

Helen Hoke Levy

Pendleton

December 21, 1921-July 16, 2014

Helen Hoke Levy passed away peacefully at home in Pendleton, Oregon, on July 16, 2014. She was 92. A memorial service celebrating Helen's life will be at the First Presbyterian Church in Pendleton on Monday, July 21st at 10:00 a.m.

Helen Louise was born on December 21, 1921, in Pendleton, to Mac Hoke and Carrie Williamson Hoke Lister. She was raised in Pendleton and attended local schools, and graduated from Pendleton High School.

Helen received her degree in business and industry from Oregon State University in 1945. She was heavily involved in the university and participated in the debate club, was a member of Pi Beta Phi Fraternity for Women, and took equitation through the university's horse program, where she met her future husband, Lou Levy, of Baker, Oregon.

After graduation, Helen returned home to Pendleton to marry Lou. They were wed at the Presbyterian Church on January 5, 1946. Lou and Helen were married for 67 years, until Lou passed away September 4, 2013.

Helen was a devoted member of the Pendleton community. She was involved with the PEO, was a 4-H leader, a Red Cross volunteer and active fundraiser, and assisted with Kill Kare, Cotillion, and Dinner Dance. Helen was also on the board of directors and was co-president of the Cunningham Sheep Company.

Helen loved Great Danes, horses, and world traveling with her close friends. Cooking was her favorite pastime. Her family knew her for her wonderful desserts, but especially her cinnamon rolls. To quote one of her grandchildren, "Grandma was a special person. She always made me feel loved, wanted and special. Some of my best

memories are with her. She made my childhood memorable. It didn't matter what she was doing, she always had time for me." More than anything, she loved to spoil her children, grandchildren, and great-grandchildren.

Though Helen had a stroke 12 years ago, which somewhat limited her activities, she cherished her visitors and was blessed by the many special women who helped her through this difficult time. The family of Helen Levy wishes to express sincere gratitude to Helen's caregivers: Susie, Amanda, Kelly,

Sarah, Natalie, Janice, Desiree and Debi for their help and support.

Helen is survived by her son Robert Levy and his wife Bobby of Echo; her daughter Linda Carter and her husband John of Portland; her son Dick Levy of Echo; her son Mac Levy and his wife Jan of Pendleton; her daughter Diane Salmon and her husband Doug of Pullman, Washington; and her daughter Lori Witt and her husband Ken of San Carlos, California. She is survived by two nephews, Steve Corey of Pendleton and Doug Corey of Adams, and her niece, Susan Carrie Corey of Portland. She is survived by her cousin Gail Brannan of Evergreen, Colorado. Helen is also survived by 17 grandchildren and 24 great-grandchildren. She was preceded in death by her parents, her sister Joan Hoke Corey, her infant brother Max Hoke, and her husband, Lou Levy.

Memorial donations include St. Anthony Hospice, The First Presbyterian Church, and Pioneer Humane Society/PAWS, or to a charity of your choice in care of Pendleton Pioneer Chapel, Folsom-Bishop, 131 S.E. Byers Avenue, Pendleton, OR 97801. Condolences may be sent to www.pioneer-chapel.com



Levy

es, and eat at restaurants—
y day they're here and
fly all year long. When
pment is being tested,
cles need repair and
ification, and they often
parts either fabricated
ly or shipped in; not to
tion a myriad of other local
ort services they'll require.
he initial jobs will be with
ange itself and service
iders to the range; but in
lity, the range is really just
nfrastructure necessary to
t UAS companies here.
and sensor manufacturers
ome here because they
what we have; namely a
user-friendly site in which
t. It's up to us to convince
to set down roots. At first
ll bring their own crews,
s they frequent the range
and more, the cost of
porting crews from other
should start to become
prohibitive.
e job creation potential
s from robotics to
nced composites to
ware design/analysis.
iding aerial survey of
sands of acres of farmland,
land or forest creates
endous amounts of data that
be processed into forms
armer, rancher or forester
use.
What's the future look like?
ations will be conducted
at a time in very small,
olled airspaces, far away
population — much like
ational Guard has been
y doing here for over a year.
ctivity progresses, multiple
crews of 5-40 people each
be coming in and out of

town to conduct research,
training and demonstrations.
They will come throughout
the year and each group will
stay from one week to a couple
months.

Companies staying here
more than a week or two will
want somewhere to store their
equipment, so they'll need
office, hangar and/or shop space
(We've already had requests).
Their next logical step would
be permanent satellite offices or
workshops. The ultimate goal is
to establish ourselves as a center
of excellence and a hub for UAS
technology. The best example
of that would be Hood River,
where one company named
Insitu — started by two guys in
a garage — spawned 1,400 jobs,
averaging near \$70,000/year,
and 12 spin-off companies.

Is this viable long-term?

We believe so. For many,
many years there has existed a
network of airports and ranges
where aviation companies know
they can take their manned
vehicles for safe, reliable, and
cost-effective testing, and to
work towards achieving type
certification. It often takes 5-10
years and millions of dollars
to get a manned plane type
certified, and new vehicles are
always being developed.

Can we sit back and wait?

No, time is of the essence.
We strongly believe that the
first sites that establish safe,
reliable, cost-effective ranges
will be where UAS companies
congregate.

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*Steve Chrisman is economic
development director for the city
of Pendleton.*

free trip to the beach

was Matt Kramer?
Kramer was a veteran
Press reporter covering
beach and the 1967
the Oregon Legislature.
shes on the early
fate of the "Beach Bill"
ed in newspapers around
elped keep the bill alive
ic eye despite the efforts
egislators who wanted to
mmittee.
n wrote 40,000-50,000
ords (I've read them all)

Oswald West, who, in 1913, took
the lead role in inaugurating the
state's unique legacy of publicly
owned beaches by signing a law
(that he wrote) that declared the
wet sand areas of Oregon's ocean
beaches a public highway.

Why every collegiate journalist
in Oregon isn't required to visit the
memorial, lay hands on it, read the
tribute aloud, and post images to
social media sites as a requirement
for graduation is beyond me. Every
writer in Oregon should visit,
too, because knowing what Matt