

Idaho Logging Safety News

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As you know, the IDAHO LOGGING SAFETY program is operated by the DIVISION of BUILDING SAFETY, which is a state agency administered by C. Kelly Pearce. Earlier this year a representative of OSHA made some unfortunate remarks about the attitude of the logging industry when it comes to safety. Here is the boss's response as it appeared in Boise's Idaho Statesman this summer!

OSHA's Kearns wrong to make loggers the fall guys

In the April Business Insider article about Idaho workplace fatalities, the head of the U.S. Occupational Safety and Health Administration in Boise contends that agriculture, logging and residential construction have an attitude problem regarding workplace safety.

David Kearns asserts that in some industries there are "...major cultural barriers to accepting safety rules and practices." He says, "They are (of a) very anti-regulation mindset that's very free, very 'we-don't-want-to-do-what-we're-told.'"

How disappointing that the federal agency charged with helping ensure safety for Idaho's workers seems to have adopted such a decidedly negative, adversarial point of view.

While we can't speak for agriculture or residential construction, we can say that with regard to logging in Idaho, Mr. Kearns appears to be egregiously misinformed.

Idaho's loggers are fiercely independent. But they are neither consciously negligent nor willfully self-destructive when it comes to work-place safety. They are acutely aware of the costs associated with accidents in both human and economic terms.

The Idaho Logging Safety Program developed jointly by the Division of Building Safety and the Associated Logging Contractors, conducts safety training for loggers and logging contractors. Loggers receive this training every year. The training includes first-aid, CPR, emergency rescue, hazard communication, blood-borne pathogens, lockout/tag out procedures, use of chemical spill kits, hearing conservation, personal protective equipment, basic fire training and more.

Through adoption of vastly improved safety practices, Idaho's logging industry has made great progress in reducing accidents and has become a shining example of an industry which, by its nature, is



**C. KELLY
PEARCE**

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the Idaho Div. of
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Kelly's response....continued

more hazardous than most.

Records of the Associated Loggers Exchange, whose members represent most Gem State loggers, reveal 20 logging-related fatalities in the four years before the Idaho Logging Safety Program (1983-87), an average of five per year. Compare that with the most recent four-year period (July 2009 through June 2014), which saw two fatalities.

Few are the U.S. industries that can demonstrate such significant declines in fatality and lost-time accident rates. Is it coincidence that these dramatic reductions in fatality numbers and lost-time accident rates have occurred since the initiation of the Idaho Logging Safety Program? We think not.

It is much more plausible to view the remarkable reduction of these numbers as the product of a conscientious application of effective safety policies and procedures by those engaged in Idaho logging and their continued dedication to worker health and safety.



(The article below by Erin Fenner was in the Idaho Statesman newspaper on August 17th)

Boise man survives fiery crash thanks to quick-thinking passers-by

If the drivers passing the two-vehicle crash on Idaho 55 Aug. 11 hadn't stopped to help, the man trapped inside a burning vehicle likely would have died on the scene, said Idaho State Police spokeswoman Teresa Baker.

The crash could have hurt more than just Michael Stwan, 49, of Boise, who was pinned against the roof of his 2003 Kia Sorento. If the fire hadn't been snuffed out quickly, it could have sparked a wildfire, Baker said.

Stwan crossed the centerline while driving north on Idaho 55 and hit Eric Larson, 54, of Boise, who was headed south in a 2012 Buick Regal. Stwan's vehicle flipped and caught fire, according to ISP.

That's when Mike Altieri, a former Boise State football player, who was riding back from a golf tournament with his boss, saw the crash.

"When we pulled up, there was nobody else around," Altieri said. "We just took off running up to the scene".

Altieri found an unconscious Stwan in his upside-down vehicle and attempted to wake him.

When Rick Daniels, a retired nurse and former Army colonel, arrived people were scrambling to figure out how to help.

"The first four men there didn't have any background for providing medical care, so I sent two north and two south looking for campers and trucks [with] fire extinguishers," Daniels said. "The first thing you do on a scene is secure it and make it safe."

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Boise man survives... continued:

Jerry Bentley and Les Randall, drivers with **Brian Wilson Trucking** in Emmett, brought an extinguisher and put out the fire before it spread, Daniels said.

“Those four individuals were willing and able,” Daniels said. “They were really putting their lives on the line. They were fully engaged.”

And they weren't alone, Altieri said.

“Everybody who was there helped out,” Altieri said. “It was amazing how many people just stopped and started running up just to help.”

The experience had a profound experience on Altieri, who said it made him think about his family and loved ones. He said he felt glad to be able to help Stwan and Larson.

I would love to know who they are and check on them and make sure they were OK,” he said.

Stwan and Larson were treated and released from Saint Alphonsus Regional Medical Center, a hospital spokesman said.

Every spring, workers at Brian Wilson Trucking attend a first-aid course put on by the state, owner Brian Wilson said. Bentley and Randall credited the training that allowed them to help.

“I was glad to hear they did what they were trained to do,” Wilson said.

Note: Just to let you know Les and Jerry are **LOG TRUCK DRIVERS!** Les owns his own truck and Jerry does drive for Brian Wilson out of Emmett. **GOOD JOB GUYS!!!**

WRAPPING UP

By Monte Biggers



I came around the corner the other day and had to swerve a bit to miss a shorty that had fallen off a truck. It is important to remember that you need to have at least **three wrappers** on your load and at least **two** over any log that is exposed on top of the load.

I know sometimes when a driver throws just one wrapper at the loader and pulls away from the landing to finish wrapping up, a log will occasionally fall off. This is why we are supposed to wrap up in sight of the landing. If something goes wrong you are near help. It also helps insure that a log doesn't roll off onto someone on the ground or another vehicle.

I am not sure how the shorty I had to swerve to miss came to be where it was but it was quite a ways away from any landing. It was laying on the inside of a corner on a main paved road here in Idaho!

GETTING YOUR LOGGING SHOP IN COMPLIANCE

By Stan Leach

This last year has seen an increase in logging shop inspections, resulting in some fairly significant fines. We have been talking to the companies that were inspected and have attended a shop safety class in an effort to fully understand the issues that triggered the fines. There is a lot of information to pass along and today we are going to focus on electrical issues.

First off is the electrical panel itself. All the breakers need to be in good working order and the panel door needs to be in place and closed. There also needs to be a **3 foot by 3 foot** cleared area in front of the panel. This is to allow unobstructed access in case of an emergency.

Now trying to keep an area of floor space in a logging shop free of stuff can be a challenge. Scientists have proven that empty space in a shop has strong attractive powers that can affect any random stuff located within a ten mile radius. Spare parts, projects that you hope to work on someday, and stuff that your mother-in-law wants to be kept dry all seem to find a way to take up space in a shop. But this area in front of the electrical panel must be kept clear.

It is a good idea to clearly mark out this 3'X3' area with tape or paint on the floor to help remind everyone not to put things there. A small sign on the wall saying : ***This Area To Be Kept Clear*** or a big ***NO!*** on the floor can also help to prevent stuff accumulation.

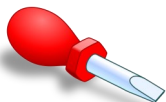
Another issue is that you can't use extension cords as a permanent source of power. Having a cord tied or stapled in place to provide power to a machine is against the rules. Permanent power sources must be of the proper wiring and contained in conduit.

Extension cords and welding leads that are rubbed or frayed cannot be repaired with the basic electrical or duct tape. There is a special insulated tape that can be used but you need to be sure that it is rated for the task that you plan to use it for. Also, all of the extension cords have to have the grounding pin still attached. Any electrical outlets within ten feet of a water source must be the GFI outlets. This includes the inside areas like bathrooms and eyewash stations as well as the outside faucets.

If you have old electrical tools or equipment that no longer work sitting around, dispose of them or tag them ***out of service*** to avoid any confusion during an inspection. Be sure that all the guards are in place on your handheld grinders, the manufacturers put them on for a reason. Screwdrivers used in the repair and maintenance of electrical equipment must have UL approved insulated handles.

These rules are not there just to make your life more complicated. There are over 350 people killed each year in workplace accidents involving electricity. Good employees are hard to find, so please take a little time to be sure their work area is safe.

There is a lot more information that we will pass along in upcoming newsletters. If you have questions you can look up the rules on the OSHA website or contact your area logging safety advisor.



LOGGING CREW HANDLES ACCIDENT LIKE TRUE PROFESSIONALS!

An experienced timber faller was injured when he was struck by an alder that had been hung up in the tree he was falling. The alder had been cut off years before, apparently by someone getting firewood! That is the bad news.....the rest is good.

The sawyers partner got to the injured fellow immediately and called on the radio to the rest of the crew. They immediately responded and began with helping support the sawyers neck which they determined was injured in their "head-to-toe check". They then contacted State Comm to get help coming.

Besides the backboard, this company also has "baskets" on hand. The crew loaded the faller in the basket, placed him in the position he was most comfortable and supported him with plenty of padding.

Off the hill they went to a waiting pick-up and then up the hill to an old landing that had earlier been marked as an "emergency landing zone". They arrived there in a short time with the medical helicopter landing quickly there after.

Apparently the timber faller is a little "old school" because he told the medic that the 2 things he didn't really like was getting a shot or flying. The medic laughingly stated, "this ain't your lucky day then", as the needle went into his arm as he was loaded onto the helicopter!

CAN THE HELICOPTER LAND WHEN YOU NEED IT?

By Terry Streeter

Most wide spots used for **LZs** in the woods are switch backs, J-holes, turnarounds, or old landings. A grassy clearing is the best, but sometimes hard to find.

I have seen good locations that were picked out for helicopter landing zones turn out not so good later on. The problem with some of them is that during the long hot summer they are not kept maintained. What was a good road and green slash now is brittle landing brush, dry limbs, brown needles, with a foot of dust on it. Those conditions are a helicopter pilot's nightmare.

The down force of the helicopter's rotor is tremendous and it's effect on these conditions could damage the helicopter. The worst case scenario is that the helicopter crew could be blinded by the dust and crash. Knowing this, the pilot would probably choose not to land which would alter your rescue plan and uses up valuable time.

Now most **LZs** are not right where you are working and some could be a 1/4 to 1/2 mile or more away. When you take your injured man to the **LZ** it might take longer than 30 minutes for you to clean up the brush and settle the dust *and that is the average time for helicopter to arrive!* So my advice, and what I am suggesting, is to spruce up your **LZ** and keep it up so it will be ready when you need it.

With a darn good chance that a bunch of you may be logging burnt timber later this year and next spring, finding a safe Helicopter Landing Zone might be tougher than usual. The time spent finding one and keeping it in good shape is time well spent.

WORDS TO LIVE BY

By Stan Leach

One of the hookers I spoke to the other day had a safety tip he wanted to pass on to all of you. Don't jump off the yarder, *especially* if you have the tooter hooked on to your belt!

He had been up helping the operator straighten out some line and went to jump down when they finished. On the way down the tooter got caught on a hook they had welded to the machine and that left him hanging in the air like a side of beef. He looked to the rest of the crew for a little sympathy, but after checking the list in the first-aid kit, found they had none. They realized that even if they would of found any, they had not been properly trained in how to apply sympathy! CPR yes...sympathy not so much! It took a couple minutes to lift him off the hook because it's hard to lift when you are laughing that hard.

He suffered only a bruise to his leg and a slightly bruised ego, but he was a good enough sport to tell me the story. Something to think about the next time you want to jump down off of something.



One question we safety guys get on almost a daily basis is "DO YOU KNOW ANY EXPERIENCED LOGGERS LOOKING FOR WORK"?

Well, I guess we are about to lose another logger with a "little" experience.

*LYNN WOODIN, loader operator for Jack Buell Trucking, told me the other day he had a couple of weeks left before he headed toward retirement. I told him he hadn't been logging long enough yet. Lynn calmly let me know he thought **48 YEARS** was probably long enough!!*

For the last 29 of those 48 years Lynn has worked for the Buells and he said they have treated him great. In fact, he said Jack was making it a little tough to pull the pin. "I went out this morning to come to the woods and there was a brand new work pick-up sitting there"!

Good hard working, honest, dedicated logger....a dime a dozen....RIGHT! It has been an honor Lynn!

*A couple of things we sometimes don't see enough of. A **NINE LOG LOAD** and a **PROFESSIONAL LOG TRUCK DRIVER** wearing their **HARD HAT** when checking their wrappers!*

We see hard hats while being loaded and in the mill yards, but sometimes not so much in between.

Eight stitches and a trip to the emergency room resulting from a chunk of bark on your nog while tightening your wrappers cost you, the logger you haul for, your brother and sister truckers and the whole logging industry money!

Some things we can't fix; some things we can. The more we do "in house" the better off we are.



PRE-REGISTERING YOUR JOB SITE GIVES YOU “A LITTLE PIECE OF MIND”

By Stan Leach

Unfortunately there has been several times this year when loggers in my area have had to call for a helicopter rescue of an injured man. We always review these events hoping to help things go smoother in the future. One thing that always comes up is the need to have accurate GPS coordinates for your jobsite that can be accurately conveyed to all the responding parties. In an effort to help guarantee that this happens our friends at State Comm., who participated in one of the after action reviews, are going to allow us to pre-register the jobsites.

How this will work is, when you get coordinates established for a jobsite you send them to State Comm. along with the job name, nearest landmark, company name, what county you are in, and driving directions. You should also include contact info for your company. They will start a file for your company to include all your active jobs. That way should you need to call for help they will be able to pull up the job info on their computer to check against what you are telling them. They will also be able to send that info electronically to any responding parties. This will help eliminate any errors that might occur as info is passed from one party to another.

In my area a lot of contractors are working in the southern part of one county. The closest medical response is located in one of two neighboring counties. Your info could be passed through two or three people before it gets to the EMTs and helicopter crews. The ability to send that info electronically should help eliminate mistakes. In one case it already has. I sent in the coordinates for a job along with the driving directions. State Comm. e-mailed back that they plotted out the coordinates and they didn't match the driving directions. One number should have been a two instead of a seven. It was written down incorrectly in the company's red book. That small mistake would have put the helicopter about thirty miles off. Thanks to State Comm. we got the right numbers into the red book.

If you would like to pre-register one of your jobs you can e-mail your jobsite information to elliottj@dhw.idaho.gov. A small time investment on your part can buy you some piece of mind.

TRUCKERS, CHECK OUT THAT LOADING STRAP ON YOUR TRAILERS...10-4!

I know you drivers do a good job making sure your equipment is up to snuff, but here is something to think about. We recently heard about three accidents that occurred while log trailers were being loaded back on their trucks. (these were not in Idaho, but that doesn't matter)

I instantly figured it was a malfunction with a trailer loader or something like that. Come to find out it was the cable strap on their trailers that broke in all three cases!

Of course I can't say for sure, but since the de-icer gets into every other orifice, I suppose the trailer strap is not exempt. I talked to one mechanic and he said they just change them out every season to be safe. There I go again spending your money, but at least take a close look at it the next time your waiting to load.

LOGGING SAFETY ADVISORS

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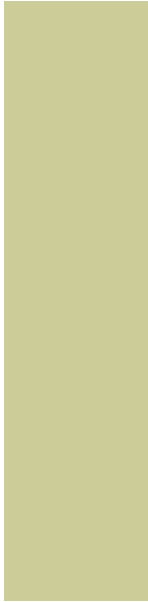
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