his family have been spelunking in

the Bend area as well.

Another outdoor activity shared by the Johnson family is gardening. They have about 1-3 acres of garden, planted with berries, fruit trees and vegetables. Johnson, who is an organic gardener, is careful to use only a small amount of insecticide.

"I'm an ecology nut, even if I do handle chemicals. I've always been interested in taking care of the environment."

Johnson extends his concern for ecology to include his present job as crop-duster. The nurseries and farms which use this service are large operations and must use commercial fertilizers, insecticides and herbicides. As a crop-duster, Johnson feels he must use caution.

"I'm very careful not to get the spray anywhere it doesn't belong. I use very little weedkiller in this area."

Johnson explained that it is difficult to spray a field of tansy ragwort for instance, without killing trees in that field.

Crop-dusting is a relatively new facet of Johnson's career.

"I got in this business quite by accident," he commented.

While working for someone else, he heard of a spray plane and equipment for sale, decided to buy it, and went into business.

Johnson has a silent partner in the operation, Dr. Osborne, who has been the family's physician for 10 years.

They have had the business slightly over a year, and it is still new enough to be exciting.

"It's a challenge when there is something new to learn." The Sandy pilot has learned many new things since he became a crop-duster. Flying under power lines is one of them. While spraying, he flies from three to ten feet above the ground.

On the job, Johnson constantly operates a heavily

loaded plane. The maximum weight for the airplane and load is 4,000 pounds. This includes the weight of the plane, so the chemical load may be up to 1,600 pounds, or 200 gallons.

The liquids are pumped into the plane and dispersed through nozzles by a control inside the plane. The dry dust is loaded in bags in to a hopper on top of the plane. It goes through a gate, and into a spreader which fans it out.

Johnson's Cessna Agwagon has a 300 horse power engine, and travels 100 to 110 miles per hour when spraying. It can dust a 50 foot wide swath at a pass.

"When we need equipment, we build it - anything from water tanks to trailers!" That "we" means John and his son, Dan, who will be a senior at Portland Union Academy this year. Dan has a student certificate and is working on his pilots license. The student certificate qualifies him to fly solo with supervision.

"I don't worry about my son in the air; I have all the confidence in the world in him."

Dan is one of Johnson's students, as well as his son. Flight Instruction is an additional job, which he juggles with the crop-dusting. Generally, he teaches about eight to ten students at a time.

"Flying is no more difficult than driving a car, but is more exacting. One thing I stress is using common sense."

He has no particular problems with his students, except for helping them to overcome their initial fear.

"The fear of falling is inherent in everyone. The first thing I do is to gain the confidence of the student in me and in the airplane. Once I establish these, flying comes along for most people."

Johnson emphasizes that a flier must know the capabilities of both the airplane and him-

self, and stay within them. The instrument panel is all important.

"You can't fly in the clouds and stay right side up, without knowing the instruments - you can depend on them for everything. It would be possible to fly with no windows, using only the instruments."

Still another facet of Johnson's career is picking up airplanes in the Cessna plant in Wichita, Kan. When time permits, he flies back there on a commercial airliner, early in the morning, and can have the new Cessna back here by dusk the same day.

Johnson welcomes all op-

portunities to accept a new challenge. As many different types of jobs he has had, he is always interested in new ones.

"One ambition I've always had is to fly a fire-bomber."

He explained that a fire-bomber is a plane used to fight forest fires.

Until this dream becomes a reality, he has a lot to keep him busy: "I'm never bored!"

Right now, Johnson is getting

ready for the Fly-In breakfast, where he will pilot his Cessna 172 for the passenger rides as he has done since 1960. His passengers won't be bored either!



DAN JOHNSON prepares the Cessna Agwagon for loading, while father, John Johnson, sits at controls. Crop-dusting operation requires teamwork from the family.

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