

The Heppner Gazette-Times

Morrow County's Home-Owned Weekly Newspaper

VOL 103 NO. 33

Heppner, Oregon 25

WEDNESDAY, AUGUST 14, 1985

10 PAGES



Weather

by the City of Heppner

	High	low	precip.
Tue., Aug. 6	89	49	0
Wed., Aug. 7	73	43	0
Thur., Aug. 8	71	44	0
Fri., Aug. 9	80	48	.06
Sat., Aug. 10	72	44	0
Sun., Aug. 11	82	51	0
Mon., Aug. 12	85	45	0

Lexington runway problems raise concerns



From left: Judge Don McElligott, Gene Orwick, Tom Ineson, Carol New, Leigh Johnson, Commissioner Irv Rauch, Reger Ritchie, and Tom Robertson

Blue Mountain Asphalt Company will be asked to broom and sweep their paving job at Lexington Airport as a result of a meeting held at the airport Monday afternoon attended by Morrow County Judge Don McElligott; County Engineer Dave Krumbain; Federal Aviation Association representative Carol New; Oregon Aeronautics Division representatives Tom Robertson, Roger Ritchie and Joe Holden; Airport committee member C.K. Peck; Field Director for Senator Mark Hatfield, Thomas Ineson; Leigh Johnson, administrative assistant to Congressman Bob Smith, and several area pilots.

"The county," said Judge McElligott "considers the runway unsatisfactory because the pavement is raveling with pieces of gravel coming loose from the surface. Area pilots have been concerned that the loose gravel will fly up and damage airplane propellers." An independent testing firm, Northern Engineers and Testing, was called in to review the surface, he says. Their report to the county indicated that the condition of the runway was probably the result of the wrong formula used in mixing the macadam pavement. The engineer's recommendation, he said, was for two layers of a different type of asphalt or a 2" layer of paving over the existing surface. McElligott said that the county preferred the latter alternative because it would prove more satisfactory and cheaper in the long run.

Funding for the Lexington airport runway is from a \$500,000 grant provided by aviation fuel taxes allotted back to airports. Senator Hatfield's Washington office announced that the airport had received the grant on July 23, 1984.

At the Monday, August 12 meeting, however, FAA Representative Carol New emphasized that the FAA recommended that the county "give the surface a chance to settle down properly." She advised the county to call the contractor back to "broom and compact" the surface properly.

A macadam pavement (layers of compacted small stones bound together with asphalt) requires compacting with a rubber tire roller and sweeping once a week for a couple of months and once a month for that for the first year, at least.

It's necessary to give the macadam a chance to age and see how it works, she continued, similar surfaces have been proved acceptable on airports in Montana where extreme hot and cold weather temperature changes are similar to this area. Those surfaces are not sealed. An asphalt overlay at this point could cause "slippage and bleeding" which would still not be satisfactory, she claimed.

Originally, she said, the problem which the county is experiencing with the runway was probably caused by using the wrong grade of asphalt in the mixture which resulted in a sticky surface. At that time, the county was advised to let it

sit and cure. Now, it is cured, so we are changing from problem to problem; what the runway needs now is brooming and rolling.

"Rolling and compacting may help the surface temporarily," Guy Van Arsdale of Van Arsdale Construction, argued, "but after the runway is opened, airplane traffic will make it worse."

New insisted that the "asphalt will toughen up inside. It's soft now, and needs to harden and cure. It's not thick; it will settle down."

Roger G. Ritchie of the Oregon Aeronautics Division reported that "since 1969 a surface like this at the Prospect Airport has been working fine. Tom Robertson also of the Aeronautics Division pointed out that the division is responsible for maintenance of 37 airports and the new surface at Lexington "looks better than others" he has seen.

C.K. Peck of the Lexington Airport Committee responded that when comparing the new surface to those at Hermiston and the older Lexington runway, he doesn't "like this one at all."

New responded that the county should not have accepted the bituminous surface bid if they knew what it was, and there is so much hard feeling against it here.

McElligott argued that the FAA had recommended the macadam paving to the county. New responded that the FAA had recommended it based on the county's available funds and the engineer's request for something better than hot mix which wouldn't crack.

Robertson pointed out that emulsified asphalt is more flexible than hot asphalt which sets up too hard.

New qualified, other options were available to the county. "We (the FAA) would like to get you a satisfactory surface," she said again pointing out that brooming and compacting could not be avoided.

"What if we do broom and compact," McElligott asked, "and next summer we're still not happy with it? Can we get a letter from you or your boss stating that you will come back and take care of the problem? Our problem is that what you say today nobody will back up tomorrow."

"We're not going to disappear. Everybody in that office (FAA) know what's happening here. Our intent is not to pull out. Our intent is to give you everything you wanted in one project," New asserted. There's always going to be some rock. Other airports seem to be willing to put up with some loose rock, but that doesn't seem to be the case here.

Leigh Johnson, administrative assistant to Bob Smith summarized that the county had two options; 1) calling the contractor back to broom and compact the surface to specification, or 2) to overlay another layer of macadam over the surface. "If the overlay will make them (Morrow County) happy, then this may be the way to go."

New advised Johnson that the county's option was to bring the contractor back to compact the

surface to the engineer's specifications. If this doesn't result a satisfactory surface then the option is to use a sand seal or overlay.

"If the county brings the contractor back and maintains the surface for one year and it goes to pieces, and your office (the FAA) is not back here to make the job right, Bob Smith's office will be right behind them (the county)," Johnson threatened.

"The most the FAA can do is amend the original grant by 10 percent," New qualified. "That amount is controlled by legislation; however, we have gone back five years after the macadam was laid and overlaid the surface," she assured Johnson and the county.

The runway should be usable, New concluded, as soon as the contractor has finished bringing it up to specifications, and the runway is painted and marked. It will be necessary to post signs which alert pilots to the loose rock so that they will take off easier and not at full throttle.

City budget passes

212 yes 114 no

A 33% turnout of Heppner voters passed the proposed city budget levy by a vote of 212 "yes" to 114 "no" in the Tuesday, Aug. 14 special levy election

Weather blamed for outage

Lightening from a recent storm apparently cracked an insulator on the main power line coming into Heppner, and when moisture came in last Saturday morning came in contact with the insulator, it caused leakage which started a power pole on fire, says Columbia Basin Electric Co-op Manager Fred Toombs.

C.B.E.C. crews and the Heppner Fire Dept. were able to get the fire out quickly because a customer saw the fire and reported it immediately.

Sunday fire causes minimal damage at Boardman potato processing plant

U & I Group Inc. suffered an estimated \$75,000 - 100,000 damage from a fire on August 11, 1985. Boardman Fire Department responded with three fire units. Irrigon Fire Department with two units and Umatilla Fire Department with one unit also responded as backups, reports the Morrow County Sheriff's Office.

The fire was confined to a hydraulic fluid control unit on the roof of

Krebs receives 30 years for Ione bank robbery

The Morrow County District Attorney's office at the Morrow County Courthouse in Heppner reports handling the following business during the past week.

An arraignment date of August 15 was set for Allen Jeffrey Hadley, 26, Irrigon on a charge of Theft II.

Ivy Nadine Lundgren, 22, Heppner, was pronounced guilty of Assault IV at an August 12 trial by Judge. She was fined \$150 and sentenced to 30 days in jail suspended to one year probation with no further violations of the law.

Projects completed for school opening

Maintenance crews and contracted help are completing various projects at the district schools this summer, including construction, irrigation and painting projects, reports District Superintendent Doyle McCaslin. All is expected to be ready for school opening September 3.

At Heppner High School air locks or vestibule entries are being installed as an energy saver. About half of the grounds, including the football practice field and the front lawns are now being automatically irrigated. A new "walkin" freezer will be attached to the kitchen. The high gymnasium walls and most of the trim will have new paint.

At Heppner Elementary school new paint will be visible in classrooms and on most of the outside trim and all of the gymnasium walls, McCaslin continues. New roofing on the boiler room and shop building will not be visible but represents \$2,777.

At Ione the underground irrigation system was completed as the first maintenance crew project. A "walk-in" cooler in the kitchen has had a complete interior face lift. New carpet will soon be installed in three classrooms, and the high school shower and locker room will have new tile. In the bus yard is a new 3,000 gallon diesel tank.

At Sam Boardman Elementary the last unfinished classroom will be completed with carpeting and cabinet installation. In addition the shower and dressing rooms will sport new floor surfacing and half walls to contain water in the shower area, improving safety in that area.

At Riverside High School the large vestibule area and library are getting new, lighter blue carpeting, and most of the main halls and ceilings are being painted. The underground irrigation system at Riverside received the finishing touches this summer. Yet to come is a back up boiler for the heating system.

A.C. Houghton Elementary School has new carpet in the band room, a new 3,000 gallon diesel tank in the bus yard, and a new doorway-fire escape in the day care center. Yet to come is a replacement for one of the burners in the heating system.

Columbia Junior High School has a redesigned band room, an expanded reading room and a redesigned special education room to house a computer lab.

Other projects for the fall include installing several ceiling fans to improve the efficiency of the heating systems and the overhaul of numerous steam traps for the same purpose, concludes the superintendent.

said Toombs. C.B.E.C. crews were then able to cut the top off of the damaged pole, put new insulators up and return service to the Heppner area. Some customers in the Ione and Sand Hollow areas had power restored as soon as 45 minutes after the original outage because service was switched through a different substation. Customers within the city of Heppner, however, were without electricity from 11:51 a.m. until 2:10 p.m.

The Potato Processing Plant. Boardman Assistant Fire chief Mill Reynolds reported no injuries were suffered.

A total of 27 fire fighters were involved. A foam extinguishing unit was sent by the P.G.E. Coal Fired Plant but it was not needed.

The fire began at 5:30 p.m., Sunday, and was extinguished at 7:50 p.m. No work stoppage resulted.

D.A.'s Report

John Krebs, 35, State Penitentiary, Salem, was sentenced on August 9 before the Honorable Judge Richard Courson, Circuit Court Judge, Pro Tem. Krebs had entered a plea of guilty on June 28, 1985 to Robbery I and Possession of a Firearm by Inmate of a Penal Institution. On the charge of Pos-

session of a Firearm by Inmate of a Penal Institution, he was sentenced to 10 years in the Oregon State Correctional Institution with a mandatory minimum of five years. On the charge of Robbery I, he was sentenced to 20 years in the Oregon State Correctional Institution with a mandatory minimum of 10 years. The judge also ruled that the sentences were to be served consecutively rather than concurrently which means that Krebs will serve mandatory 15 years before he will be eligible for parole on his 30 year sentence.

Park at the high school

Ride free bus to fairgrounds

Visitors to this year's Morrow County Fair and Rodeo may want to park at the lots at Heppner High School and ride the free courtesy bus to the fairgrounds. Parking inside the fair grounds will be reserved for the handicapped, for emergency vehicles, and for those working directly with the fair and rodeo. Parking outside the fairgrounds is very limited.

The courtesy bus is free and will run every hour 10 a.m. to 10 p.m. from the HHS parking lot. The bus will make three downtown stops at Water and Gale (by DeSpains), at Gale and Main (by McDonald Chevrolet), and on Court Street in front of the Courthouse.

The downtown and high school parking is necessary this year because increased commercial and open class exhibits are expected and the concurrent running of the fair and rodeo all generate more traffic. Remember the courtesy bus is free and ample parking is available at the high school.

Calf ropers to ride in parade

Past Morrow County Amateur Calf Roping winners have been invited to ride in this year's Fair and Rodeo parade, Saturday, Aug. 17.

A saddle has been awarded the winner of this competition since 1950 when Heppner Lumber Company donated the first one to encourage young cowboys to train to rope. Even in 1950, cowboys had to own their own horse and be a resident of Morrow County 12 months or longer to enter competition. The amateur calf roping event has always been competitive said a rodeo spokesman.

The 1985 Amateur Calf Roping champion will win the 35th saddle donated for this event by Kinzua Corp. (formerly Heppner Lumber Co.)

Watch for the following amateur calf roping champions in the Saturday morning Main Street

parade:
1950—W.O. George, 1951—Archie Muechison, 1952—Don Greenup, 1953—Floyd Jones, 1954—Bob Gammell, 1955—Howard Bryant, 1956—R.R. Fulleton, 1957—Don Evans, 1958—Neil Beamer, 1959—Rod Murray, 1960—Ron Currin, 1961—Charles Daly, 1962—Jim Farley, 1963—Bill Healy, 1964—Max Helberg, 1965—Cornett Green, 1966—Bob Steagall, 1967—Bob Fetsch, 1968—Tom Martin, 1969—Jerry Dougherty, 1970—Mark Murray, 1971—Monte Evans, 1972—Matt Murray, 1973—Mike Partlow, 1974—Kyle Robinson, 1975—Ken Belcher, 1976—Jerry Gentry, 1977—Dick Hoffman, 1978—Tim Daly, 1979—Blair Philippi, 1980—Joedy Marlatt, 1981—Cliff Dougherty, 1982—Jack McGuire, 1983—Mike Currin, and 1984—Pat Schwarz.

Wishart returns to Heppner

G.H. Pierson, President of the Bank of Eastern Oregon, reports that James Wishart, who served as Manager of the Arlington Branch of the Bank of Eastern Oregon has been named Senior Loan Officer and is being transferred to the bank's main office in Heppner.

Wishart began his banking career in 1950 with the First National Bank of Oregon in Hood River and served in a number of different branches for them. He joined the Bank of Eastern Oregon in Heppner in 1975 where he worked until 1980 when he was transferred to the Arlington Branch as manager.

Wishart and his wife Cam, have four children and six grandchildren. The Wishart's will be moving to Heppner as soon as housing can be obtained.

Pierson reports further that Mrs. Shirley Anderson, formerly Assistant Manager in the Arlington Branch of the Bank of Eastern

Oregon has been named Manager of that branch. Mrs. Anderson moved to the Arlington area at the age of five. She attended the Arlington schools and graduated from high school there. She joined the Bank in 1973 and in 1978 was named Assistant Cashier. In 1983 she was elected Assistant Vice-President and named Assistant Manager of the Arlington Branch. Mrs. Anderson is active in community and banking affairs. She presently serves as the Commissioner of the Port of Arlington and is a member of the United Methodist Church in Arlington where she regularly serves as organist and pianist. She is a member and past group president of the American Association of Bank Women serving Gilliam, Union, Morrow and Umatilla counties in Eastern Oregon. Mrs. Anderson has three children and three grandchildren.

Benton Co. to take prisoners

The jailing of Morrow County prisoners may become less of a problem for county law enforcement agencies according to Morrow County Sheriff Roy Drago. Benton County Jail in Kennewick, Washington, has agreed to accept Morrow County prisoners.

The Benton county facility can house 109 prisoners. "Sheriff Rupp, Benton County, has welcomed us and anticipates no space problems," said Drago. County Judge Don McElligott, Deputy Sheriff Verlin Denton and Sheriff Drago toured the facility last week. The jail has everything for prisoners and there will be no doubling in the cells, according to Drago. Benton county also has a detention place for women.

Morrow county averages eight prisoners a day and has had as many as 17 a day in the last year. Prisoners have been lodged as far away as St. Helens in Columbia County.

Morrow county has had an agree-

ment with Umatilla County to lodge prisoners at \$45 per day. That jail has had no room for Morrow County prisoners since April, 1985. Benton County has agreed to lodge prisoners for \$38 per day.

Some people who should have gone to jail in the past haven't, according to Drago, because of the difficulty in housing them. "Now they will be going to jail."

Watch for Sidewalk Sale

Morrow County Fair and Rodeo goers won't want to miss the many bargains which merchants will offer from 9 a.m. - 6 p.m. Friday, August 16 in downtown Heppner.

Watch for the ads in the Gazette-Times to know just where you want to go first, then ride the courtesy bus downtown from the fair grounds, drive, walk, or run downtown, but don't miss the Sidewalk Sale.