

Idaho Logging Safety News

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

A BIG THANK YOU TO A BUNCH OF GREAT PEOPLE THAT HELPED WITH UP-DATING THE TRAINING VIDEOS FOR THE UPCOMING SAFETY MEETINGS!



Two Bear Air's Crew CHUCK CURRY, JORDAN WHITE and CHIEF PILOT JIM PIERCE flew their Bell 429 over from Whitefish Montana.....AS A FAVOR!!!!

How do you pay that one back?



Even though the yarder broke down the day before, Mike Reynolds Logging's skidding crew showed up to help with the Emergency Rescue video. MIKE PETERSON, JOBI GUMAET, TONY REYNOLDS and STEVE McLEISH went way beyond "just doing us a favor"!

Have you ever had somebody go out of their way to help you, and you just didn't quite know how to get even? Well, that is the pickle we are in at this current time. With a bunch of help from the ***Associated Logging Contractors*** here in Idaho, we recently did quite a bit of updating to our training videos. Of course that meant we needed actors and actresses from around the state to fill those roles, which a herd of loggers did.

Idaho State Communications allowed us into their center to film an incoming "we need help" call and ***Two Bear Air's*** helicopter crew brought their long line ship over from Montana and spent most of a day helping us film a new ***emergency rescue*** section.

So, in an effort to thank all these folks, we are putting their pictures throughout this newsletter. Take time to glance at them and then give those folks a slap on the back when you see them this spring in the safety classes. Who knows, you may even be able to get some of their autographs!

Thanks Again!

In this issue: 2015 SAFETY CLASS SCHEDULE, Inspecting Equipment and How To Mathematically Fall Off a Loader!

THANK YOU'S CONTINUED



SAM FLETCHER and ZEEK KENT who work for **Musselman Rental**. Zeek is a fairly big fellow so when Terry blew a battery up in his face, the rest of us stayed way back!



TOM HOLDER works for **Buell Trucking** in St. Maries.

Tom had plenty of time to help us do some filming since he only has about 200 green trucks to work on!



Stan had 2 mechanics lined out to help us with the "Burn" section but when they saw the cameras they immediately had a "break down" up the river.

BRANDON GOIN came wandering by about then, and well, the rest is history!



I am not joshing when I say **CLINT CRANE**, **Twin Peaks Logging Owner MARK KANIKKEBERG** and **MEL CALENE** are really comfortable in front of a camera. It is pretty obvious that there is a reality show in their future!



Company owner **ROBERT ROMAN**, **Columbia Rural Electrical Association Safety Manager K.C. DORS** and **DOMINICK ROGERSON** pose at left.

Dominick is from ENGLAND and was visiting Robert's family. He gave us quite a "look" when we told him he was going to get electrocuted when the Link Belt got in the power line!



2015 LOGGERS SAFETY CLASSES



COFFEE AND DOUGHNUTS AT 7:00...CLASSES START AT 8:00

Several 1 1/2 day LEAP UPDATE classes (marked with an asterisk below) are “co-scheduled” with the safety classes so participants can get all the continuing education credits within two days, if they wish.

NO pre-registration is necessary for the safety classes but pre-registration IS necessary for the LEAP UPDATE. Idaho Panhandle 446-1680 or North-Central at 476-4434.

This is the time to get the required annual training in the books so we encourage the **ENTIRE CREW** to attend!

LOCATION	DATE	ADDRESS
Hayden * Princeton Orofino (1)	Tuesday, March 3 Wednesday, March 4 Thursday, March 5	Coeur d’Alene Shrine Club 1250 W. Lancaster Palouse River Community Center Best Western Lodge at Rivers Edge
Sandpoint * Pierce St. Maries (1)	Tuesday, March 10 Wednesday, March 11 Thursday, March 12	Sandpoint Event Center, 102 S. Euclid Pierce Community Center Elk’s Lodge
Orofino (2) * Grangeville McCall *	Tuesday, March 17 Wednesday, March 18 Thursday, March 19	Best Western Lodge Elk’s Lodge Holiday Inn, N. 3rd Street
St. Maries (2)* Bonners Ferry Kamiah *	Tuesday, March 24 Wednesday, March 25 Thursday, March 26	Elk’s Lodge Kootenai River Inn The Life Center, 4432 Hwy. 12
Moscow * Emmett	Tuesday, March 31 Wednesday, April 1	Latah County Fairgrounds, 1021 Herald St. Nazarene Church, 1144 N. Washington Ave.

If you have any questions, give one of your safety advisors a call:

Stan Leach 512 2354

Terry Streeter 446-4149

Monte Biggers 369-6631



Galen Hamilton 935-0401

ANNUAL TRUCK INSPECTIONS

By Monte Biggers

Winter layoff is a good time to do the required annual truck inspections. Most of you truck owners are aware that you need to have the annual inspections done, but I have heard questions from some about what they are and who is qualified to perform them.

The Federal Motor Carrier Association (FMCSA) requires that every commercial vehicle and component (log trailer, lowboy, chip trailer, flatbed, etc.) undergo an annual inspection and that the inspection be documented. We don't have enough room in our newsletter to cover all of what needs to be inspected or list the proper documentation required. If you search online for Annual Truck Inspection Forms, you will find many you can print out for free or go directly to the FMCSA website. Also, most truck stops will carry the forms.

The most common question I get is, *"I only own one truck and I drive it. Can I perform the inspection myself?"* The answer depends on your qualifications. The FMCSA regulations outline those inspector qualifications. If you perform your own maintenance and do your own mechanic work, you may be qualified to do your own inspections. The guide to who can perform the inspections and how to certify them can also be found on the FMCSA website.

Documentation of the annual inspections must be carried in the truck. Either the form itself or an annual inspection sticker, which is available at many truck stops or you can order them online also.

If your vehicle is subject to a roadside inspection by a State Agency that meets the FMCSA requirements, this can be used in lieu of an annual inspection. This means if you have your truck inspected at a roadside inspection or DOT port, and the inspection meets the FMCSA requirements, you can retain a copy of the report and it is good for the next 12 months.

This may all sound confusing at first but with a little research its not that hard to figure out. I encourage anyone that owns 1 or 100 trucks to do these inspections. Whether or not you agree on how much safer these inspections make our roadways, having them done and documented definitely helps with liability issues.

AND YES, MORE THANKS.....



JOE BRYSON (left) is being prepared to have his arm ripped off. Joe is getting so old this is his **2ND** time he has had his arm amputated for the safety videos!

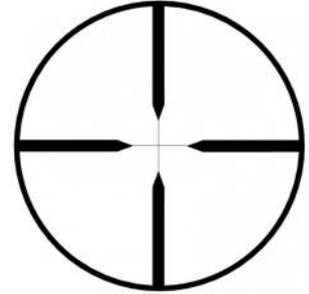
Canaday Logging's BUD WAGNER was asked if he'd mind tearing off Joe's arm. "It would be my pleasure!" Perhaps these two have worked together a little too long!



SAWYERS IN THE CROSSHAIRS

By Stan Leach

We have had several sawyers injured during this last operating season. Analysis of the accidents and interviews with the injured parties has shown that in almost every case one, if not several, of the basic safety rules for felling operations was violated.



The number one violation was not moving an adequate distance away from the stump as the tree starts to go. In our experience ninety percent of felling accidents happen within eight feet of the stump. It seems as if there are “*crosshairs*” guiding the overhead hazards directly to the newly created stump. Barber-chaired trees, trees that hang up or brush snags and standing timber on the way down, can bring tons of wood fiber crashing to the ground.....usually right near the stump!

The reasons for not clearing out a safe distance from a falling tree are numerous. Number one is complacency. If you get away with standing close to the stump as the tree falls a few times, it can become a habit. It certainly is easier to stand still rather than to move back several feet, but you are putting yourself in the *crosshairs*. Three simple steps away from the stump will help get you in the clear. And, just maybe, those ***THREE STEPS MAY SAVE YOUR LIFE!*** More distance away from the stump may be necessary depending on the situation, but just getting in the habit of moving back and to the side as the tree starts to go will greatly reduce your odds of being struck by falling objects.

A contributing factor to not moving away is not predetermining an escape path and not taking the time to clear that path of obstacles so you can move away quickly. Just like figuring out where to fell the tree and making a good undercut, figuring out your escape path and clearing the obstacles is part of a successful felling operation. The idea is for you to put the tree down in the right spot and to go home at night in one piece. As loggers, there are factors in our work environment that we have limited control over, but by focusing on the things we can control, we can influence a positive outcome. So, the next time you are sizing up a tree you are about to fall, remember.....***THREE STEPS MAY SAVE YOUR LIFE.***

AND MORE THANKS.....



Richardson Logging's Crew, JASON PARK, BRENT RICHARDSON, DWAYNE NAURA, BILL NAVIN and DAN MILLWARD.

I am not saying these guys are experts, but it took Dwayne two days to get the backboard off after they tied him down!

They also showed a lot of patience after we had forgotten to turn the camera on.

TAKE TWO!!!!

LUMBERJACK'S PHYSICS 101

By Stan Leach

$$i\hbar \frac{\partial}{\partial t} \Psi = \hat{H}\Psi$$

$$x = \frac{-b \pm \sqrt{b^2 - 4ac}}{2a}$$

FORMULA for DISASTER:

Start with one equipment operator.

Keep him in a nice warm cab for ten hours a day.

Add one gushing hydraulic hose (slow leaks work too but may not create the urgency of a gusher)!

Have the leak coat the steel tracks with a thin film of oil (snow can be effective too as long as the operators boots have been sufficiently warmed).

Have the operator quickly transition out of the cab to find the source of the leak. His feet should be placed on top of oil and/or loose snow.

Having the legs extended not directly under the torso helps as well.

The final ingredient is to have the operator not follow the three points of contact rule.

At this point Newton's laws of physics will take over: *Unsupported objects are subject to the pull of gravity and will fall at a rate of thirty-two feet per second.*

*Now multiply that by the one hundred
eighty pounds of the average operator,
carry the two and it equals.....*

$$F = (180lbs) * \left(\frac{32ft}{s^2} \right) = \text{PAIN!!!}$$

For those of you that don't want to do the math, it can be avoided by always using three points of contact when getting on or off a machine. That way if your foot slips you can catch yourself and not fall.

Catching yourself with only one hand often results in shoulder injuries. This can lead to time off work while you heal up. Add to this a reduction in your income and somebody else running your machine just as you were getting into the best part of the strip. Again, carry the two, and it equals a **BAD DEAL** for you and your employer.

Most of this safety stuff is about establishing good work habits, and if you use them you don't have to do the math. Remember, there is no *soft landing spots* on logging machinery!

LOGGERS AND BATTERIES SOMETIMES DON'T MIX!

By Terry Streeter

When the crew is working in the shop during lay-off, they often times are working on equipment that needs the batteries "jumped". I thought I would pass along a few things to think about.

Several years ago a road grader in the shop was on the charger. Of course the lid was off the battery compartment and the caps were off the battery. The mechanic had a piece of metal in the vice he needed to do a little grinding on. Even though he was ten feet away, the first spark that went that direction ignited the fumes and the battery blew up! Obviously welders and cutting torches have the same potential, so give yourself plenty of room. I have been told that keeping the fluid level of the battery full reduces the "vapors".

The same thing goes for jumping a rig. If those caps are off and you create a spark hooking up a cable, you may end up with a face full of gunk. The shop is just like the woods, you have to think ahead and do things safe!

OVERHAUL TIME IS THE TIME TO TAKE A REAL CLOSE LOOK AT YOUR TRUCKS



Hopefully this picture of a broken walking beam will come out. On the bottom you can see the darker area where it had been broken for a time until it completely let go, leaving the log truck and it's load in the ditch.

The owner that showed us this was apologetic that he didn't spot it sooner. Yeah, maybe with a magnifying glass!! But as Monte's article suggests, this may be an area to look at.

By Monte Biggers

When we are greasing our trucks we generally look things over while we're under there. However, towards the end of the season when everything is caked in snow and mud a person tends to spend as little time as possible looking around under their truck.

While we have our trucks steamed off and ready for winter overhaul or a fresh coat of paint, there are a few things we might want to check out.

Wet and rough winter roads tend to speed up wear on suspension parts and brake parts such as *s cams* and *s cam bushings*. Snow and mud can cover up cracks on *bunks, sub bunks and frames*. It is also a good idea to slide the reach out and look for cracks. Reaches tend to crack or break just inside the tunnel so you won't see it unless you slide the reach out and take a look.

Finding and taking care of these problems during winter overhaul can pay off big during the next season.

AND FINALLY, THE FINAL THANKS!!!!

BILL ROGERS and BILL MARION did a video as they worked on ***Rich Nordstrom's*** log truck. These two were in a hurry to get done, so Rich's truck may run a little rough for awhile!

HEATHER BIGGERS worked on ***BILL CRESS*** in their video. Heather beat the heck out of Bill's chest, so he may run a little rough for awhile also!



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