

# *Idaho Logging Safety News*

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## ***GOSH DARN-IT, THE LOGGING SAFETY CLASSES ARE DONE ALREADY!***

I know you lumberjacks wish you could attend a safety class every week but I suppose after awhile the boss would start whining about "lack of production". So I guess the sad truth is, you are only allowed *ONE* class a year!

Seriously, I would like to thank all the loggers that sit through the classes each year. We always hear *positive* stories from people that have had to use their 1st Aid Knowledge or their Emergency Rescue Systems, and this year was no exception. The way this industry has grown on the safety side of things ought to make all of you very, very proud! Thanks again.



**DEREK BROWN** says he built 2 log trailers, made several dozen donuts and delivered them to Emmett and McCall before the logging safety guys even woke up! (like we ain't heard that one before!)



***MY STOMACH SAYS THE DONUTS WERE AWFULLY GOOD THIS YEAR, AND IT IS GETTING A VERY BIG VOICE!***

Every one knows you can't have a safety class without a healthy breakfast so we need to thank **WESTERN TRAILERS** out of Boise, **WESTERN EQUIPMENT** out of Lewiston and **LES SCHWAB** from several areas of the state for supplying the donuts.

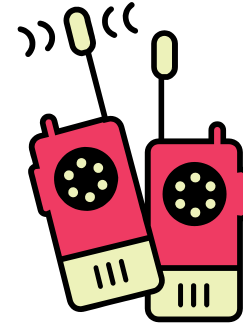
You also need coffee to go with the donuts and someone to pay for the rent of the rooms we do the classes in, so we need to thank the **ASSOCIATED LOGGING CONTRACTORS** for that!

***THANKS TO EVERYONE!***

*In this issue: Accidents Effect So Many; Radios at a Reasonable Cost; Hero Logger is Thanked; Oil Strike in Loggers Back Yard and much more!*

## ***MAYBE THERE IS A RADIO OUT THERE IN YOUR PRICE RANGE***

*By Monte Biggers*



The narrow banding rules made a lot of our radios obsolete. Some logging companies chose to update or upgrade, while for many it was just too expensive. VHF radios still remain a very good choice for emergency communications. Even with expanded cell coverage, I don't think our phones can effectively replace the radios as the **go to** emergency communications device.

During our classes we talked about a handheld VHF radio that was available. That radio is a very good choice, however there are apparently other options out there. It seems there are more VHF radios that are reasonably priced now than before all of the narrow banding rules were in force. Do a quick web search for handheld VHF radios and you can find some that will fit almost everyone's communications needs and budget.

There are many models to choose from. Some with a few channels that you could dedicate to emergency communications only or models with several channels that could be used for the entire crew. I think the multi channel radios would work very nicely for fallers.

Speaking of timber fallers, we talked to a few of them that cut for several different outfits. They had purchased some of these less expensive radios and were able to add the frequencies of the different companies they work for. When they arrive at Joe's outfit they go to channel 2 and when they get to Harvey's, they hit channel 4, and so on! They can not only use them for emergencies but can check in with the skidding crew on a "regular basis".

However you set up your emergency rescue plans the handheld VHF radios are a good option for communications.

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### ***SUGGESTED CONTENTS FOR YOUR LOGGING 1ST AID KITS***

*(This shows the "quantities" for a 2 or 3 person crew. Add additional contents or kits for larger crews)*

- |   |  |
|---|--|
| 1. Gauze pads (at least 4 x 4 inches)                       | 9. Splint  |
| 2. Two large gauze pads (at least 8 x 10)                   | 10. Tweezers                                       |
| 3. Box of adhesive bandages (band aids)                     | 11. Adhesive tape                                  |
| 4. One package gauze roller bandages (at least two inches)  | 12. Latex gloves                                   |
| 5. Two triangular bandages                                  | 13. Resuscitation equipment (pocket mask)          |
| 6. Wound cleaning agent such as sealed moistened towelettes | 14. Two elastic wraps                              |
| 7. Scissors   | 15. Directions for requesting emergency assistance |
| 8. At least one blanket                                     |  |
-



**Cameron Carpenter** said he knew something was not right when he heard his dad's (**Tim**) saw just idling for awhile. "If dad has his saw started, it is usually running full bore!"

Tim's brace supports a broken neck from being struck while falling. He still doesn't know what hit him or where it came from even after they went back to the strip and looked.

He is glad that his sawing partner (Cameron) knew how to handle the rescue and get him to the doctor. Tim is now on his way to full recovery!

Tim Carpenter is not only a very experienced logger, he is very good at what he does. In his accident "lack of training" was not an issue, but having his son go through a "this could turn out real bad" moment shows the personal effect Monte writes about in his article below.

## ***ACCIDENTS EFFECT SO MANY MORE THAN JUST THE VICTIM!***

***By Monte Biggers***

After listening to Tim and Cameron Carpenter talk about "dad's" accident and what they went through, I thought that this was one good example of how accidents can effect others.

At the end of some of our first aid classes this year, Steve Barham spoke about a couple of logging accidents we had last season that involved young guys and the life altering injuries the accidents caused. The accidents he spoke of involved hookers but in truth I think the point he was trying to get across applies to all loggers doing any job.

With Tim's accident, it just sounds like one of those rare logger things when "crap happens", but many logging accidents are preventable. I think training is the key. If it's a new guy, train them right from the beginning and if it's a more seasoned logger, don't let them fall into bad habits. We need to keep evaluating each other throughout the year and if we see someone doing something unsafe, point it out to them! Sometimes they just don't know any better but sometimes they do know better but have taken chances enough times that it develops into a bad habit.

Tim sounds like he is going to be 100% again thankfully, but some injuries are life altering for the entire family and their friends, not just the injured logger. Remember, no turn of logs is worth a shortcut that could get someone hurt.

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## ***PASSING ALONG INFORMATION FROM THE SAWMILLS TO TRUCKERS***

*By Galen Hamilton*

I was reminded by a few sawmill people this spring to ask you log truck drivers for a favor. While you are in the log yards and if you see something you consider “unsafe”, let one of their people know about it. This could range from problems with equipment to how some personnel are doing their job.

Over the years I have heard it mentioned that sawmill folks and loggers sometimes look at things differently. Perhaps that is the case on some topics, but on safety I can guarantee NO ONE wants anyone hurt.

A sawmill person that has been in log yards for a bunch of years pointed out that no matter how long you are around it, another person may see something you don't. *“We are trying to get those trucks in and out as efficiently and safely as we can but those drivers are looking at things from a different angle.”*

It has also been pointed out to me that it doesn't have to be the trucker with the most experience that sees a problem, and this was mentioned by a log hauler with a bunch of years under his belt. *“Sometime after doing it one way year after year we just figure that is the way its done. Then some young buck asks what would happen if (that broke) and you realize you have been standing in the wrong place for the last 25 years!”*

Remember, if a logger gets hurt, no matter if it is in a log yard, at the shop or out in the woods, it effects the whole industry. I figured out that if 18% of the logging industry prevented one accident per person, we would have ZERO accidents which means lower rates and no need for any safety people.....oh, wait, forget I brought that last part up!

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## ***KEEP THE TRUCK DRIVERS IN THE EMERGENCY RESCUE LOOP...10-4!***

*By Monte Biggers*

Besides the loader operator, truck drivers are often the first guys on the job and many times the last to leave. It might pay to clue them in on where you keep your emergency plan and communications information. Most drivers know exactly where their phones work and some trucks even have VHF radios with State Comm. programmed in.

Having signs posted with co-ordinates and State Comms number at landing zones along the haul route is also a good idea. I have seen times where the crew headed out with an accident victim and things took a turn for the worse and they had to call for a helicopter. Having landing zones posted along the haul route with the location information (longitude and latitude) could have speeded up the process.

If you decide to put up some signs remember, the trick is to let everyone know where they are and what they are for.





*Clarke Christensen (left) gives Tabb Kennedy a big slap on the back for helping out a family member in a time of extreme need.*

*Loggers always seem to be around to help!*



## ***FORESTER THANKS LOCAL "HERO"***

***By Stan Leach***

Clarke Christensen, the FPA forester out of the Craigmont Department of Lands office, came to the Orofino first-aid training class to thank Tabb Kennedy who is a logger from the area. It seems that Tabb came to the rescue of Clarke's mother-in-law who had fallen on ice in the parking lot near her home.

The woman had broken her hip and sustained other injuries in the fall and was laying on the ice covered ground. Mr. Kennedy, who was inside his home nursing a sore back said he heard what sounded like a cat yowling and got up to investigate. He saw the woman laying on the ground and ran out to help her. He hollered for his wife to call 911 and had her bring out a blanket. He was able to carefully work the blanket under the patient, who was becoming hypothermic.

He then did a full assessment of the patient. After adding extra coats on top to help keep her warm, he moved around to cradle her head and talk to her. He told her help was on the way and kept her calm until the EMT's arrived.

Tabb was able to give the EMT's a complete description of the patient's injuries. The woman had surgery to repair her broken hip and was up and walking in no time. Had Tabb not been there and not known how to respond, things might not have turned out so well.

Tabb was very matter of fact about the whole incident, saying he just did what needed to be done.

I think he represents one of the great things about the logging industry; it's full of people who are willing to step up and help out whenever they are needed. Thank you to Tabb and to Clarke for sharing the story with us.

## ***IT IS 4 A.M. AND YOU SMELL SMOKE ON YOUR LOGGING JOB..... WHO ARE YOU GOING TO CALL?***

***By Galen Hamilton***

For those of you that know me it comes as no shock that *common sense* has always found a way to elude my thinking process. My most recent example of this came when I sat down to talk to Len Young who heads up the Clearwater Potlatch Timber Protective Agency. My goal was to find out the best phone numbers for loggers to call if they get a fire in the area of their logging job. With loggers working on company land, private land, state land and federal land, I figured there would be a whole list of numbers we could pass on to the logging companies. With that in my head I asked Len the following questions.

Me: *“If we are logging on company ground up here out of Pierce and we spot a fire, who do you want us to call”?*

Len: *“911”*

Me: *“If we are logging on private ground out of Winchester, its 4 in the morning and we smell smoke, who should we call”?*

Len: *“911”*

Starting to see a trend Me: *“If we are logging on a state sale up past Kamiah, it is 2 in the afternoon (dept. of lands office is open) and we see some smoke, who should we call”?*

Len: *“911”*

Becoming quite embarrassed for asking dumb questions Me: *“If we are logging on a federal sale out of Harvard.....flames, smoke, etc.,etc.....who should we call”?*

Len: *“I’ll give you a hint Galen, the phone number has three digits in it! Now get out of my office”!!!*

Using Orofino as an example, Len explained that the 911 people are trained in who to contact if they receive such a call. In the Clearwater and surrounding areas they get in touch with a person from the CPTPA (who is on call) and they alert the other agencies and land owners.

We have talked to other fire agencies around the state and they too suggest that 911 is the best contact to get the ball rolling to get the fire people headed toward the woods.

I was reminded that different land owners or agencies require loggers to contact them in case of a fire (which makes sense) but again, I have an idea they would suggest to make that 911 call first. Take a look at your contract or ask the forester just to be sure.

And to be honest Len did not throw me out of his office for asking dumb questions, *he threw me out for eating all the donuts!*



***Len Young, boss at the CPTPA is amazed with logging safety guys knowledge!***

## ***EFFECTIVE COMMUNICATION, EFFECTIVE COMMUNICATION, EFFECTIVE CO***

***By Stan Leach***

One of the best lessons that I ever learned is that there is a disconnect between what people say and what people hear. My ***AHAA*** moment came when my stepson started driving.

I had a 1983 Toyota pickup that the loader guy used to drive. It was economical and tough, perfect for a sixteen year old boy. I told him how to check the oil, check the belt tension, and to be sure that you could see water up to just below the radiator cap.

A couple weeks later when I came home he ran out with a look of panic on his face. He said that the motor in the pickup had seized up. I went and turned the key and sure enough it was locked up tight. I asked what he was doing before this happened. He said he had checked the oil and saw that he needed to add some. I went around, opened the hood and pulled out the dipstick. It was wet all the way to the handle. I looked down at the dipstick tube, it was oozing oil out the top. I then asked my stepson how much oil he had added. *Five or six GALLONS* was his reply.

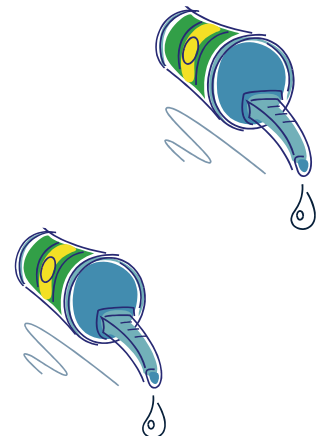
I quickly formed a mental image of a motor designed for five or six *QUARTS* of oil that now had six gallons in it. I unscrewed the cap on the valve cover and it was indeed full all the way up to just under the cap. I pulled the air filter off and the carburetor was full of oil as well.

I replayed my instructions to him over in my head and realized what had happened. There was a disconnect between what I said and what he heard and remembered. The humor of the situation boiled over at that point and I burst out laughing. A look of relief crossed his face as he realized that I wasn't mad.

We drained all the oil, cleaned the carburetor and soon had the pickup running again. I still chuckle about that even now years later, but I remember it when I am conveying information to other people.

Human beings typically retain only a small portion of the information that they receive every day. Men a smaller percentage than women. (*Ladies stop laughing and nodding your heads.*)

For us to retain information and for it to become part of our regular thought process we need to hear a consistent message repeated over time. You may get annoyed with people always talking about logging safety, but the purpose is to get it ingrained in your thought process so that when something bad happens you can respond automatically. Also, if you follow proven safety procedures and have on all your PPE you may prevent an accident or make it less impactful than it might have been.

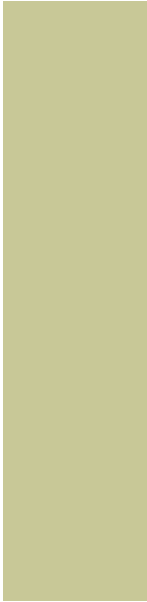


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