

BRIEFLY

2 Idaho residents killed in Eastern Oregon crash

BURNS (AP) — Oregon State Police say two Idaho residents were killed in a one-vehicle rollover on Highway 20.

Police were called just after 8 p.m. Thursday on an initial report of a motorist driving over the speed limit without headlights on Highway 20. They received another call minutes later that the vehicle had crashed 15 miles west of Burns.

Police say 42-year-old Danielle Shea and 22-year-old Caleb E. Lynn died in the crash after the SUV they were riding in rolled multiple times and ejected them. Shea and Lynn both lived in Eagle, Idaho.

It's unclear to police who was driving the vehicle. They believe alcohol was a factor in the crash.

Man found dead near Mt. Hood died of gunshot

PORTLAND (AP) — Oregon's medical examiner says the missing Gresham man found dead at a the Trillium Lake Sno Park east of Government Camp died of a gunshot wound to the chest.

The *Oregonian* reports Dr. Karen Gunson released the 68-year-old Frank Wilson's cause of death on Friday after his autopsy.

He was found Thursday dead in a white pickup truck parked at a lot at the park on Mount Hood.

The Clackamas County Sheriff's Office said Wilson's death is now being investigated as a homicide.

\$755,000 verdict against UO police in retaliation case

PORTLAND, Ore. (AP) — A federal jury has awarded \$755,000 to a former University of Oregon public safety officer after finding the university's police chief and a top lieutenant retaliated against him for speaking out about department wrongdoing.

The *Oregonian* reports jurors awarded the damages to James Cleavenger on Friday. Jurors found UO Police Chief Carolyn McDermed violated Cleavenger's First Amendment rights when she fired him in 2012 and in 2014 when she tried to prove he was too untruthful to testify.

Cleavenger in 2013 sued the university and its police department saying he was wrongfully fired for reporting problems, including a vulgar list compiled by officers. The list included people and things the department disliked, from Hillary Clinton to campus bicycles.

University officials said they're disappointed with the jury's decision.

Workgroup to evaluate crime lab procedures

Associated Press

SALEM — Oregon Governor Kate Brown is forming a workgroup to review the practices and procedures of the Oregon State Police crime lab, as the state investigates a forensic analyst for allegedly tampering with evidence.

The workgroup, announced on Friday, will examine the recent allegations of tampering and identify any changes that need to be made. It also will help draft new legislation if statutory changes are needed.

Last week, state authorities said evidence in hundreds of criminal

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— Kate Brown, Governor

cases was being reviewed following accusations that a forensic analyst stole pills and other drugs and replaced them with over-the-counter pills.

The analyst, 35-year-old Nika Larsen, worked in OSP's Bend lab since 2012 and at two other state labs prior to that. She was placed on leave earlier this month.

The state Department

of Justice took over the criminal investigation from OSP earlier this week. Spokeswoman Kristina Edmunson said the state police will continue to assist with the probe.

"The credibility of the criminal justice system is critical to Oregon's citizens," Brown said in a statement.

The discovery puts current cases and convictions

in doubt and could cost thousands to retest and retry cases. State police declined to publicly release the number of potentially affected cases, citing the ongoing criminal investigation.

Deschutes County District Attorney John Hummel said he must retest the evidence in 502 cases dating back to 2012. In Klamath County, District Attorney Rob Patridge said he's reviewing 328 cases dating as far back as 2007. And in Polk County, District Attorney Aaron Felton is reviewing 35 cases.

Last week, state police also said a second forensic analyst at its crime lab

had been investigated. Investigators found Jeff Dovci, who worked at OSP's Central Point lab, had overstated evidence during a criminal trial in 2005. Dovci, who has since retired, disputes the state's allegations and says his interpretation of evidence is a matter of opinion.

The state police operates five labs. Others are in Springfield, Pendleton and Portland. Lt. Bill Fugate, a state police spokesman, said the forensic labs have very strict policies and procedures in place. But, he said, the disclosures about the analysts are prompting further reviews.

Critics say duck boats too dangerous for city streets

Associated Press

SEATTLE — Even before a duck boat crashed into a charter bus in Seattle, killing four international students, calls had emerged for greater oversight and even an outright ban on the military-style vehicles that allow tourists to see cities by road and water.

Critics say the large amphibious vehicles are built for war, not for ferrying tourists on narrow city streets.

"Duck boats are dangerous on the land and on the water. They shouldn't be allowed to be used," Robert Mongeluzzi, a Philadelphia attorney, said Friday, renewing his call for a moratorium on their operation nationwide.

His firm represented the families of victims in a deadly 2010 crash near Philadelphia. A tugboat-guided barge plowed into a duck boat packed with tourists that had stalled in the Delaware River, sinking the boat and killing two Hungarian students.

"They were created to invade a country from the water, not to carry tourists," said Mongeluzzi, whose firm now represents the family of a woman killed in May by an amphibious vehicle in Philadelphia.

Some attorneys also question the focus of the drivers. In Seattle, tours are complete with exuberant operators who play loud music and quack through speakers.

"This is a business model that requires the driver to be a driver, tour guide and entertainer at the same time," said Steve Bulzomi, the attorney for a motorcyclist who was run over and dragged by a duck boat that came up behind him at a stoplight in Seattle in 2011.

Brian Tracey, president of Ride the Ducks Seattle, which is independently owned and operated, said Thursday that it was too early to speculate about what happened. "We will get to the bottom" of the crash, he said.

He said the captains are Coast-Guard certified and licensed as commercial drivers, and are required to take continuing education once a month.

State regulators last conducted a comprehensive safety inspection of the Ride the Ducks' fleet, including driver qualifications, employee drug and alcohol testing, in 2012. They issued



AP Photo/Ted S. Warren

Seattle Police investigators examine the front tire from a Ride the Ducks tour bus as it lies on the ground following a crash involving the tour bus and several other vehicles, Thursday in Seattle.

a satisfactory rating. The company operates 17 amphibious vehicles and employs 35 drivers, according to the state review.

Ferndale-based Bellair Charters was last inspected by the Federal Motor Carrier Safety Administration in 2013 and received a satisfactory rating, state regulators said.

About 45 students and staff from North Seattle College were traveling Thursday to the city's iconic Pike Place Market and Safeco Field for orientation events when witnesses said the duck boat suddenly swerved into their oncoming charter bus.

The driver of the charter bus reported that the duck boat "careened" into them on the bridge, Richard Johnson, president of Bellair Charters, said Friday.

Authorities say it's too soon to determine what caused the crash that killed four students from Austria, China, Indonesia and Japan. A National Transportation Safety Board team arrived Friday to lead an investigation that typically takes a year, the agency said.

Katie Moody, 30, from Fremont, California, was among 36 tourists aboard the duck boat when it crashed.

From her hospital bed, where she was recovering from a broken collarbone, she broke into tears Friday as she recounted the accident.

"I just remember it felt like we lost control, and I looked up and saw the bus headed toward us," Moody said. "Hearing the impact, that was the scariest part."

Bulzomi, the lawyer for the Seattle man struck by a duck boat in 2011, said the latest incident should compel authorities to take action.

"I would hope everybody would take a serious look at whether this is a real good idea for the streets of Seattle," he said.

Seattle Mayor Ed Murray said Ride the Ducks Seattle has voluntarily sidelined its

vehicles for the time being. He wasn't sure whether the duck boats would be allowed to continue in the city but said the NTSB was interested in duck-boat safety because such vehicles are operating in other cities.

The federal agency's investigation in Seattle is the first time it is looking into a duck-boat crash on land, board member Earl Weener

said at a news conference Friday. The NTSB has scrutinized the vehicles several times when they have been in accidents on water, he said.

The amphibious boats are remnants from when the U.S. Army deployed thousands of amphibious landing craft during World War II. Once the war was over, some were converted to sightseeing vehicles in U.S. cities.

Thirteen people died in 1999 when an amphibious boat sank to the bottom of Lake Hamilton in Arkansas in an accident the NTSB blamed on inadequate maintenance.

Bulzomi, the lawyer for the Seattle man struck by a duck boat in 2011, said he found two other recent cases in which duck boats rear-ended vehicles at stoplights. In both cases, the drivers told police they couldn't see the other vehicle because of the height of the duck boats, he said.

Thursday's crash happened as North Seattle College students were touring the city. The collision on the Aurora Bridge, which carries one of the city's main north-south highways, left behind a tangled mess of twisted metal and shattered glass.



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