



Submitted Photo

Two elk were killed after a collision with an aircraft at Nehalem Bay State Park on Saturday.

## Pilot hits elk during landing in Nehalem

The Daily Astorian

NEHALEM — A pilot landing his single-engine plane Saturday at the Nehalem Bay State Park airstrip hit and killed two elk.

Oregon State Police said the pilot was Todd William Rudberg, 49, from Shoreline, Washington. Valerie Anne Villacin, 43, of Seattle, was a passenger.

The plane was totaled in the crash, according to state police, but Rudberg and Villacin were not injured.

State police said Rudberg had landed his 2003 Vans Aircraft RV8 at about 5:15 p.m. and was slowing down when an elk ran in front of the plane. The pilot, according to state police, tried to speed up and fly over the elk, but struck the animal with the propeller and right side landing gear. Another elk was hit by the left wing of the plane before the aircraft spun around and stopped.

The Federal Aviation Administration is investigating the crash.



Submitted Photo

One of the elk killed after a collision with an aircraft at Nehalem Bay State Park.



Seaside Aquarium

Humpback whales were spotted in Seaside Saturday.

## Humpback whales spotted in Seaside

Whales, birds drawn to Cove by bait fish

By R.J. MARX  
The Daily Astorian

SEASIDE — Humpback whales were spotted Saturday feeding on bait fish for hours in Seaside Cove, the Seaside Aquarium reported.

Humpbacks are not unusual to the Oregon Coast but they tend to stay offshore for the most part, said Tiffany Boothe, of the aquarium. The whales come into the cove when bait fish are plentiful, usually during the months of July through September.

This year there have been reports all over the Oregon and Washington coasts of humpbacks feeding near shore, Boothe said. They can

travel in groups but for the most part they are very small groups two to six animals.

Humpback whales endure the longest migration route of any mammal, she said. Humpbacks seen along the Oregon Coast travel 3,000 miles between their feeding and breeding grounds. They have been known to complete this journey in as little as 36 days.

Alongside the whales were brown pelicans, harbor seals, California sea lions, harbor porpoises, western gulls, terns, grebes and sooty shearwaters. They are feasting on anchovies and the birds and the sea lions are following the fish — not the whales. “The fish is the important part,” Boothe said. “Without the fish none of the activity that we saw today at the cove would be happening.”

## Fish moved due to Gorge fire

Associated Press

PORTLAND — State officials say more than 1 million fish are being evacuated from the Cascade Hatchery because of the threat of debris from a wildfire burning in the Columbia River Gorge.

The Oregonian reported that the Oregon Department of

Fish and Wildlife said about 1.65 million coho salmon and 132,000 spring Chinook salmon would be evacuated.

Officials say rain in the Columbia River Gorge over the coming days could cause mudslides and increased debris in the water that could clog screens on the hatchery’s water intake and cut off water to the fish.

About a million coho salmon will be moved to the Leaburg Hatchery where they will remain until they are released into rivers next spring. The remaining fish will be sent to the Leavenworth National Fish Hatchery, Willard National Fish Hatchery and Sandy Fish Hatchery.

## Coast Guard rescues two from boat off Coos Bay

Associated Press

COOS BAY — The Coast Guard rescued two people Sunday night after a fishing vessel took on water near Coos Bay.

The Coast Guard says it dispatched a crew from Station Coos Bay after getting a

request from mariners aboard the Car Tanya that the boat was losing power.

The Coast Guard crew delivered a dewatering pump to the 58-foot fishing vessel and provided an escort until it lost power.

The crew then towed the vessel 13 miles back to Coos

Bay. The Car Tanya lost radio communications during the tow, so the Coast Guard provided it with a hand-held radio.

A post-rescue inspection found the fishing vessel to be in bad shape. It has been ordered to remain in port until repairs are made.

## New wood products may impact forest management, wildfires

By ERIC MORTENSON  
EO Media Group

Could a revival of Oregon’s timber industry reduce the fuel load in public forests and ease the blistering wildfires that choked much of the state in smoke the past few weeks?

At this point it’s an intriguing question without a simple answer. But it arises as university researchers and industry officials explore advanced wood products such as cross-laminated timbers — called CLT — and mass plywood panels, which can support multistory wooden buildings, even modest high-rises. Only two western Oregon mills and a handful of others nationally make the products, but they appear to hold promise.

For one thing, the massive beams and panels can be made with small-diameter logs, the very type crowding forests and contributing to the explosive growth of the Eagle Creek Fire in the Columbia River Gorge and the much larger Chetco Bar Fire in the Kalmiopsis Wilderness in the southwest corner of the state.

A recent report by Oregon BEST, a quasi-public entity that funds clean technology startups and links entrepreneurs to university researchers, said CLT and related mass timber manufacturing could create 2,000 to 6,100 direct jobs in Oregon. Income generated from those jobs would range from \$124 million to \$371 million a year, according to the report.

Oregon BEST said Oregon and southwest Washington are “poised as a manufacturing hub for the emerging Cross Laminated Timber market in the United States.” Pacific Northwest forests could easily and sustainably supply the wood needed for production, the report said.

People working in the field issue a cautionary, “Yes, but...”

“In theory, it makes a lot of sense, but it requires for the forests to be actively managed in that way, and an outlet for that wood to be taken up,” said Timm Locke, director of forest

products for the Oregon Forest Research Institute, an organization founded by the state Legislature to enhance collaboration and inform the public about responsible forest management.

Locke said the public forests most in need of restoration and thinning work are east of the Cascades, where much of the milling infrastructure has “disappeared.” It doesn’t make economic sense to move poor quality trees from Eastern Oregon to mills in western Oregon, he said.

“We need to be thinking about what’s stopping us at this stage,” Locke said. “What are the issues there?”

One of them, he said, is a lack of trust between industry and the public land agencies — principally the U.S. Forest Service and Bureau of Land Management. Mills that once depended on logs from public forests were “burned” when the timber harvest was drastically reduced due to lawsuits and policy and regulatory changes over threatened species.

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