

## Idaho Logging Safety News

Published quarterly in the interest of logging safety by the  
Division of Building Safety, Logging Safety Bureau

C.L. "Butch" Otter, Governor  
C. Kelly Pearce, Administrator  
Suzy Kludt, Editor

### **TWO AMERICAN SOLDIERS AND AN INSURANCE GUY; IT DOESN'T GET ANY SCARIER THAN THAT!**

*(L to R) Sergeant James Duncan, John Graham and CW4 Robert Briggs pictured in front of an Apache Helicopter.*

*This isn't the ship that they will fly hurt loggers out in, but it did have the most guns.*

*No, they won't let you use it for hunting season!*



Sergeant Duncan and CW4 Briggs are with the Idaho Army National Guard stationed at Gowen Field in Boise. John is the president of the ALE (Associated Loggers Exchange) which handles the majority of the logger's workman's comp insurance here in Idaho. The reason for visiting with these fellows is that we are working to make it easier for the loggers to access the Guard's Black Hawk helicopter, which has "long line" capability, in the event of a logging accident. More about that on the next page.

After talking with Sergeant Duncan and CW4 Briggs you are left with two things, a HUGE amount of PRIDE and CONFIDENCE in this country's military and it's people. Having people like these two on our side is a VERY good thing! Speaking for the loggers, "Thanks to all the military folks and their families"!

## BLACK HAWK WITH LONG LINE RESCUE CAPABILITY



**MONTE, THE LOGGING SAFETY GUY** decides to take this **BLACK HAWK** for a spin. After CW4 Briggs grabbed him and threw him over the fence, MONTE was heard yelling while still in the air, “ I can load logs, it can’t be much more difficult than that”!

It is late in the year, raining hard, starting to get dark and a logger on your crew is 2000 feet down the hill with what the other crew members are describing to you as very serious injuries. What is your next step?

As you have all been trained to do over the last several years, the first step is to call State Comm with the coordinates of your logging job and describe the situation. The second step has always been for you to then request the medical helicopter and ground ambulance. This step will remain the same with most medical rescues, but in extreme circumstances there is now another option.

The Idaho Army National Guard has a Black Hawk helicopter that is equipped with a “long line” or “hoist line” which gives them the ability to rescue a hurt logger out of the brush. Again, this would be used in extreme situations where medical helicopters are not able to land close to the victim and packing the injured logger out is not a logical option.

So, as of right now, the Black Hawk is available to the logging industry. Getting one dispatched is a little more complicated, as you can imagine. The Associated Logging Contractor’s safety man Dan Musselman, Associated Loggers Exchange’s John Graham and the state logging safety guys are working with the Guard and State Comm to smooth this out the best we can.

As you loggers all know, State Comm will dispatch a ground ambulance and medical helicopter on the logger’s request. Our goal is for the loggers to be allowed to do the same with the Black Hawk. We are

(cont. on next page)

## TRAINING—SOMETHING TO THINK ABOUT

By Monte Biggers

With operating costs skyrocketing, everyone has been looking for ways to become more efficient. The focus seems to be on finding ways to save on fuel and increasing production to offset operating cost. One often overlooked way of accomplishing both is job training. If a worker is trained right they are efficient and safe. Most companies go with the five step job training method: Tell the employee; Show the employee; Have the employee do it; Correct until the employee does it right; Supervise to see the employee keeps doing it right.

This method works well, especially with someone that has little or no knowledge of the task they are being trained for. It is important to note that training never really ends. People learn to do things primarily through “doing”. This goes for good work habits as well as bad. Sometimes even experienced people will get away with something they shouldn’t a few times, and after awhile it becomes regular practice. Generally the foreman is responsible for making sure everyone is doing their job correctly and safely. This task shouldn’t be limited to the foreman though; anyone that knows a way to do a job better or safer should point it out.

Proper documentation can help also. Writing down an employee’s training history can help with job assignments and provide management/owners with some legal protection. What it all comes down to is that a good training program can maximize production and more importantly get everyone home safely to their families.

### ***BLACK HAWK (cont)***

hoping to have something good to report on this in the next few months.

Training for us will be important so we know for sure when to ask for the Black Hawk. The expense to launch one of these bad boys is probably about as much as a truck driver makes an hour, so we need to be confident we are making the right decision.

The opportunities we gain with the Black Hawk are well worth that decision: 250 foot line length, night vision, and the ability to fly in tough weather conditions (remember, your man is 2000 feet over the bank with darkness falling along with heavy rain).

As I mentioned earlier, this is just another option we have out there. Thinking back over the years however, there have been a few accidents where the Black Hawk would have made things a whole heap easier and perhaps resulting in a little different outcome.

Hopefully you and your crew will never be put in this extreme situation, but if you are, these are the steps to follow.

***STEP 1 — CALL STATE COMM WITH JOB LOCATION AND INJURY DESCRIPTION***

***STEP 2 — TELL THEM RESCUE IS A PROBLEM AND REQUEST A HELICOPTER WITH LONG LINE CAPABILITY***

***STEP 3 — FOLLOW ALL SAFETY ISSUES YOU HAVE BEEN TRAINED ON WHILE WORKING WITH A HELICOPTER***

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***JUST BECAUSE YOU FIND A WIDE SPOT IN THE SHADE,  
IT MIGHT NOT BE THE BEST PLACE TO WRAP UP YOUR LOAD!***



*What caught my attention in this picture above was how high the wrapper reached to come in contact with the line. Maybe this driver missed his calling to become a big league ball player. WHAT AN ARM! I also noticed that these power lines are not really hidden. Don't forget to look up!*

Here in Idaho log truckers get their wrappers over the load in one of two ways. They either have the loader pull them over or they throw them over by hand. There are plusses and minuses to each practice. We have had drivers hit by logs after they were knocked off by the loader and we have had shoulders torn up trying to throw them.

Wrapping up a load is one of those jobs all of us take for granted. But, looking back, wrapping up has produced many of our most serious accidents. Adding some power lines into the mix doesn't help.

Years ago a power expert came to one of the safety classes and mentioned that you didn't have to come in contact with the power line to get zapped. Whether it is a wrapper, self loader, boom off of a line machine, the power will arc and then run to ground. This is definitely something to think about.



*This accident happened in a different state and it is hard to believe that driver was not injured. He reported that the tires on the truck started to fry as soon as the wrapper hit the line.*

*Then all he had to do was call the boss and explain things. I am not positive if that was a good time to ask for a raise!*



Since we are on the subject of putting wrappers ON, maybe it is a good time to remind you drivers that we have had several serious accidents in the past with log truck drivers pulling OFF their wrappers.

The logs you guys are hauling are smaller and lighter than ever before. You also have to stack them a little higher to get your weight on. It doesn't take much effort to move a little log so when you give the wrappers a good jerk, here they come. The trouble with those light, little logs is that when they hit you from ten feet up, they hurt just like a big log!

One last thing on this subject. 99.999% of the people in the state that unload you guys are good at what they do. But, if you get around an unsafe operator, let somebody know.

## MOTORCYCLE VERSES LOG TRUCK—WHICH ONE SHOULD WE BET ON?

By Monte Biggers

A logging truck was headed back to the woods empty when he was struck by a motorcycle. The truck driver said that the motorcycle came around a corner already out of control and on the wrong side of the road. The logger was quick enough to get the truck turned and avoid a head on collision. The motorcycle hit his tag axle and then slid into his drive tire hard enough to push the rim in about 6 inches. A nurse happened along shortly after the accident and helped stabilize the victim while the driver called 911. The cycle rider suffered a shattered leg and a broken arm. He was airlifted to the hospital. The rider of the motorcycle has since credited the truck driver with saving his life by his quick actions to avoid a head on.



I am sure you loggers, especially you truckers, have noticed the increase in the number of motorcycles on the road, gas efficient little cars trying to pull trailers twice their size, and my personal favorite, BICYCLES traveling in the middle of the road. All I can say is be patient and get back to the woods where it is SAFE!

**I DON'T KNOW IF YOU HAVE EVER NOTICED BUT LOGGERS LOOK AT THE WORLD JUST A LITTLE DIFFERENTLY THAN MOST. I OVER HEARD A CONVERSATION THE OTHER DAY THAT CONFIRMS THAT.**

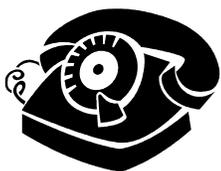
**A FELLOW ASKED AN "EXPERIENCED" LOGGER HOW OLD HE WAS.**

**THE LOGGER THOUGHT FOR A MINUTE AND THEN REPLIED,**

***"NEXT WEEK I'LL BE 72 AND 13/16TH"***



### SAFETY ADVISORS



Monte Biggers 365-4769

Don Hull 667-8646

Cliff Osborne 875-0690

Galen Hamilton 935-0401

## CHOOSING THE RIGHT STUMP CAN BE AN “UPROOTING” EXPERIENCE

By Cliff Osborne



Sometimes it can be a real challenge to find adequate stumps to anchor the yarder down with. If there is a lot of root rot in the area a logger has to be real careful trusting how much a stump will hold. Also the size of the stump is not always a sure thing on how secure it will be.

Some easy clues about how strong trees are rooted can be found by looking at stumps on the road right-of-way and by looking at blow downs and up rooted trees in the area.

You can learn lots about tree roots by taking a look at a soil survey book. (County Soil Conservation Agency, Dept. Lands, USFS, etc.) Information such as root depth and presence of perched water tables in the area you're working can be found in these books.

*The picture to the left shows a shallow rooted tree that was growing on a hard clay layer formed on basalt rock. The hard hat hanging on this root wad shows just how shallow the roots are.*

*The picture to the right shows that the logger found one good stump to guy too but had to haul in a dozer and backhoe to bury some anchors to tie off the other two guys. This cost the logger time and money but he stated that he could not trust any of the other trees because of their shallow rooting.*

*He said, “If you don't do it right you tear up riggin and get people hurt and that isn't the way to do business”.*

*The logger also declared, “Give me a ponderosa pine or tamarack to tie to any day because they are hooked in GOOD”!*



***When you loggers go that extra mile, it is really appreciated  
Keep up the good work, and THANKS***

**SIGNS and TAGS EVERYWHERE!**

You loggers are expected to put up signs “warning” people that they are entering a logging area. Also, with the increase of non-logging type traffic out in the woods signs with other information (such as “HEAVY TRUCK TRAFFIC” and “CB CHANNEL”) are probably not a bad idea. With liability on most peoples minds these days, signs can’t hurt.

To the right is an example of a logger that not only took the time to put up his signs, but also used the occasion to get another point across. “NO WHINING”—hmmm, I wonder who that is directed to?



I have to pass this story along. To the left is one example of some signs an old logger put up that designated areas as emergency rescue landing sites for the medical helicopters. The signs gave “who to call” information along with the location information (lat and long). His reason for doing this was that he knew there was going to be very heavy log truck traffic out of this remote area for quite some time and if there was an accident they would need all the help they could get. A GREAT IDEA!



With open spaces few and far between, the logger picked his spots where he could. While putting up one sign, a government type person stopped and told him he couldn’t use that area because there might be *wild onions* growing there. The old logger told her it was the only open space for miles and it could save a logger’s life so he was putting the sign up. She told the old logger that if a helicopter landed there, he would have to pay for the damages. The old logger was heard to say, “I DON’T EVEN LIKE ONIONS”!



*TAG-OUT just ain’t for the equipment in the woods. Monte’s wife Heather tagged-out this lawn mower at their house. It reads:*

**DO NOT USE  
Brook put Grass Seed in  
the Gas Tank**

*Brook is Monte’s daughter and I have a feeling isn’t too keen on mowing the yard. Hey, whatever it takes!*

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We welcome your comments and suggestions.

Call (208) 334-3950 or write:

Idaho Logging Safety News, Logging Safety Bureau,

1090 E. Water tower St.

Meridian, Idaho 83642

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