

Idaho Logging Safety News

Volume 25 Number 4

DECEMBER 2014



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

2 STORIES OF LOGGERS "DOING IT RIGHT" WHEN THINGS WENT BAD

HEY BOSS, I NEED HELP!!!

By Terry Streeter



JODY HENDRICKX accuses me of picking on him by showing up wherever he logs, but really it just works out that way. He always shows me he has everything in order and is prepared when it comes to safety.

That paid off for him and his crew this September when his sawyer (800 feet down in the strip) called up on the radio and said he was badly hurt.

Jody sent a man over the hill to check on the sawyer while he headed for the pickup to grab the safety gear.

The crew radioed up that they thought the sawyer had a broken femur, perhaps in 2 places! They did not want to move him let alone try to carry him up a very steep 800 feet. They knew they had a bad situation!

(continued on page 3)



Jody H. has a lot of pride in his crew of **Joseph Anderson, Caylan Wemhoff, Jeffery Groat and Kenny Haynes**. These guys can pretty much do every job in the woods which is so valuable these days!



A GOOD MAN IN A CRISIS

By Stan Leach

A line skidding operation working close to Titus Logging had a hooker go down after being hit in the back by the carriage. With possible severe spinal injuries they knew they needed a helicopter.

The first problem was that they had failed to establish the GPS coordinates for their jobsite and the second was they couldn't reach anybody with the radios they had from their location on the backside of a hill.

A short drive and a frantic call on the CB sent **BRETT NELSON** into action. He grabbed his red book out of the plastic tote he keeps under the cab of his machine, where he also keeps his safety plan, first aid kit and spill kit.

(continued on page 5)



BRETT NELSON, who works for **TITUS LOGGING** out of St. Maries was able to help out another company working next to them.

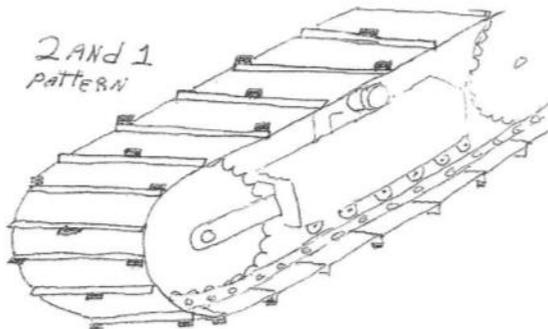
SLEDDING INTO WINTERTIME!

By Stan and Terry

Ice cleats are an absolute necessity for track machines in the winter time. Deep grousers on cats and bunchers act like sled runners when the ground freezes hard particularly on the haul roads. The two and three bar pads on the loaders and processors often get clogged with a mixture of snow and dirt making them like a giant toboggan. Sleds and toboggans are designed to slide downhill quickly, not something you want to do in a logging machine.

There are a lot of different ideas about the size and placement of ice cleats. One thing noticeable is that the newer machines have a lot more track power, which on frozen ground tends to break off the taller cleats.

One operator we spoke with was using rebar chunks about two inches long welded on in an alternating pattern across the pads; outside, middle, inside, with a couple of taller ones thrown in. He said the rebar is cheaper than other materials and is softer which he felt made it hold better when the ground got icy.



The "2 and 1" pattern is recommended by an old North Idaho logger named Streeter!



A couple of hours of welding cleats may save you a couple of days retrieving and repairing a machine that slid off the road. Good operators are hard to find so keep them safe and productive!

On the cats and bunchers, he was using much taller cleats because they had limited time on the hard packed haul roads. He did have a few rebar cleats on them as well just in case. More is generally better because it increases the odds that you will have enough cleats in the right spots to hold you when the machine wants to slide.

Keep an eye on the ice cleats and replace them when they wear down. Also, at the end of the season when you only have a week left and you think you might just chance it...***DON'T!!*** There are several loggers around the state that will tell you why.

FATALITY REPORT 2014

An experienced driver was fatally injured when he was struck by his rolling truck.

After his truck was loaded, the driver pulled ahead. He then went to the back to hook up his pup trailer. For whatever reason, the truck started rolling. The driver ran to catch his truck, but apparently tripped and was caught between the truck and a log deck.

(Hey Boss cont.)

Jody grabbed his *RED BOOK* and called *STATE COMM.*, told them who he was and of their problem. He then gave *GPS readings*, *type of injury* and requested a *Long Line Helicopter*.

Two helicopters showed within 30 minutes. First was the transport helicopter with medics onboard. Jody transported them to the injured logger and they worked to stabilize him.

The second one was a long line rescue helicopter out of Kalispell Montana which arrived about ten minutes later.

They dropped their man down to the accident and with the help of the other helicopter crew and Hendrickx's logging crew, they put him on a board and lifted him out.

They then transferred the sawyer from the long line to the medical helicopter which delivered him to the local hospital within approximately ***1 HOUR*** from the time of the accident!

That was September 10th and the sawyer is back sawing today.

This all went just that slick because Jody and his crew had the training and work hard to be prepared.

GOOD JOB AND THANKS TO HENDRICKX LOGGING!



Jody Hendrickx has been logging for the last 24 years, owning his own outfit for 14 of those. Jody does whatever it takes to run a safe company. I bet he even wears his hard hat when he rides his motorcycle to Sturgis!

ANNUAL TRAINING (and documentation) FOR EVERYONE, EVEN OL' TIM

By Monte Biggers

When a new employee is hired they are supposed to be trained for the job they are assigned and this training *Needs to be Documented.* This goes even if they have done the same job for a different company for 30 years!

For your existing crew, training is supposed to be done annually, and again, this training needs to be documented even if the employee has worked many years for you doing the same job.

I realize that this seems silly at first, but when you look at some of the accidents we have involving experienced loggers it makes a little more sense. Anyone can develop bad habits and if they get away with them long enough it becomes routine. Sooner or later it seems to catch up to a guy and bad things happen. Annual job training for everyone may help prevent some of these accidents.

Its hard to tell someone that has been doing their job for a long time that they are doing something unsafe or the wrong way, but the odds are they have not been doing it wrong their entire career, it just started out as a shortcut that turned into a habit that eventually became routine.

IMPORTANT INFORMATION FOR EVERYONE IN THE FAMILY!

By Monte Biggers

There have been some advances in the way we identify and respond to ***Heart Problems and Strokes***. The *symptoms shown by women* with heart problems have also been better identified. Since we are coming up on the holidays and tax season I thought I would report what I have learned.

The most common heart attack symptom in men is chest pain or discomfort. However, only half of women who have heart attacks have chest pain.

Women are more likely than men to report back or neck pain, indigestion, heartburn, nausea (feeling sick to the stomach), vomiting, extreme fatigue (tiredness), or problems breathing. This leads to women often not recognizing (or being diagnosed) that they are having heart problems, but thinking they may be coming down with the flu.

Heart attacks also can cause upper body discomfort in one or both arms, the back, neck, jaw, or upper part of the stomach. Other heart attack symptoms are light-headedness and dizziness, which occur more often in women than men. Men are more likely than women to break out in a cold sweat and to report pain in the left arm during a heart attack.

As always, if you or anyone you encounter has any of these symptoms seek help immediately!

For strokes they have simplified the way we identify and respond to a victim. The acronym ***F.A.S.T.*** is now being used.

F STANDS FOR FACE DROOPING. Does one side of the face droop or is it numb? Ask the person to smile. Is the person's smile uneven?

A STANDS FOR ARM WEAKNESS. Is one arm weak or numb? Ask the person to raise both arms. Does one arm drift downward?

S STANDS FOR SPEECH DIFFICULTY. Is speech slurred? Is the person unable to speak or hard to understand? Ask the person to repeat a simple sentence. Can they repeat the sentence correctly?

T STANDS FOR TIME TO CALL 911. If someone shows any of these symptoms, even if the symptoms go away, call 9-1-1 and get the person to the hospital immediately. Check the time so you'll know when the first symptoms appeared.

There have been advancements in the last year in the treatment of stroke but it still holds true that the faster you recognize the signs and get a person help, the better the chances they can minimize the damage done.

IDAHO MINIMUM SAFETY STANDARDS AND PRACTICES FOR LOGGING

17.08.07 Transportation of Employees 01. General Requirements:

Every vehicle used for the transportation of employees shall be equipped with an Underwriters Laboratories, Inc. approved fire extinguisher, or its equivalent, with at least four BC rating.

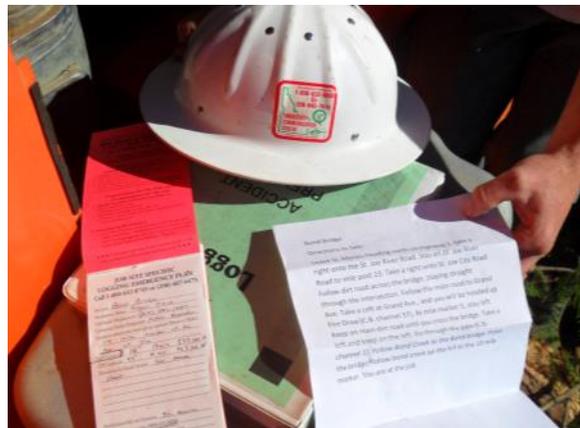
(Good Man cont.)

He had the coordinates for his job and the driving directions all written out in the red book. He knew that with the booster in his pickup he had cell service because he had tested it ahead of time.

A quick call to **state comm.** got the helicopter on the way. He then relayed a very detailed set of driving directions for the ground ambulance as the road into the job had several three or four way intersections. When the helicopter got to Brett's coordinates he was able to guide them into a landing site closer to the other companies yarder. He then shuttled the EMT's back to the yarder to work on the patient. They got him stabilized, onboard and on his way to town.

By the time I arrived the day after the accident, Brett and his crew had already done an after action assessment of the rescue to figure out if there was anything they could have done differently. Their conclusions were that they would park the pickups farther away from the landing site because some light debris blew out of them during the landing and that next time they would hang a streamer of flagging tape on the outer edge of the landing zone to help the helicopter pilot assess the wind speed and direction.

When I talked to Brett he said being prepared ahead of time really made a difference. He went from processing logs to helping rescue a man in a matter of seconds. His advice was to take a few minutes at the start of each new job to get the helipad picked out, the GPS coordinates established and written down along with the driving directions. Then, test your communications to be sure they will work when needed.



A small time invested could make a lifetime of difference.

GOOD JOB AND THANKS TO THE CREW OF TITUS LOGGING!!!



Mrs. Nicole Roth's 5th Grade Class studying Longitude and Latitude at ATLAS ELEMENTARY in Hayden Idaho

By Grandpa Streeeter

Here is a picture of my grandson Gage showing one of his classmates how to use the latitude and longitude coordinates for a local map. The kids were finding places they had been in the area. Mrs. Roth said it was fun to watch them and for them to see how math and social studies can be combined and used in their everyday lives.

I thought this was cool because of how much we use GPS's in the woods. The map in the picture was what I used to find our logging job locations before I had a GPS unit.

And to you North Idaho loggers wondering,...yes, Mrs. Roth is married into the old Roth Brothers Logging family tree! Isn't it great how things come around!

The class said it's like playing Battleship....up and over, and I couldn't have explained it any better. Besides, it was the one subject I actually knew how to help him with!

Thanks Mrs. Roth for a great tool the kids can use for years to come!

WE NEED TO LISTEN TO THE “VOICES OF EXPERIENCE”

By Stan Leach

I was talking with a long time logger the other day asking his opinion on the hazards faced by people working in the logging industry. He said that the drive to and from the jobsite each day was one of the biggest hazards loggers face. I thought “*so obvious, but so true*”!

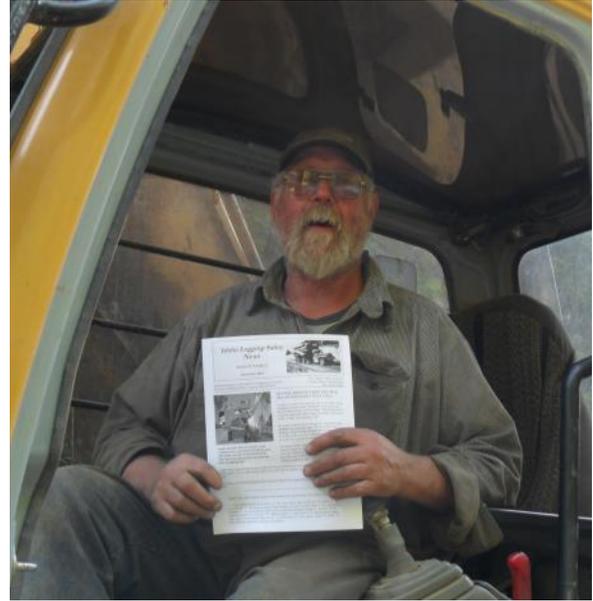
It seems that the strips you guys get to log are getting farther and farther away from town. Many of you are driving two hours or more each way every day. Last winter one of the companies that was working in the upper end of the St. Joe drainage was spending seven hours a day to get to and from work. It was too cold to camp out and the job had a deadline, so it had to be finished.

If you add the driving time to an eight or ten hour workday, add a couple hours to go to the kids ballgames, help with homework, eat and shower, (better add in some time to talk to your wife if you expect her to hang around), and maybe even a school board meeting if you are a glutton for punishment, there aren't too many minutes left in the day. The point is we are all so busy that the easiest thing to cut back on is sleep. Driving when you are overly tired means you are not fully alert and prepared to react to the hazards on the road.

As you all know, we face a growing list of obstacles on the road as the winter weather sets in. Sunshine or shade may determine whether the road is just wet or coated with a thin layer of ice. Rough road surfaces on gravel or pavement can cause a loss of traction and control of your vehicle. Animals seem to use the roadsides more this time of year. There are more rigs running around in the woods out hunting and snowmobiling. Many of these do not have CB radios or they are unfamiliar with the channels used. Most of the roads we use are open to the public and they have every right to be out there, but it can make things interesting.

So, don't drive by the radio, let someone else drive if you are too tired or pull over if you're by yourself. Try to anticipate the hazards that you may encounter and drive accordingly. In this day and age when more and more of you spend your days inside a cab, the drive to work may be one of the biggest hazards you will face.

We want you around so you can someday be the ***VOICE OF EXPERIENCE!***



*Long time loggers like **Oscar Schot** are a great source of information, and that includes **SAFETY!***



MERRY CHRISTMAS AND A HAPPY NEW YEAR

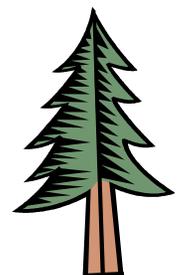
Stan Leach 512 2354

Terry Streeter 446 4149

Monte Biggers 369 6631

Galen Hamilton 935 0401

LOG SAFE



MORE FROM THOSE “VOICES OF EXPERIENCE”

(When I read Stan’s article on experience, I remembered a letter mailed to me a while back)

Hi Galen,

I received the latest Loggers Safety Letter lately and it got me to thinking. I’m telling you it takes something important to turn these rusty internal head soft gears.

*I’m retired, but can’t just sit. My wife got me a shirt that says “**I’m Slow, but I’m Good**”. She smiles when I wear it, but for the life of me I don’t know which part she is thinking about.*

I was a delimeter operator for 18 years before giving it up. Now I log for myself, mostly pulp off my land. The neighbors like how it looks when I am done, so I have been on several other landowners also.

I do my own felling, skidding and bucking to length. I’m a little slow because I have to clear brush and skid out as I go.

Working alone is dangerous for anyone, no matter their age.

*I have made it a practice to let a close neighbor or friend know if I’m out in the brush each day. **Safety Pays, its my life!***

Usually I stop at the same close friends house and we have a long pink ribbon I tie on the porch railing when I go into work. As I come home I untie the ribbon and put it in a bucket close by.

Days I just go to my cabin but do not log, I do not tie the ribbon up.

It never pays to work alone and have no one know where I’m at. My wife knows where I am some what, but she is not into logging or the forest and does me no good as she is 50 miles from where I work.

This is way longer than I thought it would be, but if you turn this letter around and around enough times it might make sense!

I look forward to the Safety Letter every time it comes.

Ron

Well Ron, I don’t have to “turn the letter around” even once, **YOU HIT IT ON THE HEAD!**

You have a plan and if something goes sideways, people know what to do. Again folks, we have a chance to listen to *experience*, lets take advantage of it.

By the way Ron, I have a bunch of loggers looking for a good delimeter operator just in case you get bored!



Idaho Logging Safety News
363 Shenandoah Dr.
Kamiah, Idaho
83536

PRST-STD
U.S. POSTAGE PAID
PERMIT NO 1
BOISE ID



The Idaho Logging Safety News

Is published quarterly by the Logging Safety Bureau

It is mailed to all logging companies in Idaho.

We welcome your comments and suggestions.

Call (208) 935-0401 or reach us online:

Idaho Logging Safety News, Logging Safety Bureau,
dbs.idaho.gov

Log Safe