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City moves to create improvement district

by DAN DILLON

The city of Sandy plans to form a new local improvement district for the seven property owners in Heritage Square.

The action by the city council is the first step in a tentative agreement between the city and two of the property owners that could lead to resolution of the five-year-old controversy surrounding the former LID 4.

The city council Monday evening approved an agreement with the recent purchasers of the Heritage Square Building. Mike Rumpakis and Gwen Berg agreed to pay the city's assessment of not more than \$15,372.56. Bette Herzog, owner of TJ's Fireside Dining, also signed an agreement with the city to pay an assessment of \$329.91.

Those properties represent 47 percent of the property in the new local improvement district.

"The Herzogs have been willing to

pay since day one," said City Manager Tom Reber who has been negotiating with property owners in an attempt to resolve the problem.

Although the actual cost of getting the parking lot built is \$105,401.24, Reber said, the new preliminary assessment for the project will cost the seven owners \$66,199.75 as payment for the lot.

The \$39,201.49 difference between the actual cost and the new assessments was covered in the con-

tingency fund of the current budget prepared by former City Manager Roger Jordan, Reber said.

Councilman Deane Wesselink, who has been one of the strongest defenders of a total payback for the project, said he is happy the problem appears on its way to resolution.

He changed his mind about settling after talking with a number of local residents and discovering citizens are "sick and tired of it and want to get it out of the way, even if it costs

them a few bucks.

"Therefore, I've had to drop down my horns a little bit," Wesselink said. "Now, we can get on with business."

Councilman Jim Duff, who has also supported total payback, was the lone dissenter in the council's 5-1 vote. Councilman Tim Ward was not at the meeting.

The final figure was based on the cost of the project minus contributions of land and payments made

earlier.

Under the new plan, the city will dedicate the property to the businesses for 99 years as a public parking lot.

"We aren't guaranteeing any specific level of maintenance," Reber cautioned.

The city council will now receive a new engineer's report for the project, dubbed Local Improvement District 6. That report will be presented at the April 18 council meeting.

Controversy swirls around water vote

A complaint filed with the Secretary of State's office by candidates in the race for the Mt. Hood Loop Water District board is under investigation by that office.

Voters in the Mt. Hood Loop Water District had elected four directors and voted a tie for the fifth position March 29 but the district's write-in elections were clouded by controversy and confusion.

"We are in the process of gathering evidence and cannot comment on the investigation at this time," said Larry Bevins, manager of the elections division for the Secretary of State.

The complaint was filed by Shirley Dueber and Harold Cox, both of Brightwood. Dueber was defeated by Bill Dunham for Position 3 and Cox tied with Ray Goff for Position 2.

The latter race was confused by voters who apparently gave Goff 11 votes as "Ray Goff" and 8 votes as "Roy Goff". Cox received 15 votes as "Harold Cox" and four votes as "Dennis Cox," the name he is known by in the community.

A recount will be ordered to settle the tie. If after a recount, the result is still a tie, the candidates will appear at the county elections office to decide a winner.

In their complaint, Cox and Dueber allege that four of six voting booths in use during the election had names written on instruction cards. The names were insufficiently erased.

"I feel that my civil rights are being violated," said Dueber.

Dorothy Phelps, a local election official, disagrees with Dueber's assessment of the problem as well as allegations that voters were improperly instructed on procedures for handling the write-in vote.

"We knew this was a heated issue and a potential for problems existed," said Phelps.

"It is completely untrue that we did not instruct voters," she continued "we gave verbal instructions and there were instructions in each booth."

Phelps added that officials were constantly checking for tampering with voting booths.

"We went so far as to completely remove one booth that had been tampered with in the morning," said Phelps.

Names written on cards were erased and then covered with tape, according to Phelps. She said she checked the booth used by Dueber shortly before Dueber used it and felt the writing could not have been present for long.

"Shirley Dueber pointed out the writing to us and we erased and taped that also," said Phelps.

Dennis Tylka said that when he went to the polls "about 7:45 p.m.," parts of names were legible on some cards.

"Although the last names were taped over, I could still read the names 'Bill' and 'Milt' on two of the cards," said Tylka, adding that it appeared the tape had been tampered with or "picked at."

Phelps acknowledged that someone came in to look at the cards at about 7:45 but doesn't remember anyone pointing out significant problems at that time.



"Chub" and "April" pull fastest when the load is heaviest, according to Gordy Hiltbruner, who has used horses in his logging operation for the past 21 years. Below, Pilot John Johnson gingerly

Photo by Dan Dillon

Helicopters, horses: Both get the logs out

by HANK EMRICH
Post Correspondent

It's a case of the tortoise and the hare when you compare horse log-



ging to helicopter logging according to Gordy Hiltbruner.

The Lolo Pass resident has been yarding logs with horses for 21 years. "It's the only way I've ever done it and it will be the only way I'll ever do it," he said.

"Those helicopters may be able to pull out 100,000 board feet a day where I can only pull 6,000," said Hiltbruner, "but they spend a lot more time waiting on weather than I do."

His horses work in snow, rain, or heat. The helicopters are sometimes grounded because of snow, wind, fog, or when the heat disturbs air conditions necessary for proper lift.

Randy Caudell of Sandy is working with Scenic River Logging, a helicopter operation now logging near East Wilcat Creek off Highway 26. This is Caudell's second year with the company and he doesn't like waiting for the weather but when they are in operation he doesn't slow down much.

"When the wire's flying, we're moving constantly," said Caudell.

The helicopter moves quickly and choker setters have to rush to hook one or two logs to the helicopter's cable and scurry out of the way as the logs are lifted.

"It seems like it's turned around and back again before you even notice," Caudell said.

He worked last summer in Montana with Scenic River Logging and feels his job as a chaser isn't overly dangerous. "It's not hard getting out of the way of a

helicopter," he said.

John Johnson is owner and operator of Scenic River Logging and also operates Rich's Airport in Sandy. He pilots the helicopter, a 1250-horsepower jet engine Kaman Husky.

Hiltbruner prefers two-horsepower in his logging operation. He uses a team of Belgian draft horses weighing from 1600-1800 pounds apiece.

"Everybody wants to call them Clydesdales because that's what the beer company uses on TV," said Hiltbruner, "but Clydesdales would be falling all over. Their legs are too long for this kind of work."

Although Clydesdales are generally thought of as the largest breed of horse, Hiltbruner said the Belgians outweigh them.

When he began logging, the horses required a minimal investment. "I bought my first team from Meadowland Dairy 21 years ago for \$300," he said. "Nowadays a team like this costs upward of \$6,000."

One of Hiltbruner's teams took first place two years running at the Oregon State Fair. He points out that it was a pulling contest, not a beauty contest.

"They might not be real pretty teams but nice colors don't pay bills," said Hiltbruner.

Some draft horse owners spend more than \$15,000 for horses and thousands of dollars in addition for show harnesses. Even everyday work harnesses cost several hundred dollars and need constant maintenance, according to

Hiltbruner. He is "always fixin'" and this, combined with rising costs, is part of the reason more young people don't go into horse logging.

Maintaining a helicopter isn't inexpensive, although operating Rich's airport may give Johnson some advantages others lack.

Johnson and his son, a licensed mechanic, currently handle all maintenance but are looking into hiring someone to aid in that area. The extreme costs associated with helicopter logging limit its uses in a poor economic situation. Johnson logged in Montana last summer because the market for white pine was better at that time and available there.

While involved in helicopter logging for just two years, Johnson has a great deal of experience flying helicopters in other areas, particularly agricultural. He also has previous experience in logging.

"I've been involved in just about all aspects of logging before this, even a little taste of horse logging," said Johnson. His combined experience enabled him to be "pretty much" self-taught in the business of helicopter logging.

Helicopters are usually used where conventional methods cannot be such as in rugged terrain. These instances sometimes require Johnson to fish timber from valleys using 50-250 foot cables.

Pressure and fatigue play heavily in the amount of hours Johnson flies per day. "Six hours is about the limit for one pilot," he said.

Hiltbruner, however, usually

spends 10-12 hours a day in the woods. His current sale is among summer homes in the Zigzag Ranger District and a good deal of that time is spent dodging septic tanks and power lines.

"I can work at my own speed," said Hiltbruner.

He works his horses hard but is careful not to overwork them. He said the horses are bred strong but he has to know their limitations.

"The original draft horses were bred to carry knights in shining armor," said Hiltbruner and he sometimes seems to treat the horses as though they carry a trace of royalty.

"I've just about trained these horses since they were babies," said Hiltbruner. "Chub" and "April" are his youngest team and this is their first year in the woods though they are nearly 6 years old. "I start teaching them when they are yearlings but you can't push them before their bodies are fully developed or you'll wreck them," said Hiltbruner.

Both Johnson and Hiltbruner are proud that the methods they have chosen do not disrupt the environment.

Johnson said helicopters are often chosen because of environmental concerns, adding the method is "about as easy on the environment as anything could be."

Hiltbruner concurs about his logging operation. "I just wish some of those environmentalists would just come up and see some of the good parts instead of bad-mouthing us loggers."

City adds acreage, eyes delivery of services

With approval of the Portland Metropolitan Boundary Commission, the city of Sandy will grow in size by nearly eight acres after action by the city council Monday.

The council agreed to an annexation plan that will bring 7.67 acres into the city at the McCall Oil and Chemical Company site just west of Oja's Mill.

Barry Edwards, treasurer for the company, told the council in a letter that the company has no immediate development plans for the site.

Annexation to the city is necessary, however, to allow for occupancy of the office building on the site. That building is a non-conforming use under Clackamas County zoning and McCall has had trouble keeping a tenant in the building recently.

The annexation will also pave the way for the property to receive city services and, when the time comes, develop under the city's zoning ordinance.

Study of the city's water system shows that water storage and

distribution will have to be improved to serve all planned commercial, industrial and residential within the western portion of the growth area where the site is located.

Sustained flow for fire suppression can't be guaranteed with the present system in that area and larger lines and a water reservoir in that area is necessary. The fire flow problem, however, is reduced through the city's sprinkler requirements and the Sandy Fire District's tanker truck

use.

Further study will be required before the city can make a firm commitment to development on the McCall site.

In other action, the Sandy City Council:

—Approved a plan to repair the roof on the operations building at the sewage treatment plant.

The building was constructed in 1971 with a flat roof which doesn't

drain properly, resulting in a considerable amount of standing water on the roof during the rainy season. The flat roof is also subject to heavy snow and ice loads during the winter season.

Low bidder to construct an arched roof over the existing roof was Gresham Roofing. Cost will be \$2,995.

—Approved a proclamation declaring May 20 and 21 as Buddy Poppy Days for sale of buddy poppies by the Sandy Veterans of Foreign Wars.

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