Idaho Logging Safety News
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"UPDATES" TO THE SAFETY CLASS VIDEOS ACCOMPLISHED WITH THE HELP OF FOLKS FROM EVERY PART OF THE TIMBER INDUSTRY

Denny Pomerleau and members of the Barbour Family—Sister Tayler, Mom Dawn, Charleigh and Sister Amara.

In an effort to keep the safety classes you loggers attend annually *non-boring*, the Associated Logging Contractors and the Idaho Logging Safety Program make new videos with first aid in mind each year. We usually depend on loggers to do the acting, but this year we had loggers, Guy Bennett Lumber Foresters, USFS Sale Administrators, State Communication Personnel, a fellow from the Idaho Department of Lands, and even Clearwater County Road Crew folks shoving their way in front of the camera! We truly want to thank all those *volunteers* for taking time out of their day to do this.

Most of the video "ideas" come from stories we hear from loggers that have gone through personal episodes. None of us ever want to deal with an injured person, but having that bit of first aid training has come in handy for many loggers over the years. That has seldom been brought to life more clearly than with the story an old log scaler (pictured to the left) told the camera this fall.

Denny Pomerleau was out mowing his lawn when his neighbor Dawn came running with her baby, Charleigh in her arms. Charleigh had fallen and was not breathing.

After Denny determined there was zero air going in or coming out of Charleigh, he knew he had to open that airway. *"All I could think of was the logging safety classes I had gone to for way over 20 years and what to do in this situation. It wasn't quite like working on a 200 pound logger, but the procedure was pretty much the same."*

Denny kept telling Charleigh not to give up and to let him "hear" something. In a few moments, there was movement and ***CHARLEIGH*** started screaming really loud! Denny said, *"It was the best damn noise I ever heard!"*

I know this sounds corny, but to all you loggers who have sat through the safety classes year after year, I cannot help think that every darn one of you was with that old log scaler, on his front lawn, tending to ***CHARLEIGH!*** *Thank You, Galen*

Thanks again to all that helped with the videos. More photos inside!

THE ACTUAL ACTORS THAT DEMANDED TO BE IN THE SAFETY VIDEOS

(to the right) Heath Severson-Guy Bennett Lumber Forester and Nick Altmiller-Cold Springs Cutting

(above) Brad Ronge, Ryan Harbert and Jeremy Elliott-Idaho's State Communication

(below) Scott Anderson-Iron Jaw Excavation, Rob Collier-USFS, Levi Heywood-LJH Enterprises, Hunter Foss-Guy Bennett Lumber Forester, Denny Smith-Fire Tender, Dave Kresge-USFS. The four legged feller was Squirt, who was the star of this video!

(to the left) Jeremy Pauley-Craig Mountain Logging

(below) Dan Kiele-Timber Faller for Kuykendall Logging

(below) Clearwater County Road Department's Crew, Duane Berry, Curtis Berry, Ian Graham and Dale McLean.

(below) Shawn Ogden-Idaho Logging Safety, Dustin Miller-Idaho Department of Lands.

(above) Alec Sawyer and Mark Haskett-Timber Faller for Kuykendall Logging. Alec's crutches weren't for the video but from a mishap at hunting camp!

A BIG THANKS TO PINE CREEK LOGGING'S CREW ALSO!

And as promised, THE CHECKS ARE IN THE MAIL!!!

IN THE CLEAR!!!

By Stan Leach

You are going to hear us talk a lot about being in the clear in the coming months. We have had nine hooker accidents, including two fatalities this season, and those are just the ones that I know of.

What does being — ***IN THE CLEAR***— really mean? It means being in a position that you can't be hit if there is a sudden or unexpected movement of the logs or trees you are skidding, or the stuff on the ground. If you are hooking one hundred foot long trees, that means you need to be back at least one hundred feet. That way, if for some reason the tree sweeps around sideways, you can't be struck by it. You find yourself saying, *"I'm glad I got out of the way."* Versus saying, *"I wish I had gotten out of the way."*

Since all these accidents have happened this year, I have been talking to all the line crews working in my service area. Those conversations have brought to light some interesting perspectives. One of the things I hear is, *"We can't afford to get that far back on every turn."* If you look at the true costs of not clearing out, it might change your mind.

If there is a severe accident on your job, the crew is typically down for several days. The average yarder crew generates five to six thousand dollars per day. Let's say that lost production is worth twenty-five thousand dollars. The cost of treating and rehab of the injured employee will run around two hundred and fifty thousand dollars, and maybe much more depending on the injuries. Then you have to try to hire a replacement employee and spend time and effort training them, if you can even find one. It would be hard to put a dollar value to that, but it is a real cost. If you add all that up, I would argue that not only can we afford to get ***IN THE CLEAR***, we can't afford not to!

Another issue that came to light is the skidding of unmerchantable logs or trees. Sometimes the safest way to deal with hazards down in the strip is to hook them and skid them out of the way. You can move it out of your way or send it up to the machine. Several hookers said they would never do that because the guys on the landing would pitch a fit. We need everyone on the crew to allow the hookers to do what they need to do, to work safely. It is way easier and cheaper to deal with a hazard on the landing with a machine than to have a hooker get hurt.

I attended the recent safety conference that was put on by the ALC. One of the presenters was a Weyerhauser employee that does accident investigations. He talked about how every accident has several things that lead up to the actual accident, and when you break it down, it becomes obvious why it happened.

In the case of hookers, the questions would be:

1. ***Does your company prioritize safety over production?***
2. ***Does the culture or attitude within the crew allow the hookers to send out turns that are in their way, but may not produce useable logs?***
3. ***Has the whole crew been trained that is your expectation?***
4. ***Have they been trained that you want them to get in the clear on every turn?***

Remember it is not IF we can afford to do that; WE REALLY CAN'T AFFORD NOT TO!

Galen butting in on Stan's article: I remember Bill Watson saying almost 50 years ago, "Hamilton, get ***CLEAR*** *OUT OF THE WAY,* ***THEN TAKE 3 MORE STEPS!!!!***

LOGGING SAFETY PROGRAM

INCIDENT REPORT

HOOKER FATALLY INJURED

Release Date: December 1st, 2021

Incident Date: September 10th, 2021 **Incident Location: North of New Meadows**

Description of Accident: Three hookers were working approximately 600' below the yarder. (there were only two involved in the accident)

One 33' log length was skidded across the hill and stopped next to a stump. Slack was given in the skidline so a second smaller tree length could be hooked downhill from the log. When the two hookers got below the log to hook the tree length, the log rolled down the hill.

It rolled over the top of one of the hookers, fatally injuring him. The log then struck the second hooker, knocking him down and came to a rest on his legs, breaking one leg below the knee, his left clavicle and fracturing his skull.

Reasons for the Accident: Working below an unsecured log.

Response: At the time of the accident, 911 was called by others trying to help, which caused some chaos. This did not alter the outcome of the accident, but did remind us that for a *logging accident in Idaho, we call* ***STATE COMMUNICATION (State Comm).***

State Comm was called and an ambulance, medical helicopter and a winch assist helicopter were dispatched to the scene.

Our intention in putting this information in the newsletter is to remind ALL of us that this industry is unforgiving. Whether you have worked in the woods 1 week or 45 years, we can ALL learn from horrible accidents like this.

LOG SAFE

FOR YOU AND YOUR FAMILY

Practice Proper Emergency Communication

By Shawn Ogden

Proper emergency communication is extremely important when someone is injured and needs help. EMS often refers to a term called "The Golden Hour". The golden hour principle is the idea that a patient with traumatic injuries has a better chance of survival when they can be transported to the emergency room within one hour after the time of the accident. What does that mean to us? It means that we need to take the time to make sure **everyone** knows the emergency plan! Just knowing where the red book is located does not mean you know the emergency plan. Practicing this scenario will be the best way to make sure things go smoothly if something ever happens.

After an accident has occurred, there are going to be 2 very important things that need to happen. One, the victim will probably require first aid, so it is critical that you know where the first aid kits are located and how to apply the items that are in the kit to the injury. If the victim can't walk, you will need the backboard, and what do we use with the backboard? That's right, blankets! Make sure you know how to operate the straps on the backboard as well. I know it's not rocket science, but when a person is stressed, their minds don't work as well unless they have practiced these situations beforehand.

While all this is happening, someone needs to be communicating with **State Comm**; remember that we only dial 911 as a last resort. Now that your stress level has been elevated to defcon 1 and your brain has shut down, it is going to be important that what is written in the red book is legible and the driving directions need to be as detailed as possible. Don't rely solely on someone driving down the road to meet the ambulance. Murphy's law says that if something can go wrong, it will. One of the best things we can do to help alleviate some of the stress from this situation is to **pre-register** your job with State Comm. Pre-registering means that state comm has your emergency plan in their hands and you will only have to confirm they are sending help to the correct location. This will also help speed up the arrival time of the EMT's. Getting the professionals on the job as quickly as possible means that the injured person will receive the care they need in a timely manner and you can step back and feel confident that they are in good hands.

Also, if you are contacting state comm via radio be sure to push the microphone button a half second before talking. The dispatchers at state comm are always monitoring radio traffic. If the first thing you say is "State Comm this is a panicked logger, I need help" and you did not depress that button until after you started talking, they will miss you saying "State Comm" and they might not get back to you right away.

Make sure you practice what needs to be said when talking with State Comm as well. This hailing language is written inside of the front cover of the red books. When talking to them on a radio your call should go like this:

1. Press the microphone button a half second before talking
2. "State comm this is "your company name" we have a logging accident and need a helicopter."
3. Stay on the radio with them and they will take over the conversation from here. Make sure you have your red book in hand so you can give them your exact location and so you can answer other questions they will have.

Perfect practice makes perfect! If you choose not to practice something or practice it incorrectly, you will never be perfect at it. Getting the emergency plan correct on the first try could save your life or someone else's.

LOG TRUCK DRIVERS…...SAFETY RESEARCHERS WANT TO HEAR FROM YOU!

By Marissa Baker, University of Washington

Researchers at the UW Pacific Northwest Agricultural Safety and Health Center are studying the work experiences of log truck drivers!

We are working with Idaho partners to address the accidents and injuries log truck drivers face, and come up with solutions to better prevent them going forward. We want to learn what you like about your job and hear any ideas you have to make your job safer. Our project collaborators include the Idaho Logging Safety Program, Associated Logging Contractors of Idaho, and the Associated Loggers Exchange.

If you are willing to fill out a short, anonymous survey (through mail or online) or have an interview with a researcher about your experiences as a log truck driver, please contact me, Marissa Baker, at:
Email: bakermg@uw.edu
Phone: 206-616-4709

We are compensating participants $25 for completing the survey, and $25 for giving an interview.

We also hope to connect with you in April at the Intermountain Logging Conference to learn more about your job, and hear your experiences.

From the Logging Safety Guys: We hear you Truck Drivers talking about what these folks are looking for on the CB every day, so here is a chance for you to share your knowledge to help avoid accidents down the road.

HELP YOURSELF STAY FOCUSED IN A STRESSFUL SITUATION

(Whether working on an injured logger or about to negotiate a contract with the sawmill folks!)

TACTICAL BREATHING or ***"BOX" BREATHING*** can be a huge benefit when dealing with stressful situations. It works by distracting your mind and relaxing your body as you go through a series of 4 second breathing exercises.

It works like this: *Breath in for 4 seconds…. hold that breath for 4 seconds…. exhale for 4 seconds…. hold again for 4 seconds…. and repeat.*

It doesn't have to be exactly 4 seconds every time, but concentrate on your breathing and it will help to lower your stress level. Your mind is much more focused when you are relaxed, and you will now be better prepared to deal with any stressful situation.

PRE-REGISTERING YOUR LOGGING JOB

By Shawn Ogden

I will start out by saying that pre-registering your jobs is not required under the minimum standards of Idaho. However, those are **minimum** standards. When is the last time you chose to do the bare minimum? I guarantee it doesn't happen very often.

When you pre-register your job, you are going above and beyond to make sure that help is going to get to you as soon as possible. At State Comm, they have a 3-ring binder with all the different logging companies that have pre-registered their locations. With that, all they have to do when you call them is open it and they are looking at your red book!

If cell service is spotty or radio communication is terrible, and you have to give them all your information, it could easily get miscommunicated. If they already have that information, it will take very little communication to get them headed your way.

DON'T FORGET TO CANCEL THE JOBS YOU ARE COMPLETELY FINISHED WITH! They don't mind having more than one job under your company name, but don't let it get cluttered by never cancelling your jobs. To pre-register call them at 208-846-7610 or email them at elliotj@dhw.idaho.gov

These State Comm folks are so important to our logging industry here in Idaho, so do things right and treat them right!

PRE-REGISTERING FOR NEXT SPRINGS SAFETY CLASSES

I know it's early, but time has a way of flying by. Pre-Registering for the classes is necessary so here are the steps to do it. Obviously you have a couple of months, but make a note of this before the last minute.
GIVE JULIE OR JOLENE A CALL AT THE ALC OFFICE—-208 667 6473 OR EMAIL julie@idahologgers.com or jolene@idahologgers.com

All locations will offer an 8 am or a 1 pm class EXCEPT Pierce, which will only have an 8 am class, Bonners on Friday the 24th will be "tentative" and the 1 pm class in Moscow, which will also be tentative.

Coeur d'Alene March 8th—-Princeton March 9th—-Orofino March 10th
St. Maries March 15th—-Pierce March 16th—-Grangeville March 17th
McCall March 22nd—-Lewiston March 23rd—-Bonners Ferry March 24th—-Bonners Ferry March 25th
Ponderay March 29th—-St. Maries March 30th—-Orofino March 31st
Emmett April 4th—-Moscow April 11th—-Coeur d'Alene April 12th

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We welcome your comments and suggestions.

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