

3/13/2014



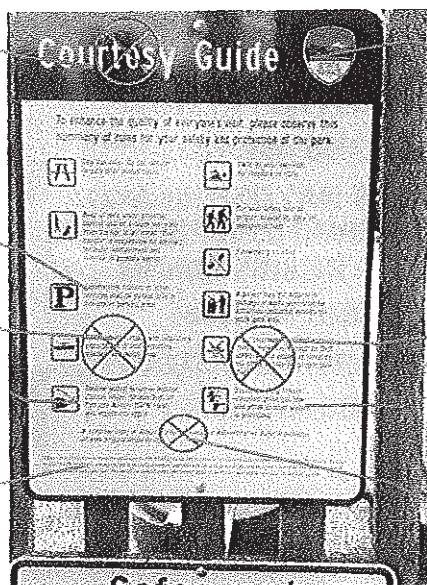
D.S. Dog Sign
NO DOGS ALLOWED ON
PORT PROPERTY
(BEACH ONLY).



Abstract

Keep similar linings with the valves that fit in the slots in the interior of the rib.

Generalized Anxiety Disorder and Panic



U.G. User Guide

1. Change to green color like the D.S. sign
2. In those areas where it says park change to island

Firearms

Distances Bullets Travel

How Far Can A Bullet Travel?						
Type	0	1 mile	2 miles	3 mile	4 miles	5 miles
.22 Short	..... (.5 to 1 mile)					
.22 LRHV	..... (1-1.5 miles)					
.22 Mag	..... (1.5-2.5 miles)					
.222	..... (2-3 miles)					
.243	..... (2.5-3.5 miles)					
.257	..... (2.5-3.5 miles)					
.270	..... (2.5-3.5 miles)					
7MM	..... (up to 5 miles)					
Type	0	1 mile	2 miles	3 miles	4 miles	5 miles
.30-30	..... (2-2.5 miles)					
.30-06	..... (3.5-4.5 miles)					
.300 Sav	..... (2.5-3.5 miles)					
.300 Win Mag	..... (up to 5 miles)					
.303	..... (2-2.5 miles)					
.308	..... (2.5-3.5 miles)					
.338	..... (up to 5 miles)					
.35 Rem	..... (2-2.5 miles)					
.45-70	..... (1.5-2.5 miles)					
	0	1 mile	2 miles	3 miles	4 miles	5 miles
Source: NSSF / SAAMI						

[Answers.com](#) > [Wiki Answers](#) > [Categories](#) > [Hobbies & Collectibles](#) > [Firearms](#) > How far does a bullet travel when shot into the air?

How far does a bullet travel when shot into the air?

In: [Firearms](#) [Edit categories]

Answer:

Depends. The caliber of the cartridge, the weapon that fires it, and the angle (straight up, or tilted to one side?) all are variables that will affect how far (or how high) a bullet will go. No one answer for your question- sorry-

EDITED AND ADDED: But here's a ballpark figure. If you take a large-caliber military or big game hunting rifle and shoot it into the air on a calm day with the barrel pointed about 35 degrees above horizontal, the bullet will reach about one mile (roughly 5000 feet) in altitude above the ground at the peak of its arc, and it will land on the ground (or water) about 3 miles away. It will land with a lot less speed than when it began its trip, but it will still be dangerous.

If you fire the bullet straight up into the sky, it could go up to 10,000 feet altitude ---roughly 2 miles above ground level. That's why military aircraft consider any altitude below 10,000 feet to be "within range" from small arms fire from the ground. Above 10,000 feet they're safe from regular rifles and hand-carried machineguns, but bigger cannons can still reach them.

1 MILE = 5280 FEET

To: David Yarnold
President of National Audubon Society.

Dear David,

I have lived on Hayden Island, in Portland, Oregon for 7 years, and over this time I have become very attached to the undeveloped western side of this island. It is 825 acres which consists mostly of bottomland hardwood forest, wetlands, meadows and floodplains. It is a very important area for eagles, bats, salmon, and other wildlife. There are presently three Bald Eagles nests located on West Hayden Island. One of these eagles became famous last year because she was found seriously injured by a hiker, rescued by Bob Sallinger, and successfully rehabilitated by the staff at Audubon Society of Portland over a 6 month period.

<http://koin.com/2014/05/25/audubon-society-releases-rehabilitated-eagle/> We are so very grateful to have Bob Sallinger here fighting hard for protection of West Hayden Island and the wildlife that depend on it.

The Port of Portland presently own West Hayden Island and they have been trying to change the zoning from Farm and Forest so that they can industrially develop 300 acres or more of the area. One of the Bald Eagle nests is located right in the middle of the Port of Portland's deep water marine terminal proposal plan. This active eagle nest is only 700 feet from the Columbia River. The port's recent activities such as road work and putting in a public path for people and their dogs has already created quite a lot of disturbance in the area of the nest. Added to this, Bonneville Power and PGE drive within 40 feet of this nest. Then there is the seasonal hunting for waterfowl and deer that take place fairly close to this nest. I strongly believe that these eagles need better protection, especially during nesting season.

The Yakima Nation Treaty extends along the Hayden Island shore lines. The amount of toxic, uncapped, dredged river spoils that have been dumped by the Port of Portland on West Hayden Island has received a title from the Tribes called Fugitive Dust. ("Fugitive Dust" - A Particulate emission made airborne by forces of wind, man's activity, or both. Unpaved roads, construction sites, and tilled land are examples or areas that originate fugitive dust. Fugitive dust is a type of fugitive

emission.)[http://yosemite.epa.gov/r10/airpage.nsf/283d45bd5bb068e68825650f0064cdc2/f9b43bd79fa13e3c88256a6800728268/\\$FILE/yrcaasip.pdf](http://yosemite.epa.gov/r10/airpage.nsf/283d45bd5bb068e68825650f0064cdc2/f9b43bd79fa13e3c88256a6800728268/$FILE/yrcaasip.pdf)

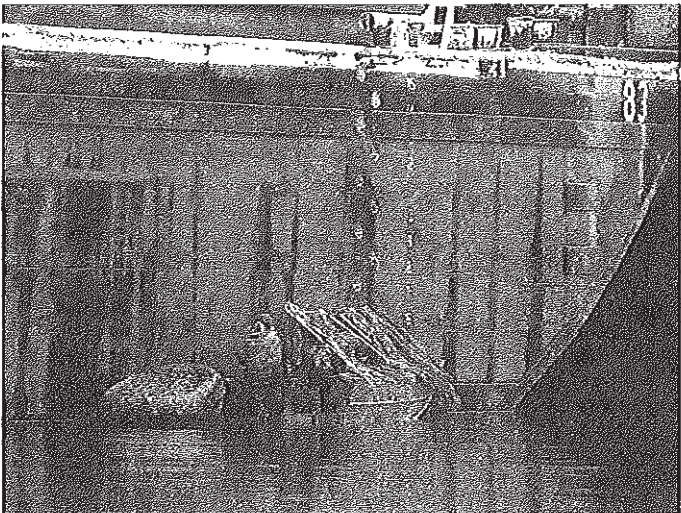
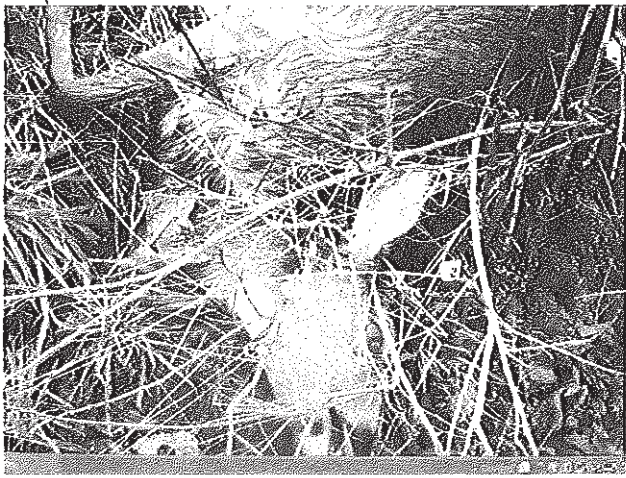
This dumping of tons of contaminated river dredgings (with PCB's and heavy metals) is of concern, and its impact on all the wildlife is not known. What is known is that resident fish from the Columbia River are not healthy for people to eat because of toxins. These toxins must be having some effect on the Bald Eagles, Osprey, Merganzers, herons and other fish eating birds. I am in constant contact with the US Fish and Wildlife about my concerns. I wanted to also reach out to you after I read the "Speak Up For Bald and Golden Eagles Audubon Action Alert.

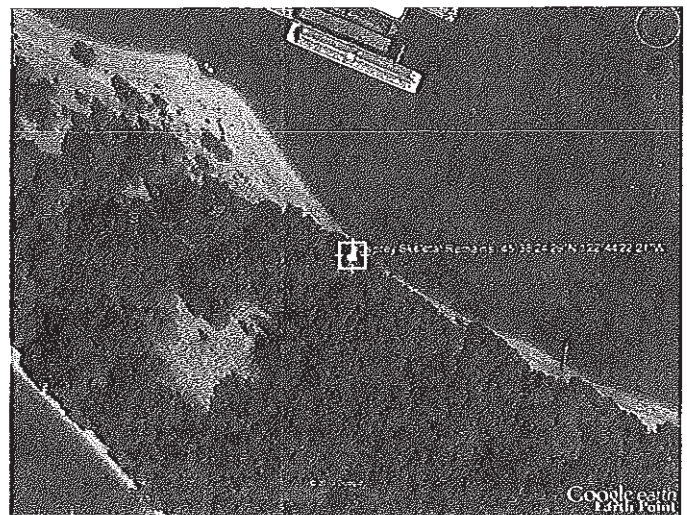
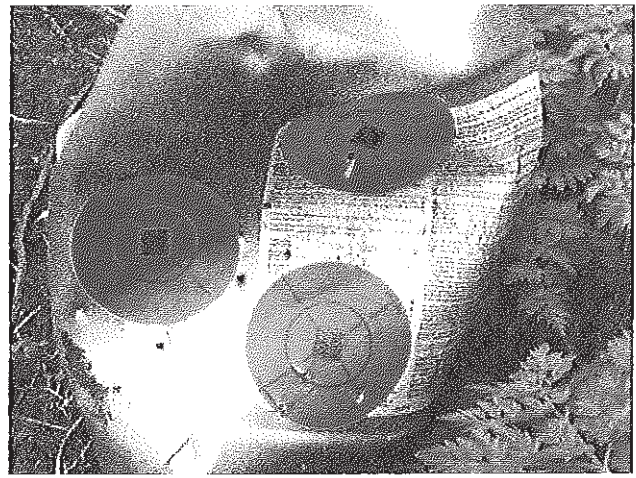
Thank you for all you and Audubon all over the country are already doing to help protect birds and the environment. Please keep West Hayden Island in your thoughts.

Respectfully,

David RedThunder
Hayden Island.













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REGARD T. SCUTTA TUB
Swampy to USA EUSEN WIFE
DRY

**Port of Portland**



0 205 410 820 Feet

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Please pass this email along to David Redthunder. Thank you.

Hello David -

Thank you for your call and your commitment to protect West Hayden Island and the resources that depend upon the Island. I understand that you plan to meet with ODEQ representatives to discuss the dredge spoils on WHI. The following are the items of interest I have regarding how dredge spoils will be managed in the future:

- 1) **Future Disposal.** Does ODEQ have a position on permitting or allowing the disposal of dredge spoils on WHI? (The disposal of dredge spoils on WHI has long been established. As long as the contaminant levels in soils meet open upland disposal requirements, I don't believe ODEQ can disallow this activity on WHI. However, my expertise in this matter is lacking, so it would be good to get clarification on this matter from the ODEQ rep or someone who knows OR requirements/law.)
- 2) **Analysis of Dredge Spoils.** Since there is a long history of disposing material on WHI, has ODEQ conducted a thorough analysis of the dredge disposal area? The concern would be less with recent activity and more concerns about historical dumping on the Island. Can ODEQ conduct the analysis or require the Port to conduct the analysis so that future decisions about the management of this area can be fully informed with baseline conditions of the area?
- 3) **Fugitive Dust.** What are ODEQs requirements for management of fugitive dust, or the resuspension of soil, at this location? Is the Port in compliance with the requirements? Fugitive dust is a human health and environmental concern, are there plans to cap and revegetate the dredge spoil area?

Good luck with your meeting!

--

Rose Longoria
Regional Superfund Project Coordinator

COLUMBIA RIVER | Honor. Protect. Restore.

Yakama Nation Fisheries
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Toppenish, WA 98948
509-865-5121 x6365
rose@yakamafish-nsn.gov

PORTLAND HARBOR CONTAMINANTS

Contaminants are risk for humans

antimony
arsenic
lead
mercury
selenium
zinc
benzo(a)anthracene
benzo(a)pyrene
dibenzo(a,h)anthracene
total carcinogenic PAHs
bis(2-ethylhexy) phthalate
hexachlorobenzene
total PCBs and PCB TEQ
total dioxin TEQ
aldrin
dieldrin
heptachlor epoxide
total chlordane
total DDD
total DDE
total DDT
PBDEs

Benthic Invertebrate, Fish, Wildlife, and
Amphibian and Aquatic plants COPCs

Metals

Aluminum
Antimony
Arsenic
Barium
Beryllium
Cadmium
Chromium
Cobalt
Copper
Iron
Lead
Magnesium

Manganese
Mercury
Nickel
Potassium
Selenium
Sodium
Silver
Sodium
Thallium
Vanadium
Zinc

Butyltins

Monobutyltin ion
Dibutyltin ion
Tetrabutyltin ion
Tributyltin ion

PAHs (polycyclic aromatic hydrocarbons)

2-Methylnaphthalene
Acenaphthene
Acenaphthylene
Anthracene
Benzo(a)anthracene
Benzo(a)pyrene
Benzo(b)fluoranthene
Benzo(g,h,i)perylene
Benzo(k)fluoranthene
Chrysene
Dibenzo(a,h)anthracene
Fluoranthene
Fluorene
Total HPAHs
Indeno(1,2,3-cd)pyrene
Total LPAHs
Naphthalene
Total PAHs
Phenanthrene
Pyrene
Total benzofluoranthenes

Phthalates

BEHP
Butyl benzyl phthalate
Dibutyl phthalate
Di-n-octyl phthalate

SVOCs

1,2-Dichlorobenzene
1,4-Dichlorobenzene
1,2,4-Trichlorobenzene
1,2-Dichlorobenzene
1,4-Dichlorobenzene
Benzoic acid
Benzyl alcohol
Carbazole
Dibenzofuran
Hexachlorobenzene
Hexachlorobutadiene
n-Nitrosodiphenylamine

Phenols

2,4-Dimethylphenol
2-Methylphenol
4-Methylphenol
4-Nitrophenol
Pentachlorophenol
Phenol

PCBs (Polychlorinated Biphenyls)

Total PCBs
Dioxin and Furans
2,3,7,8-TCDD

Pesticides

2,4'-DDD^a
2,4'-DDT^a
4,4'-DDD^a
4,4'-DDE^a
4,4'-DDT
Sum DDD

Sum DDE

Sum DDT

Total DDx

Aldrin

Beta HCH

Chlordane (cis & trans)

Total chlordane

Dieldrin

Endrin

Heptachlor epoxide

gamma-HCH

VOCs (Volatile Organic Compounds)

1,1-Dichloroethene
Cis-1,2-Dichloroethene
1,2,4-Trimethylbenzene
1,3,5-Trimethylbenzene
Acrolein
Benzene
Carbon disulfide
Chlorobenzene
Chloroethane
Chloroform
Cis-1,2-Dichloroethene
Ethylbenzene
Isopropylbenzene
Styrene
Toluene
Trichloroethene
m,p-Xylene
o-Xylene
Total xylene

TPH (Total Petroleum Hydrocarbon)

Diesel-range hydrocarbons
Gasoline-range hydrocarbons
Residual-range hydrocarbons
Other contaminants
Cyanide
Perchlorate

List of Contacts:

Susan Barnes. Conservation Biologist, ODFW (Oregon Department of Fish and Wildlife). Phone 503-240-2235

Brooke Berglund. Tour and Outreach Manager, Port of Portland. Phone 503-415-6532

Chris White. Community Affairs Manager, Port of Portland. Phone 503-415-6056

Marla Harrison. Environmental Manager, Marine and Industrial Development, Port of Portland. Phone 503-415-6833

Kristi Boken. Wildlife Biologist, PGE. (Portland General Electric) Phone 503-464-7546

Christopher Allori. Ranger. Portland Area Command, Oregon Department of State Police. Phone 503-731-4717

Rose Longoria. Public Information Officer/River Spoils, Yakima Nation. Phone 509-865-5121 Ext. 6365

David Powell. Archaeologist, Yakima Nation. Phone 509-865-2255

Bob Sallinger. Conservation Director, Audubon Society of Portland. Phone 503-292-6855

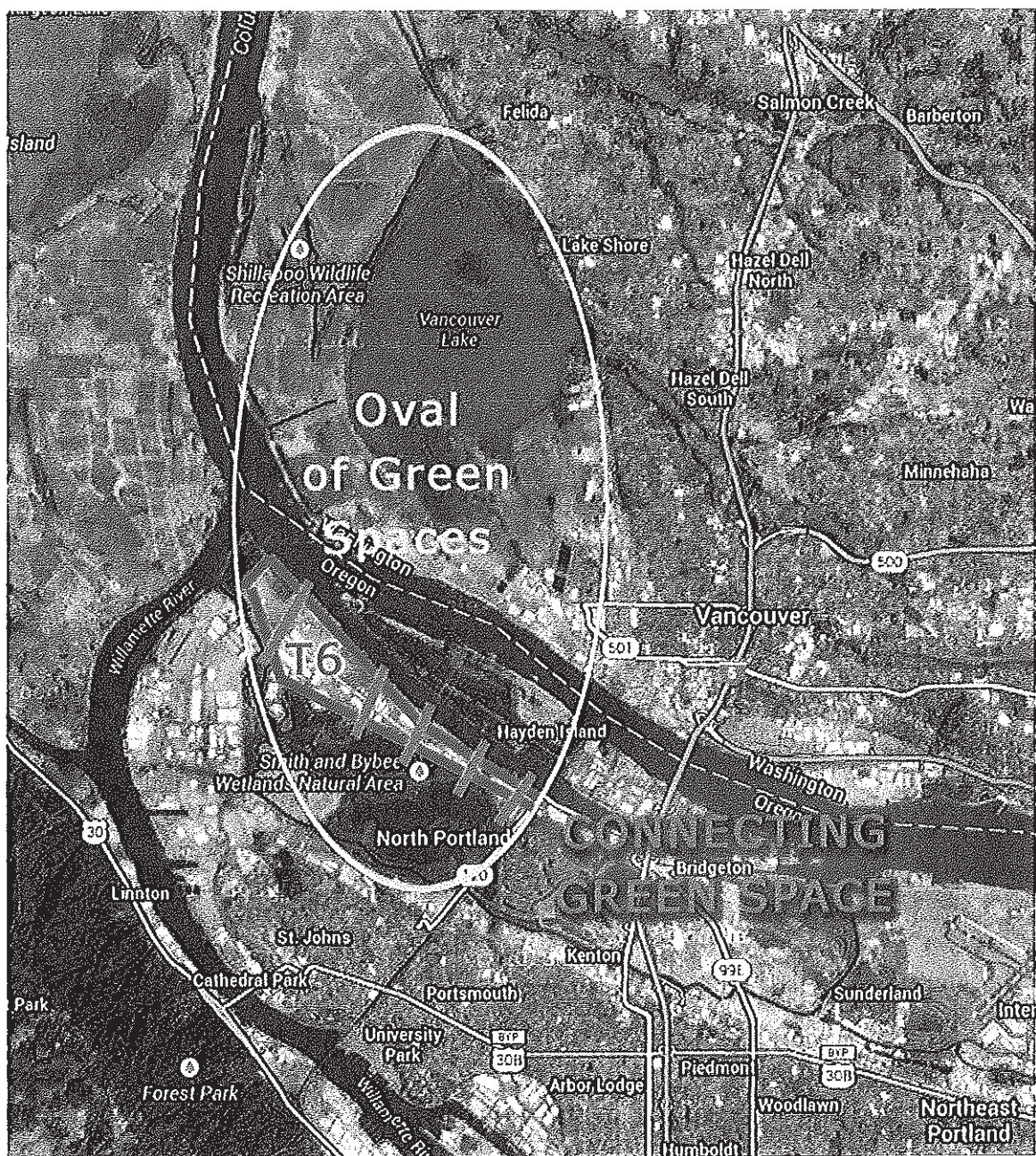
Bill McCormack. Head of Port of Portland Marine Terminal Security. Phone 503-240-2235

David Breen. Air Quality Program Manager, Port of Portland. Phone 503-415-6811

Loralie Reynolds. Property Manager, (Industrial Zoning Manager), Port of Portland. Phone 503-415-6538

David Leahl. Eagle Biologist, US Fish and Game. Phone 503-231-6179

Don Vandeberg. Staff, Big Game, ODFW. Phone 503-621-3488



September 15, 2014

Portland City Hall
Mayor Charlie Hale
1221 SW 4th Avenue, Rm. 340,
Portland, OR 97204

Dear Mayor Hale:

I am writing this letter out of deep concern for my family and on behalf of my neighbors who live on Hayden Island. I have seen several reports of earthquake activity recently in the United States, and watched a recent television special on OPB that said Portland is long overdue for major seismic activity. This made me wonder what the city's emergency and evacuation plan is in the event an earthquake, eruption, or terrorist activity happens here in Portland. What I found was that our Hayden Island Emergency and Evacuation plan is still in the draft stage, and has many holes in it.

As a citizen who lives on Hayden Island, I found this very alarming considering many of our residents are elderly and/or have disabilities. The plan is very vague with a few staging areas listed. Looking into this further, I found many problems have been foreseen in the event of a natural disaster or terrorist attack. I will attempt to address a few of these issues in this letter.

The Hayden Island Emergency and Evacuation Plan states that maritime vessels would be used for evacuation purposes in the event of a disaster. Community and businesses would be isolated from the rest of the city including local hospitals. I can see this being a huge issue because I found that currently the Interstate Bridge, like many other bridges in our city, is not seismically sound. Our bridges need to be retrofitted making them more stable and reliable when a disaster strikes.

This is extremely important when looking at the I-5 freeway at Hayden Island because there are currently approximately 2,000 residents who live on the island, 3,000 employees who work at the 238 local businesses, and plus another 2,000+ people who are on the island staying at the three motels, RV park, and shopping in the many stores. There are also a tremendous amount of people who sit in bumper-to-bumper traffic trying to cross the bridge in both directions on a daily basis. That is a lot of people on any given day, and during the Holiday season it gets even worse.

According to the Hayden Island Evacuation Plan, Fire Station 17 has 2 maritime vessels but doesn't mention the capacity of each of these boats. It goes on to say there are small coast guard boats, but doesn't mention how many coast guard boats there are, what the capacity of each boat is, or how far away these boats are moored.

In order to make a more cohesive comprehensive emergency and evacuation plan for Hayden Island the city needs to look at several things including but not limited to the following: Will these boats be able to hold the thousands of people who would be in need of medical attention? Will they be able to navigate through the debris in the event of a bridge collapse? How long would it take to do a total evacuation? Where will the people go once evacuated? How will people be informed and notified about the plan?

Most of the residents here don't even know where these staging areas are, let alone be able to get to them without assistance. I can also see the East side of the island getting more assistance because of their higher income level. I know that isn't supposed to happen, but history tells us that it does.

I read an article that was published by the Oregonian on August 1, 2012, written by Ian C. Campbell that refers to a study done by Scott Ashford, OSU who stated, "A Mega Quake could potentially cause shaking for 3-5 minutes where the Juan de Fuca Plates dives beneath North America." This makes this even scarier when you look at the damage that an earthquake can cause in a matter of seconds.

The primary earthquake hazards are ground shaking, landslides, liquefaction, and surface ruptures. Then you have the secondary emergencies to deal with as well. These are things like aftershocks, tsunامي, Seiche (pronounced say'sh), flooding, and fire. Bottom line is we are totally unprepared for this to happen, and we need to do something about it as soon as possible.

After you read this paragraph, I would like you to stop for a moment, close your eyes, and consider this scenario. We have an earthquake centered in the Cascadia Subduction Zone that is a magnitude 8. The Interstate Bridge collapses as does the bridge over the Slough, and the train bridge. There is major debris floating in the river along with people, cars, trucks, and trains. There are many dead and injured. Maritime vessels are basically useless because of the debris. Secondary emergencies are taking place all over the island. There are fires, ground ruptures, and landslides happening on the East banks of the river where the condominiums are located and on the West side of the Island landslides are knocking mobile homes into the river. The mobile homes are burning each one catching the next one on fire. Houseboats are floating free and crashing into the debris that covers both the slough and the river. Then to top it all off there is a seiche which is a standing wave in an enclosed or partially enclosed body of water. These boats are now even in danger. Everyone is in survival mode, so it becomes survival of the fittest. Everywhere you look it is complete and total devastation.

With our current plan as it is, how many people will actually be evacuated, and how? How many will end up dead or completely disabled because of our lack of preparation. Considering our lack of resources, is it really wise for the city annex Hayden Island, and allow the Port to add a shipping terminal which would add several hundred more people to the mix? I sincerely hope that you and the City Council will take all of this information into consideration before you make the disastrous mistake of allowing the Port to continue with their plans.

Earthquakes and other natural disasters are very real possibilities and I am showing you a very real scenario of what it could look like unless we develop a better plan. I urge you to make the evacuation plans a top priority. These emergency plans need to be completed as soon as possible. We need a comprehensive plan in place in case a total state of emergency being declared. The residents need to be informed of where they should go, what they should do, and what they can expect in the event this happens.

Sincerely,

Kimberly A. Wing, CMA

Cc: HiNoon
HILP