

# LOGGERS WORLD

VOLUME 50 NUMBER 8

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AUGUST 2015

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# Finley's Rigging Shack

"Classic"



*Originally Published  
in March of 1985*

## Weary at Work

Some of us in our line of work don't have a decision about whether we are going to work today or not. We are! We are because the machinery for our part of the total job has already been set in motion. We have made commitments, so ready or not, we are bound to report for work and to do the work. Almost every logger must go to work every working day. That is because most logging operations are so finely tuned that he will hurt the operation if he doesn't show up and do his part.

This is powerful motivation and it is a bringer of discipline. The business of making a commitment and having other people count on us. There is a job to be done --- we do our part of that job.

We do it on those days we don't feel like doing it. We do it when we feel slightly ill. We do it when we are tired and weary.

In our business, the business of publishing, we make commitments a long ways down the road --- far into the future. Then

ready or not, we are bound to do what we said we were going to do and do it when we said we were going to do it.

The thing that drives us to get the work done is the DEADLINE. We have several deadlines but the most important one is meeting the deadline at the printers. If we miss that one, we are in trouble.

Over the years of watching the performance of the people that work here at Loggers World, I have become convinced that we are much tougher than we think we are. As the days are counted down, the pressure gets a little stronger. During the last week or so of putting together and putting out an issue of Loggers World, there is no one that misses any work. Never! (At least hardly ever). When the deadline is coming up, we work sick or not --- tired or not. Not only work but drink lots of coffee and put in many many hours.

There are many different jobs to be done that must come together at the same time.

Bill and Vi Iund come back to the office from calling on advertisers. They start making up ads, doing telephone calls to get material coming in our direction,

and planning out where advertising will be displayed on each page. This is a busy time for them and almost without fail (good weather or bad weather, sick or well, tired or full of energy) they make the deadline. Sometimes it is close but it comes off on schedule.

The writers and photographers bring in their stories and rolls of undeveloped film. While they bang on the typewriter, Randy Apperson is in the darkroom developing film and making pictures. The writers and editors then design their stories and pictures to be fitted into the pages along with the advertising. The people that set the type and the people who take the pages of rough layout and make them into a finished project go to work. Those people are Jean Hays, Vi Andrews and Gail Holding. They lay up the pages, place the headlines in place, trim and put in the half tones, set type and fit it into its proper slot. They all work together along with Bill and Vi until the finished product is ready to be taken to the printer and made into thousands of finished Loggers World Magazines.

Once the printed material is hauled to the office from the printer, the deadlines still exist. Next deadline is to get the magazine put together from the printed sections, to address each and every copy, bundle the addressed copies, label the bundles, put them into the correct sacks and then take them to the post office and pay heavily for the post office to deliver each magazine to



FINLEY HAYS

you --- the reader. THE READER --- the ones whom all this is done for.

Time after time after time I'm amazed at the strength and the toughness of the people that do this work. That includes the people who are not directly involved with Loggers World but who also are wonderfully dependable in doing their jobs. The printers and the people in the post office department are two groups who do a tremendous job.

After the Magazines are printed and stapled together and mailed out, a sort of letdown takes place. If anyone is going to head for the barn with the flu or catch a bad cold --- then is when it happens.

The toughness of people with an important job to do is beyond description. The more important the job, the tougher the people. In battle many soldiers have gone for 3 or 4 hours after being shot. They went until there was a lull and they could then back off and answer the needs of their bodies. This must be the way in hospitals with nurses and doctors. They must be able to work right on thru physical barriers --- until the emergency is over.

The more important the job, the more able people are to reach down and grab onto something we all have inside of us. To gain and get the strength and the energy needed to get the job done.

Before the last Log Trucker Magazine left for the printer,

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**See "Rigging Shack"**

## In This Issue...



COVER PAGE PICTURE: Levanen's 1973 Skagit GT III gets to work on a landing near Naselle, Wash. Kyle Uskoski operates the machine and has been out in the woods for a year and a half.  
See "Words They Live By" starting on Page 6.

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# FEATURED IN THIS MONTH'S ISSUE

## LEVANEN, INC.

Founded by **Scott and Mark Levanen** in 1988, the Battle Ground, Wash.-based company has since grown to **35 employees** with **three sides** and **10 log trucks**. The company focuses on shovel logging, tower logging, thinning, reforestation, road building and log trucking.

## BATTLE GROUND WASHINGTON

**Battle Ground** is located in **Clark County, Washington** just north of **Vancouver Wash.** The city, ironically is the site of no battle except for an **1855** incident where the settlers expected a battle with the **Yakima Indian Tribe** that never happened. Battle Ground was **first officially incorporated in 1951** and has a **population of 18,900 people**. This is up from 9,322 people in 2000 and 3,758 in 1990. Every summer, Battle Ground puts on their community festival **Harvest Days**. Consistently seeing growth, the town has become an example of urban sprawl from the **Portland metropolitan area**.



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## Rigging Shack

(Continued from Page 2)

Jim Holding worked straight thru one whole night to meet his deadline. Never got a drop of sleep but drank about 3 quarts of coffee. The interesting thing is that once Log Trucker was printed, Jim caught a doozy of a cold and gave in to it for a day.

The world is full of people who take their jobs seriously and are to be counted on. The logging industry is full of these kinds of people. They come to work no matter what and they give it the best they can while they are at work. This is so usual with loggers that outstanding

effort don't rate a compliment. Outstanding effort is the normal thing.

During the past month I had the pleasure of visiting half a dozen logging operation in Western Montana and Northern Idaho. Many of these loggers work long days in below zero temperatures and waist high snow. They seem to choose to ignore the weather and to concentrate upon the job. Remarkably cheerful, considering the conditions, they enjoy their work, do it well and like working with each other.

I watched fallers and shovelers working on steep sidehills wading in snow, slowly but

steadily, to get from tree to tree. Not dismayed, they continue to work with a ready wisecrack and concentration upon their chosen tasks.

It was bitterly cold in the mornings and started getting down there again about mid afternoon. However, the middle of the days were enjoyable. Pure air, bright sunshine and liveable temperatures. One timber faller said, "We are lucky to be able to get out here and work in these woods in this weather." I had to agree. If he thought he was fortunate then indeed he was. More than that, I was very fortunate to meet and visit with these people.

Up on top of one of the mountains a bunch of people working at Stevens Logging Company were sort of camped out in trailers and other types of shelter. The snow pack is deep and heavy there and there was about 6 feet of snow perched and balanced on top of the outdoor privy.

One man told me that when he woke up that morning it was 28 degrees inside his trailer. That was with the heater working overtime.

The story is told that during the old days the loggers in these mountains never missed a day due to cold weather. They toughed it out, waded thru the snow and put in a full day's work every working day.

One day someone showed up with a thermometer. First one man looked at it, then another until the entire crew had read the numbers on the temperature gauge. One by one they laid down their tools, started up the crew trucks and headed for the valley and the towns.

Once they knew how cold it was they didn't want to work anymore. From that day on, there has never been a thermometer allowed in the winter woods of Northern Idaho. Or so they tell me.

J.C. Ryan, noted historian on the Midwest logging scene, told why the old time loggers in Northern Michigan could work right thru the bitter cold days. "They dressed as warm as they could, they worked as hard as they could, and they never knew how cold it was."

There is no one I know of who can beat the loggers at working hard and long when ill and weary. No one but perhaps the crew here at Loggers World.

Far as I am concerned, it is a draw!

I feel sorry for anyone who doesn't have a job of more importance than their comfort.

The job of logging comes ahead of being comfortable.



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CAT 518 Grapple Skidder, 95U, winch\$12,500  
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CAT 525B Grapple Skidder, recent updates\$75,000  
CAT 527, trk. skidder, swing grapple. \$155,000  
CAT 950 Wheel Loader.....\$19,500  
CAT 966D, bucket, good rubber.....\$49,500  
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*Faith, Family and Work*

# WORDS THEY LIVE BY



WATCHING FROM AFAR, long-time employee Lyle Abernathy watches his nephew Mark Abernathy process logs with his Madill 2850C with a Log Max head out on a private tree farm near Vader, Wash. "I like being out in the country and being able to do your own thing," Mark says.



## Fire-Resistant Chain Saw Chaps

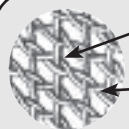


Labonville Fire-Resistant Chain Saw Chaps are an industry first. They feature a layer of fire-resistant material sandwiched under the front Cordura shell to help keep hot embers from penetrating. They also have the same six-plys of Polyester/Kevlar cut-protection as regular Labonville chaps.

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**By Brandon Hansen**

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rain, changing markets, moving jobsites and the occasional wildlife spotting are all parts of the business.

And if you ask Battle Ground's Scott Levanen, this is

(Continued on Page 7)  
**See "Levanen"**



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2002 John Deere 848G, 10,000 hrs., Tire Chains, Good Runner, (Does Not Incl. Winch) .....\$55,000



1993 Interstate Equipment Trailer, Beaver Tail With Ramps, Air Brakes, Low Pro Tires, 80%+ .....\$21,000

**Need a Yarder?  
PLAN AHEAD!**

## Levanen

(Continued from Page 6)

exactly where he wants to be.

The owner of Levanen, Inc. was born in 1960 to Ray and Ruth Levanen. Ray himself was the son of Finnish immigrants in the Upper Peninsula of Michigan, had served in the Army from 1946 to 1949 in Germany and eventually moved to Glide, Oregon in 1952 after his brother-in-law Rudy Arvonen told him "...come out West where the trees are big."

"We were raised quite conservative," Scott told *Loggers World* in 2009. "Faith, family and work" continues to be the family motto to this day as its ranks grow. Scott and his wife Wendy now have 11 children and 25 grandchildren to add to the family tree.

Faith, family and work also seems to be the cornerstone for Levanen, Inc. as well. You'll be hard-pressed to find a friendlier crew which currently consists of three sides, ten trucks, a shop location and a firewood business.

"In 2014, it felt like we really started to see the industry come back and we hope it can stay," Levanen said.

Scott has seen plenty of market ups and down. After growing up helping out in the woods, he graduated high school in Battle Ground in 1978 and spent the following year at Clark Commu-

(Continued on Page 9)

See "Levanen"

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ABOVE: Fresh off showing Levanen Inc.'s 1994 Kenworth W-900 at the Territorial Day's Logging Show in Amboy, Wash. Charlie Dombrowski has been Scott's backup driver, filling in when needed on any given day.

LEFT: Company owner Scott Levanen poses with longtime employee Lyle Abernathy, who is a cutter by nature but now focuses on the safety of the operation and lays out unit harvest lines.



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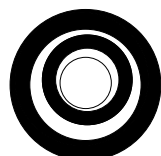
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Levanen

(Continued from Page 7)

nity College studying engineering. His father Ray - who had established his own logging operation in 1967 - suffered a heart attack in 1980 and so Scott returned to the woods to support his father.

And the logging stuck.

BACK INTO THE WOODS

Even after his father returned to the woods six weeks after his heart attack, Scott explained that "it got me back in the woods and I liked it. I didn't want to go back to school."

Levanen joined Abernathy Tree-O owned by Mark and Chester Abernathy and worked rigging and hooking on a yarder side for the first time, then moved up to running a shovel.

"That's where I really got my feet into the business, my first experience where I learned about yarder logging," he said. "...and I still liked it."

(Continued on Page 11)  
See "Levanen"



THE PRETTIEST PIECE OF MACHINERY ON THE LAND-ING? The 1973 Skagit GT III was recently refit and given a brand new paint job. Kyle Uskoski operates the swing yarder from the installed AC cab from a John Deere log loader on the Levanen Inc. jobsite near Naselle, Wash. It took two months for six men to refit the yarder with Ward Abernathy leading the way. "Some people rebuild cars and I apparently rebuild yarders," Ward said with a laugh. Also in the photo is Randy Ritola of Battle Ground, Wash. operating a CAT 325 with a Log Max 10000 XT processor while Toledo's Jeff Palermo operates his orange Doosan loader in the background. "These Doosans are good machines and we've had three of them," Jeff said.

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LOADING TERRY MCCLELLAN's NO. 11 TRUCK, Gary Balch of Woodland runs the CAT 330B loader on the Vader, Washington site. Terry drives the No. 11 truck which is a 1996 T-800 Kenworth with a N14 Cummins engine, and has been log trucking for Scott off and on for 12 years but has been in trucking for 40 years. "I like how this is a family business," Terry said while adding with a chuckle "and I don't like going to town very often."



STANDING IN FRONT OF HIS CAT 330B, Gary Balch of Woodland runs log loader for Scott out on the Vader site, and has been logging since 1980 just before Mt. St. Helens relocated its top. Balch started as a chokerman before moving to inside the cab of a yarder and then finally to the shovel.



STOPPING FOR A BIT FOR A PHOTO, Mark Abernathy of Yacolt runs processor for Scott, using a Madill 2850C with a Log Max head. While he claimed 30 years of experience out in the woods, he eventually broke down and told Loggers World he's actually been logging for eight years.



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(Continued from Page 9)

You go through a winter or so and if you still like it you're kinda hooked."

Scott learned how to cut timber from Bill Nelson and also worked a stint with Kyser Logging out of Woodland doing rigging and skidding. In 1985, he decided that with their third child on the way he might want to try something different. With the timber markets down, he found a position at a grain elevator in Kalama, Wash. handling

export grain.

### A NEW COMPANY

After three years away from logging, Levanen said he missed the woods. Since the grain elevator was a seasonal job and laid off their workers during the summer months, Scott partnered with his cousin Mark Levanen to form Levanen Inc. in 1988. While he continued to work for the grain elevator until 2003, the two had opposite schedules that complimented each other.

"We went back to our roots, a skidder, a loader, and we picked

up another dozer, with just the two of us," Scott said. "I did a lot of the bidding and paperwork when we started and Mark would work in the woods."

While the business primarily began working with private tree farmers, they eventually moved into contract logging. The first processor they purchased didn't make them any money, but in 1997 while working for Banks Lumber on three different DNR sales they had more volume to move and ending up purchasing the Fabtek FT240 processor and mounted it on a Link-Belt

LS3400.

Levanen Inc. also purchased a '95 Hitachi UH123 yoder and thinned for Plum Creek and Longview Fibre with that.

"It was a good little machine, and when we were done yarding we could load with it," Scott said.

They also purchased an older Edco double drum yarder with a 70-foot tube on an Autocar Truck body. They put an Eagle carriage on it with a 1 1/8-inch skyline to work over big spans and also did

(Continued on Page 13)  
**See "Levanen"**



2006 KOBELCO SK250 LOG LOADER, Jewell Shovel Logger Buildup, Jewell grapple, high & wide, 24" tracks, forestry cab, rock guards, good undercarriage, runs well, trade-in, 12,624 hours.....\$95,000



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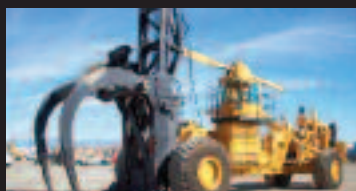
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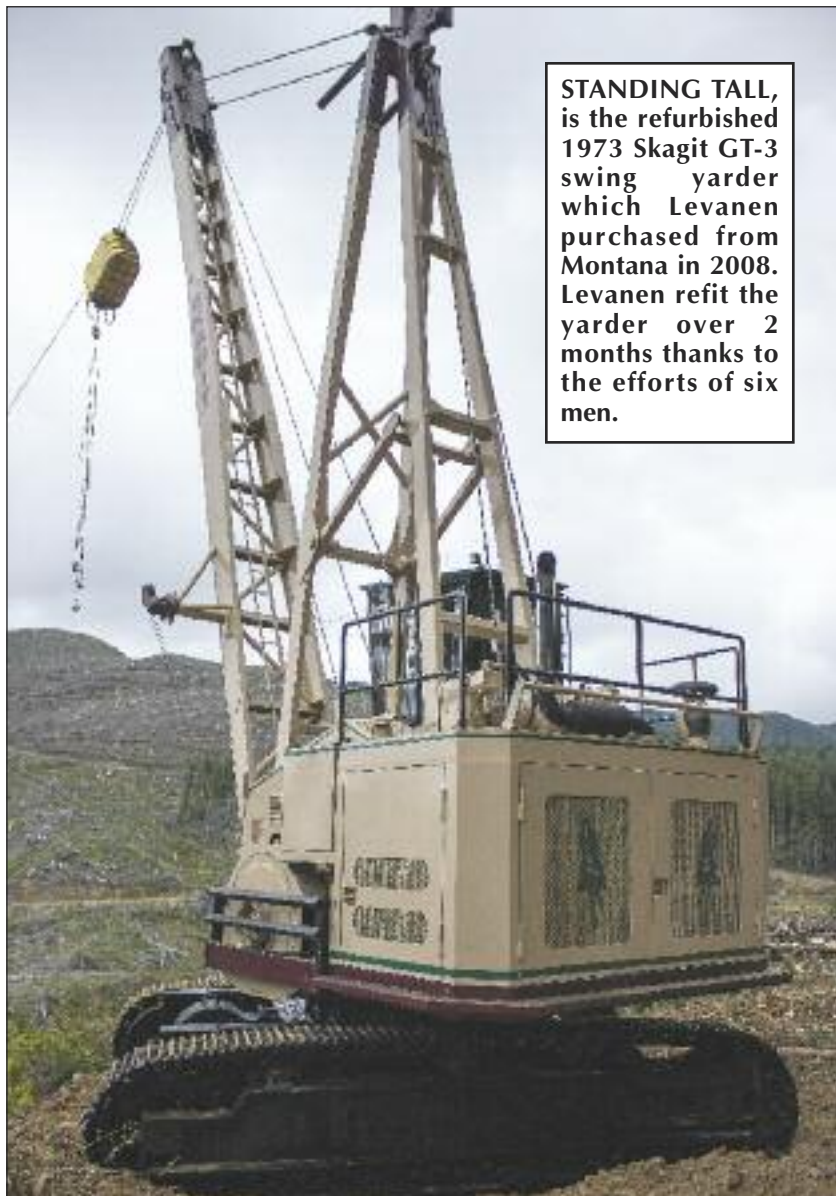


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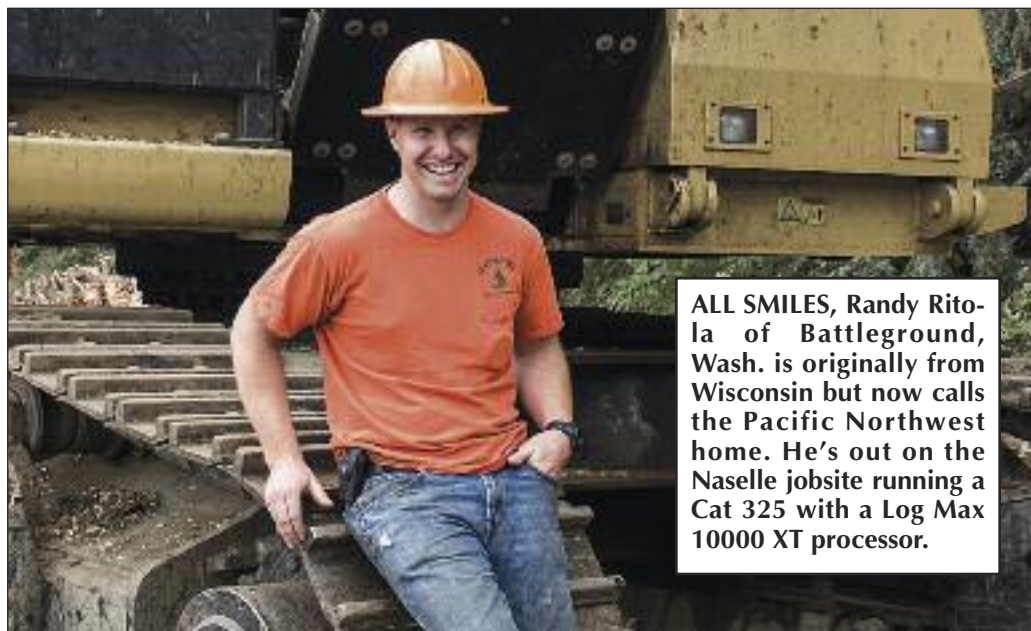
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PIERCE HEEL RACK, removed from CAT 229 log loader, good condition, approx. 99" long, 3" main pin.....\$2,500





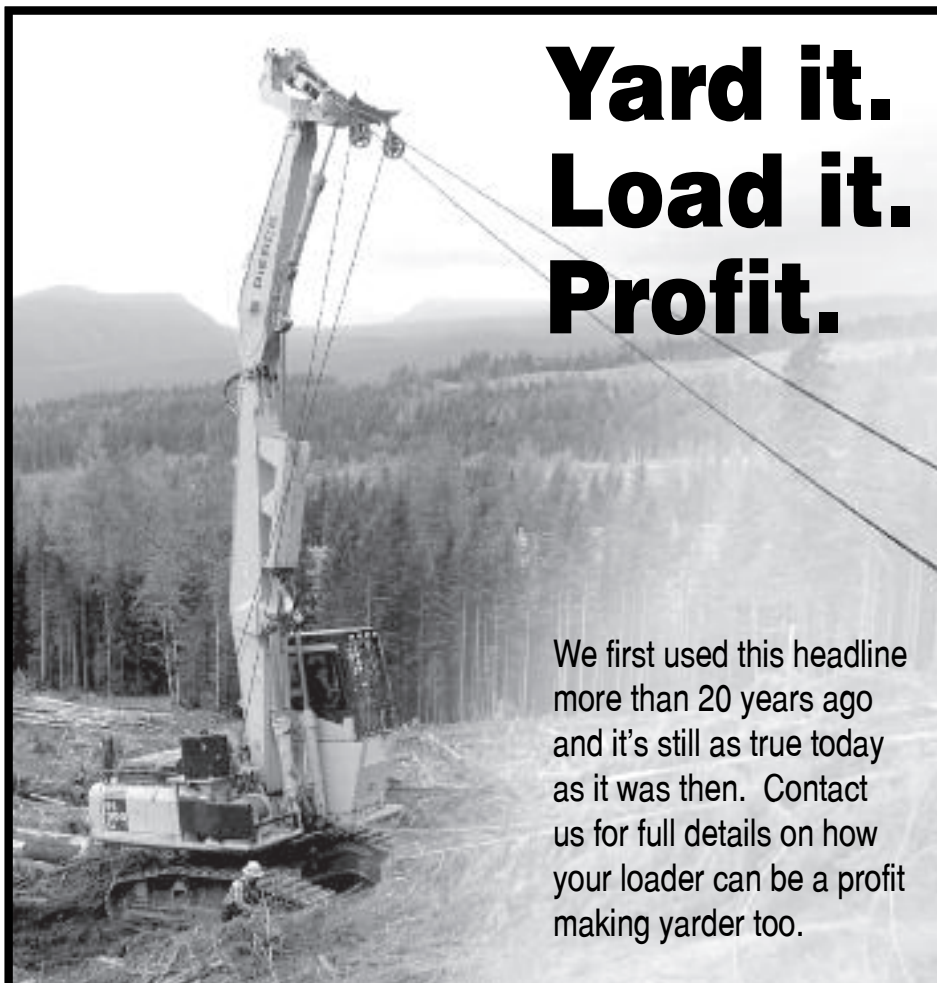
STANDING TALL, is the refurbished 1973 Skagit GT-3 swing yarder which Levanen purchased from Montana in 2008. Levanen refit the yarder over 2 months thanks to the efforts of six men.



ALL SMILES, Randy Ritala of Battleground, Wash. is originally from Wisconsin but now calls the Pacific Northwest home. He's out on the Naselle jobsite running a Cat 325 with a Log Max 10000 XT processor.



THE FIRST GUY on the Naselle job site to communicate with DNR, Forestry and L&I reps is usually Doosan log loader operator Jeff Palermo of Toledo, Wash. He's been in the woods for 35 years and has worked for Scott for five years.



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(ALLOW 5 WEEKS FOR DELIVERY OF FIRST ISSUE)



## Levanen

(Continued from Page 11)

basic high lead logging.

### GETTING BUSY

In the late 1990s, many of the tree farms that Ray Levanen had replanted in the 70s' needed thinning.

"It was a need from the private tree farms we dealt with," Scott said. "As well as Plum Creek having some thinning better suited towards mechanical

(treatment)."

Scott and Mark added cut-to-length harvesting systems, buying a '95 Timberjack 1270 harvester with a Koehring 762B processing head and a 1210 forwarder in 1999. They also noticed that their Fabtek processor was being taxed by the big wood they were running through, so they changed to a Waratah HTH624 mounted on a Kobelco 300 carrier in the fall of 2003.

Scott said he'll buy all different types of machinery depending on the cost, the need and the

preference of his operators. He also tries to maintain the machines through the years until it's time to upgrade.

The Waratah's performance led to Levanen to buying two more Waratah heads to be mounted on a Link-Belt 4300 and a Madill 2850. These heads have been strong performers.

### PARTING WAYS

Mark and Scott split ways in 2003, and Mark formed Mark Levanen Forestry which continued with a cut-to-length system.

The two still collaborate together on some projects and remain close friends.

"We had a good 14-year partnership together," Scott said.

Scott, meanwhile, left his job with the grain elevator and went into logging full time.

### GOING TALL

Levanen had used a 42-foot triple drum Edco Mustang but had felt his operation needed a bigger tower so in 2006 he found a new one in a rock pit in Colorado.

"They were at 6,000 feet elevation and logging boulders and selling them for landscaping," he said.

Scott purchased the rock pit Edco Wildcat III with a 70-foot tower. They had McPaul Machinery in Centralia, Washington work on the machine and recertify it for logging.

### ON THE LANDING

Currently, Levanen has three sides going and at the time of this issue's print he had jobsites in Washington near Vader, Naselle and the South Toutle area. He's got two towers - which came in extremely helpful at the Naselle jobsite which featured narrow fingered units on steep terrain.

Those towers are a 1986 West Coast Hawk and his recently refurbished 1973 Skagit GT-3 swing yarder which he purchased from Montana in 2008. While the West Coast Hawk started the Naselle job, he was able to put the GT-3 in the shop for two months and six people worked on it.

Levanen Inc.'s Ward Abernathy - and member of the Abernathy family that Scott used to be employed by - worked with the GT-3 in Montana for Buckhorn Logging in Kalispell and was around the machine for its first refit. This time around, Ward wanted to do some pretty extensive things to the machine.

Ward grew up in the Pacific Northwest and moved to Montana in 1993, then back to Washington State in 2005.

"Some people rebuild cars and I apparently rebuild yarders," Ward said with a laugh. "I spent most of my career with yarders and have a passion for cable logging."

Ward and other crew members put a new John Deere rear



From left: Scott Levanen, Dale Levanen, Randy Ritola (Cat/Log Max operator), Dustin Tomasini, Darryl Zumstein. Levanen Inc. Battle Ground WA

## Performance

I'm not really a one brand person, Scott Levanen, owner and President of Levanen Inc. has a mixed brand roster with three Log Max Heads - 7000, 7000XT and a 10000XT. The XTreme series of Log Max heads was developed to provide a heavy-duty, track-carried partner in tough jobs. The Log Max 10000XT cuts wood up to 35.4 inches in diameter.

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(Continued on Page 16)  
**See "Levanen"**





ABOVE: Quick to climb in and out of the brush, the Levanen, Inc. rigging crew of Logan Homola, Tim Heidegger and Clay Sarkinen help keep the turns coming for the company's 1973 Skagit GT-3 swing yarder. These guys have taken the high temps this summer in Western Washington, appear to not be bothered by steep hills and call it the best job out there.



LEFT: Levanen Inc.'s Ward Abernathy - and member of the Abernathy family that Scott Levanen used to be employed by - worked with the GT III in Montana for Buckhorn Logging in Kalispell and was around the machine for its first re-fit. This time around, Ward wanted to do some pretty extensive things to the machine. Operating the swing yarder is Kyle Uskoski of Yacolt and he certainly appreciates the quieter and air-conditioned cab that was installed on the machine.



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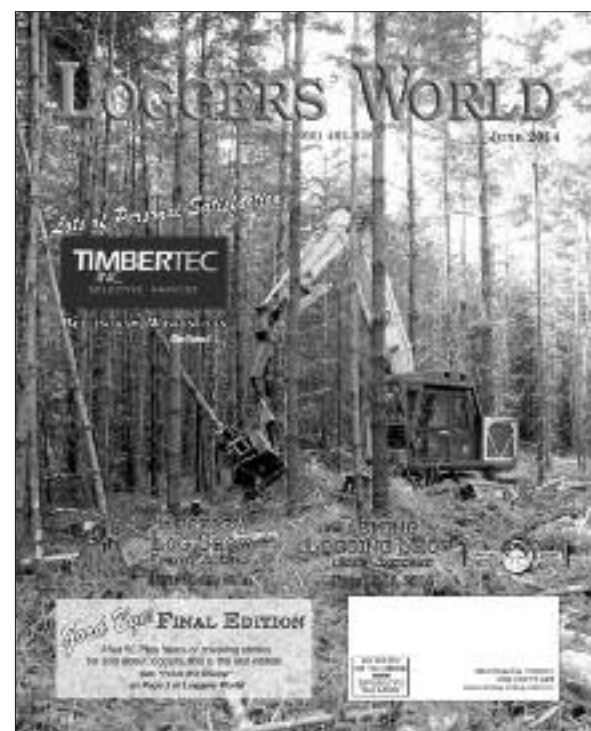
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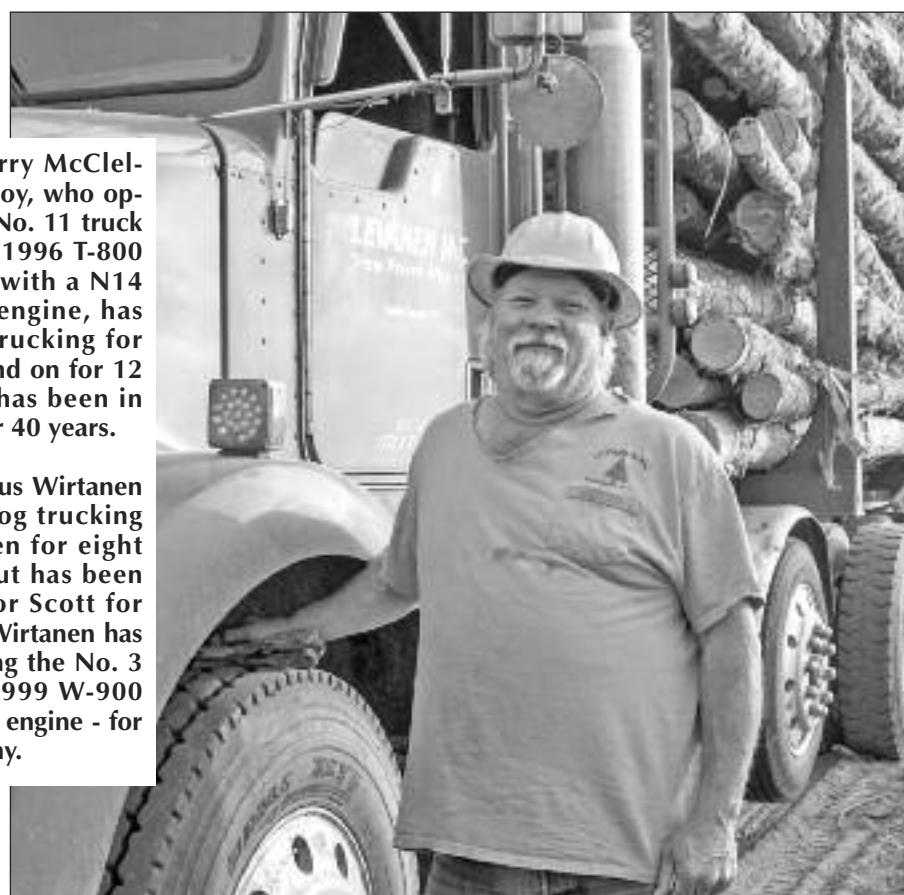






**RIGHT:** Terry McClellan of Amboy, who operates the No. 11 truck which is a 1996 T-800 Kenworth with a N14 Cummins engine, has been log trucking for Scott off and on for 12 years but has been in trucking for 40 years.

**LEFT:** Marcus Wirtanen has been log trucking for Levanen for eight months, but has been working for Scott for five years. Wirtanen has been driving the No. 3 truck - a 1999 W-900 with a CAT engine - for the company.



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(Continued from Page 13)

entry log loader cab with modern conveniences such as AC and two lever controls on the machine. There was a big effort to make the controls and shifting easier for the operator as opposed to the dancing you'll see a yarder operator do sometimes.

They put a water brake on the haulback of the machine since the interlocks would get hot after hard use. They put in a hydraulic pump clutch instead of an air pump and gave the machine a dual yarding system. They also installed a guyline remote system allowing the operator to guide and tighten them without requiring the crew's help.

Levanen also uses a Fortronics Electronic choker system, further improving the efficiency of each turn.

Operating the yarder is Kyle Uskoski - appreciating the AC cab very much after this warm summer on the west coast - who has been out in the woods for a year and a half but has a strong background in mechanics - which is a plus for a yarder operator.

The yarder also got a sharp new paint job and some tree logos fabricated by Arrowhead Iron of Duluth, MN owned by Scott's brother Grant welded on the back. While most jobsites might have a yarder that looks a little rough around the edges, this one looks like the sharpest machine on the landing.

Russ Smith, Chuck Hopkins

and Dale Badger of Modern Machinery in Rochester, Wash. were a big help in putting the new yarder components together with their experience and ideas. Jesse Severson of Brake Systems Inc. did the brake work on the machine while Mark's Equipment Painting in Chehalis put the paint to the metal.

"The workmanship that went into this is incredible," Ward said. "Everybody was 100 percent in on working on this thing and they did everything we wanted."

### CREW TIME

Since moving to logging full-time, Levanen now has a crew of 35 employees and can do shovel logging, tower logging, road building and reforestation. Scott tries to keep his eyes and ears open for the needs of the crew and offers medical, dental and vision benefits for his employees.

Helping with the safety of Levanen's operation is longtime employee Lyle Abernathy. He's been out in the woods all his life, starting by cutting snags with his dad while he was still in school. Lyle also helps with cutting in a pinch if something needs to be done. He says his favorite part of the job is laying out the unit harvest lines and details.

"I like when Scott gives me a map of some state sale," Lyle said with a smile. "Walking around the woods, that's just something I've done all my life."

While Lyle is a cutter by nature, two of the workhorses for

Levanen are 22-year timber cutter Bud Beck and young gun Ronald Tikka.

"It's always something different and you learn something everyday," Beck said.

Mother nature though, Tikka admits, can be a challenge sometime. Both said the mellow ground on the job at Vader was nice, but then immediately tackled a gnarly tree that had branches trying to hold it up even after the application of the tree jack.

Having experienced cutters pass their trade on to younger guys is important, Scott adds, as it's becoming something of a rarity since automation has taken over.

The industry has a bit of a labor shortage as it's getting tougher and tougher to find younger workers to learn the trade. Levanen tries to foster an environment of communication with the crew and doesn't particularly care for some recent reality TV shows portraying the industry as a hard-yelling, greenhorn-razing bunch. Loggers are professionals and take

their work seriously.

"We try to keep guys communicating, if you got a problem with how something is working or going we want to work with you," Scott said. "We don't want to have competition or resentment. We want all the guys communicating and that's a really big safety thing too."

The first guy on the Naselle job site to communicate with DNR, Forestry and L&I reps is usually Doosan log loader operator Jeff Palermo of Toledo, Wash. He's been in the woods for 35 years and has worked for Scott for five years.

"These Doosans are good machines and we've had three of them," Jeff said. "They've been really reliable. Scott's a great guy to work for and has very very conscious of the people we hire. We don't have many blockheads up here. He really takes care of his staff and that's the main thing."

Gary Balch of Woodland runs log loader for Scott out on the

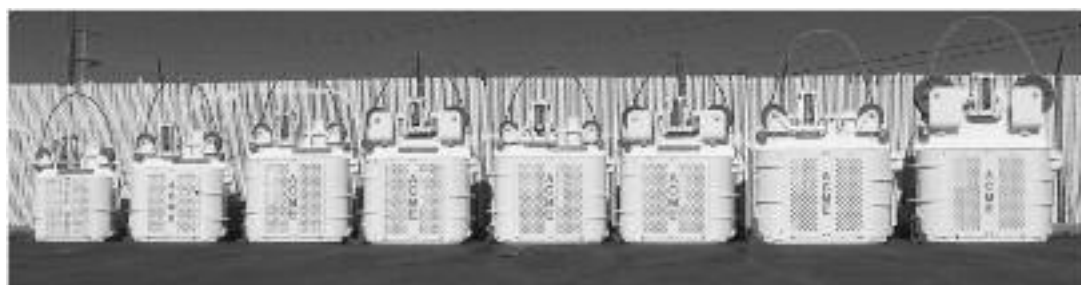
(Continued on Page 18)

See "Levanen"



## LOGGERS WORLD VIDEO

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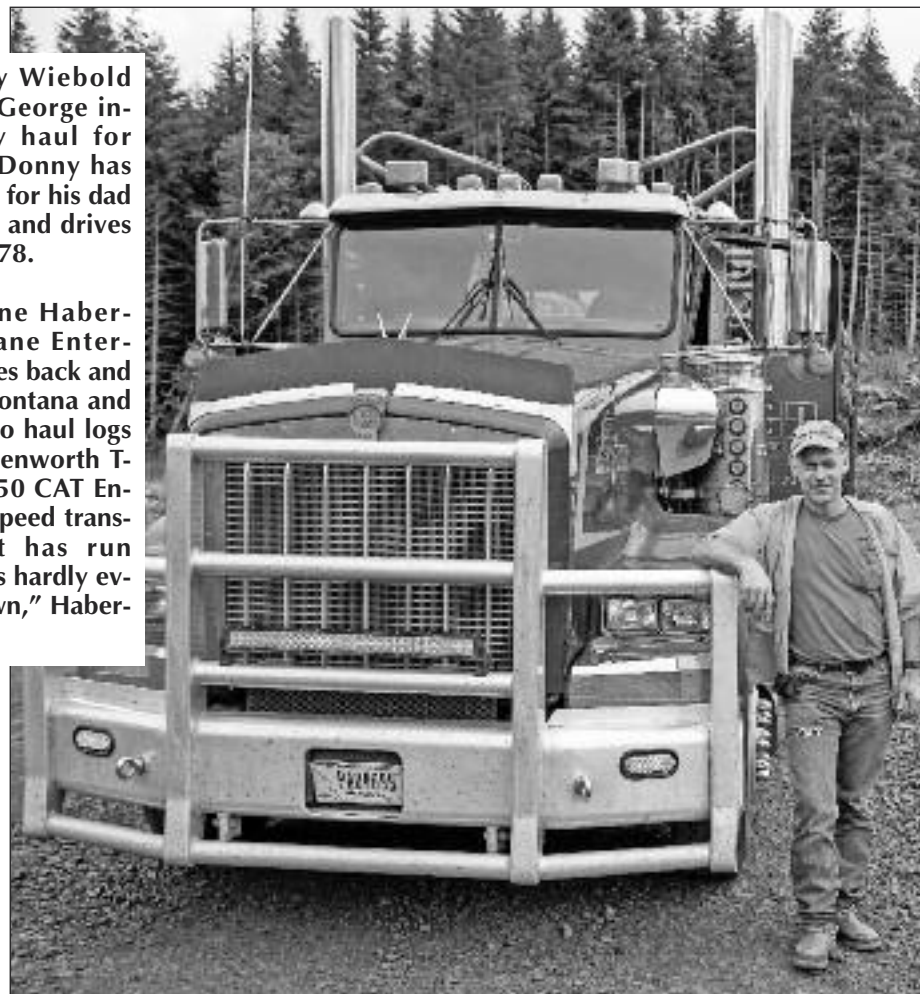
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**LEFT:** Donny Wiebold and his dad George independently haul for Levanen Inc. Donny has been working for his dad for two years and drives a Peterbuilt 378.

**RIGHT:** Shane Habernathy of Shane Enterprises Inc. goes back and forth from Montana and Washington to haul logs in his 2000 Kenworth T-800 with a 550 CAT Engine and 15-speed transmission. "It has run steady and it's hardly ever let me down," Habernathy said.



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2008 Cat 320DFM, Cat grapple, 7,900 hrs, new u/c, auto lube system	\$194,500
2004 Cat 320CFM, 23,000 hrs, good u/c	\$67,500
2004 Cat 322C, w/Pierce grapple, forestry cab, rblt motor, 15,400 hrs	\$120,000
2003 Cat 325C, w/Pierce grapple, good u/c	POR
2013 Hitachi ZX-370, w/Jewell grapple, 5,000 hrs, good cond.	\$339,500
2006 Link-Belt 290LL, Jewell boom & grapple, 2,000 hrs on new motor, 80% u/c	\$95,000
2014 Link-Belt 290LL, 1,000 hrs, like new cond.	\$345,000
2013 Doosan DX300LL, 3,400 hrs, xlent cond., w/ Pierce grapple	\$207,500
1996 Prentice 410D, on 68 KW, all cyl. repacked, very good loader and truck	\$57,500
2008 JD 2554, Jewell grapple, 11,200 hrs., new u/c & rebushed & pump drive	\$185,000
2004 JD 2054, Pierce grapple, forestry cab	\$115,000
2008 Kobelco SK 350, w/Jewell grapple, 11,500 hrs	\$170,000

### DELIMBERS

2011 JD 2154, w/2011 Waratah 622B, 8,700 hrs, xlent cond.	\$220,000
2008 JD 2054, w/8 Waratah 622B, RB front, recent repairs, good cond	\$75,000
2006 JD 2054, w/06 Waratah 622B, rblt head, good u/c, recent pump, swing group RB front	\$120,000
2005 JD 2054, w/05 Waratah 622B, 6000 hrs on pump and motor, recent drive motors on 622	\$62,500
2000 JD 230 LC, w/Pierce PTH 20 head, standard carrier, RB front	\$75,000
2007 Hitachi ZX350LL, w/05 Waratah 624, 14,500 hrs, recent pump, good cond	\$140,000
2013 Link-Belt 350LL, w/2013 Waratah 624C, full rotation, c/w rubber & steel wheels, 3000 hrs	\$545,000
2010 Komatsu PC270, w/Pierce GP, 3000 hrs on head & 7000 on carrier, xlent cond.	\$359,500
2002 Cat 325C, w/2002 Waratah 622	\$60,000
2001 Waratah 622, w/comp., controls, we can install on your machine	\$37,500
1999 L-B 3400Q, w/DM 3500, recent boom & bushings	\$45,000
2003 Daewoo 300, w/DM 4400, 15,000 hrs, recent pump, good u/c, 3/4 chain on top & butt saw	\$80,000
2003 Daewoo 300, w/Pierce 3348, 18,000 hrs, nice limber	\$69,500
2004 Cat 322C, w/Pierce 3348, 18,000 hrs, very good u/c, new pump, nice cond	\$90,000
2004 Cat 320CFM, w/DT 4400, new boom, 14,000 hrs, very good cond., butt saw on head	\$90,000
2001 Cat 320B, w/DT 4400, recent repairs, nice limber	\$80,000
2007 JD 2554, w/DM 4450, rblt motor and pump, nice limber	\$145,000

### BUNCHERS

2005 Madiill T2250B, rblt 22" Quadco 360, 2000 on motor, 1000 on u/c, all bushing, pins, 12,000 hrs	\$159,500
2005 Timbco 445EXL, w/Quadco 2900-360 rotation, rblt. 11,000 hrs, recent u/c, motor & pumps	\$170,000

### BUNCHERS *cont.*

1995 Timbco 445, 32" bar saw, good u/c	\$40,000
1999 Quadco 6032, brush mulcher & shredder head	\$19,500

### WHEEL LOADERS

1984 Cat 966D, c/w log forks and bucket, excellent cond., good rubber	\$70,000
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### SKIDDERS & DOZERS & GRADERS

2010, JD 848H, dual fnctn 360 bunching grapple, 6,800 hrs, 500 hrs on new motor, good rubber	\$135,000
2010 JD 748H, bunching grapple, dual fnctn, rears 90%, front 30%, 1 set chains, 5,200 hrs, nice	POR
1999 TJ 460, dual function w/ bunching grapple, good rubber w/ chains	\$40,000
1994 Cat 518C, 5,600 hrs on complete rebuild, sorting grapple w/ winch, 80% rubber & chains	\$42,000
2010 Cat 517, swing boom, only 2,800 hrs, like new cond.	POR
D6C, w/winch and log arch, good u/c	\$25,000

### YARDERS & SWING YARDERS

Madiill 6240, w/Acme 15 car, xlent cond., good lines	\$425,000
T-Bird TSY 255, Cat power good lines xlent cond	POR
Diamond D425, Cummins power, new lines and paint, low hrs., xlent cond	\$725,000
Pacific 1188, Cat 425, rblt trans, torque & drum set w/ shafts, hyd u/c, run all logging systems	\$235,000
Washington 188, Cat power, rblt trans, good lines, tank mount, good u/c	\$190,000
Link-Belt LS98, Cummins 855 power	\$50,000
Madiill 071, Two speed trans, 4 guyline, water on all drums, 500 hrs on rblt Detroit 8V71T, good u/c, Cat reman w/70' telescoping tube, 5 guyline, tilt cab and hyd u/c	POR
1986 TMY50, w/Eagle 6, line truck, rblt motor, trans. torque, oil cooler, drum bearings	\$495,000
TY40, Cat power, rigging and car avl, good lines	POR
T-Bird TY90, T100HD trl, 8 guylines 1 3/8", Cummins KTA 1150, new paint, xlent cond.	\$450,000
T-Bird TY90, T100HD trl, 7 guylines 1 3/8", Cummins KTA1150, ready to log	POR
T-Bird TMY45, self prop on rubber, rblt 903 Cummins & torque, good lines, ready to log	POR
Skagit 737, T100HD trl, 7 guyline 1 3/8", Cummins KTA 1150, water on all drums, good lines	\$125,000
Skagit 737, T100 trl, 7 guyline 1 1/4", Cummins 855, Allison, water on all drums	\$169,500
Washington 137, Slackliner, T90 self prop., Cat 3408, 8 guyline 1 3/8 yarder	\$160,000

### MOTORIZED CARRIAGES

2001 Boman IV, Deutz power, w/ bugs, 2,200 hrs rblt car	\$37,500
2014 Boman M5, like new cond., Low low hrs, w/ radios	\$77,500
2010 Boman M5, good cond., w/radios	\$50,000
2013 Boman 7900, 1,900 hrs, excellent cond	\$72,500

### FIRETRAILERS, TRUCKS & TRAILERS

1985 Ford 9000, Cummins 400, 15 speed, 40 rears, hendrickson springs, HD rails, 14' box, 185,000K	\$14,500
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## Levanen

(Continued from Page 16)

Vader site, and has been logging since 1980 just before Mt. St. Helens relocated its top. Balch started as a chokerman before moving to inside the cab of a yarder and then finally to the shovel.

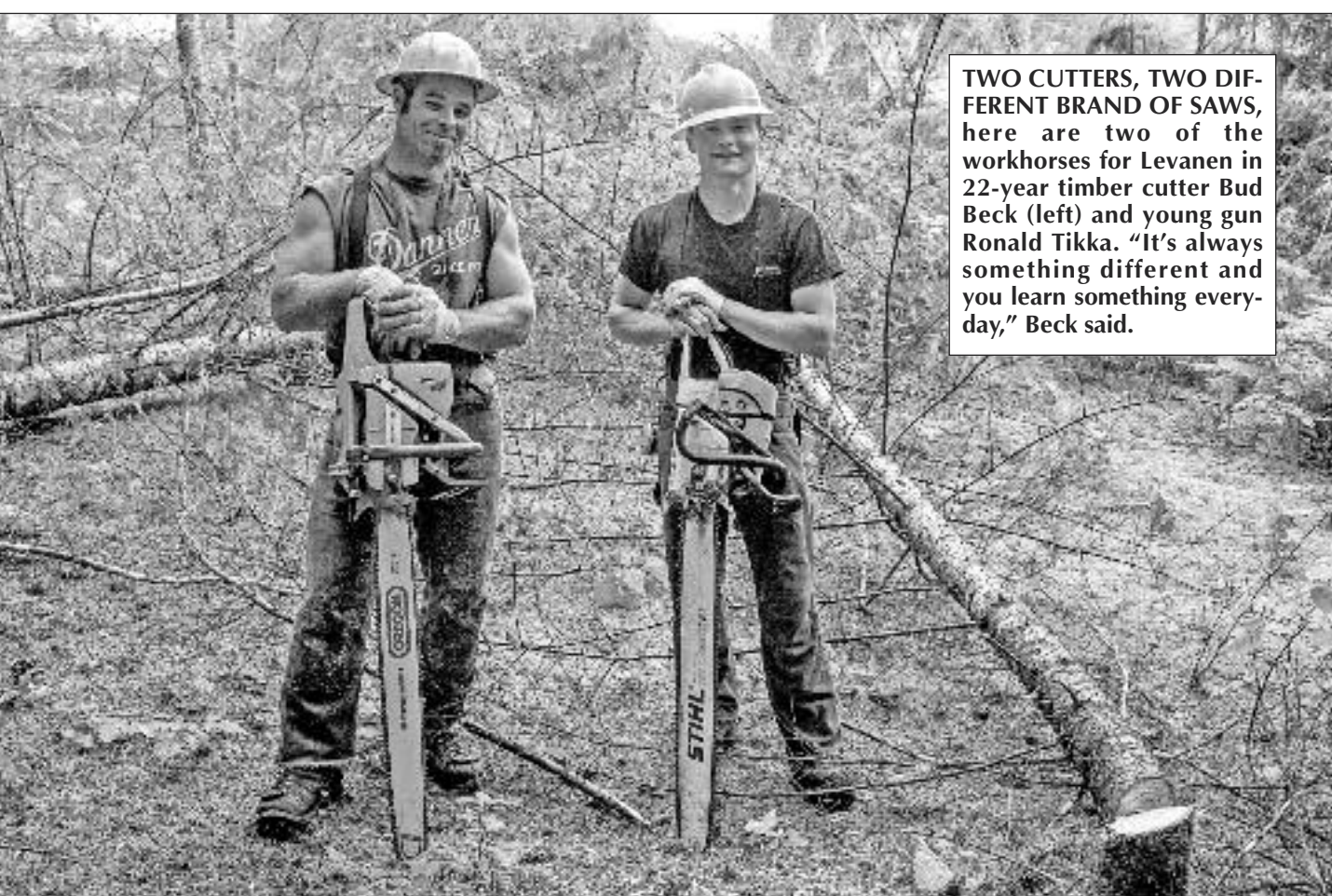
"It's just a passion of mine," he said. "I'm a third-generation logger. It's something my grandpa, dad and uncle have done."

Lyle Abernathy's nephew Mark of Yacolt runs processor for Scott, using a Madill 2850C with a Log Max head. While he claimed 30 years of experience out in the woods, he eventually broke down and told *Loggers World* he's actually been logging for eight years.

"I like being out in the country and being able to do your own thing," Mark said. "Bounced around for a few different positions. Just started from the bottom."

Always important to any logging operation is the rigging crew. The Naselle side had Logan Homola, Tim Heidegger, Clay Sarkinen down in brush working hard. Heidegger has been with the company for 3 years. Heidegger has been with the company for three years. Homola has been working with them for a year, starting in the shop and in the woods for about six months. Sarkinen is the new guy on the crew but is fitting in well.

"It's pretty tough with the heat we've had but you just gotta take water breaks if you need



**TWO CUTTERS, TWO DIFFERENT BRAND OF SAWS,** here are two of the workhorses for Levanen in 22-year timber cutter Bud Beck (left) and young gun Ronald Tikka. "It's always something different and you learn something every-day," Beck said.

them," Heidegger said.

Homola and Sarkinen are from La Center while Heidegger is from Yacolt.

Randy Ritola of Battleground, Wash. is originally from Wisconsin but now calls the Pacific Northwest home. He's out on the Naselle jobsite running a Cat 325 with a Log Max 10000 XT processor.

The Log Max 10000 XT has an integrated top saw and a single-grip system that reduces marks on the wood. It can handle logs up to 35.4 inches and Scott said he recently purchased

the Log Max since the company's North American headquarters are in Vancouver meaning they're close to the excellent customer service of the company.

Working on the South Toutle jobsite is longtime employee Ed Kysar, running a Tigercat 830LX feller buncher while Dustin Tomasini runs a Hitachi Xaxis 250 loader while Nate Derocher operates a Cat 330D shovel.

Daryl Zumstein of Woodland works on the road-building side of things and he's been out in the woods all his life. Nathan

Milton Jr. also runs a 300 Kobelco on the South Toutle side with a 624 Wartah processor and is an all-around handy guy for Levanen. He runs the lowboy, drives truck and is a good equipment operator.

### ON THE ROAD

Levanen has ten trucks total and seven of those are running every day for the operation along with a handful of independently owned trucks. Fresh off

(Continued on Page 19)  
**See "Levanen"**

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**2003 Timbco T475E**, w/20,400 hrs, runs, as-is, Tacoma, WA, #019056.. .....**\$85,000**

**2008 Hitachi ZX250LL**, 2-bar grousers, HD guarding package, arm and hoist cylinder guards, 11,279 hours, #020071 .....**\$199,500**

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## Levanen

(Continued from Page 18)

showing Levanen Inc.'s 1994 Kenworth W900 at the Territorial Day's Logging Show in Amboy, Wash. Charlie Dombrowski has been Scott's backup driver, filling in when needed on any given day.

Nicknamed the Chelatchie Apache, the Amboy resident has done everything from cutting wood and being an equipment operator. He started for Scott in 2013 but has been out in the

woods most of his working career.

"Being out here has a nice view and everything smells good," Dombrowski said. "I've been log trucking a long time and I try to keep good care of Scott's truck. Log trucks are like rolling billboards, people see them out on the road."

Marcus Wirtanen has been log trucking for Levanen for eight months, but has been working for Scott for five years. Wirtanen has been driving the No. 3 truck - a 1999 W-900 with a CAT engine -

for the company.

"I ran processors a couple years back and have always been interested in a change of pace," Wirtanen said. "I had driven a little bit between jobs and it has been good. I've had very little time off which is nice."

Terry McClellan of Amboy, who operates the No. 11 truck which is a 1996 T-800 Kenworth with a N14 Cummins engine, has been log trucking for Scott off and on for 12 years but has been in trucking for 40 years.

"I like how this is a family business," Terry said while adding with a chuckle "and I don't like going to town very often."

McClellan has also taken a hand in running processor and yarder before log trucking. Currently the Kenworth he drives pulls the mule train that converts to a long log trailer.

"Scott is a really good person," McClellan said. "He's got a lot of honesty and integrity. I enjoy working with him."

Ron Buck also runs the No. 6 truck for Levanen, a 2006 Peterbilt, and has been log trucking since 1984.

Andy Uskoski drives truck No. 2, a Kenworth 2000 T-800 long logger. He started with Levanen four years ago as a fresh truck driver and has developed into a great log truck driver.

Steve Funk drives the No. 8 truck, a 1999 Kenworth. He's been with the company for a year.

### IN THE SHOP

Levanen's Battleground shop keeps two mechanics working full time for the company and another out on the road. Terry McDaniels and Tracy Downing keep the machines running while Brian Buck runs a field service truck.

Scott's son Dale and Colin Bright also help out in the shop. While Scott's wife Wendy works hard being a grandma of a particularly large family, Levanen's daughter Kylie Pegoraro heads up the company's office while his other daughter Cori and Aila Lindberg also work in the office.

### FIRED UP

Beginning in 2007, Scott Levanen suggested that his twin daughters - Amy and Amber, who had recently attained drivers licenses - help name a firewood business. The result was Firewood Guys.

Partnering up with Kylie Pegoraro's husband Tony, Levanen purchased a Blockbuster Model 18-20 for firewood processing and the business began cutting, splitting, processing and selling firewood.

"I had always dabbled in firewood," Scott said. "But in 2008 when the economy took a fall, we had nothing else to do and the woodlot helped us keep our sanity."

Levanen estimates they moved 1,500 cords a year and the site has grown to roughly two acres in size. They employ four high school kids to bundle and stack the wood and have a selection of Douglas fir, alder, cherry, ash and oak.

They've seen growth in business selling campfire bundles and are selling to a handful of restaurants, some with brick ovens. Seasoned wood is obviously the product of choice and Scott said they let their wood do that for eight months to a year.

They recently have on order from Iowa a Blockbuster 22-20 that should help production on the site. Levanen said Blockbuster has been wonderful to work with.

### POWER OF FAITH, FAMILY AND WORK

Things have changed since the creation of the Levanen in 1989 but one thing that hasn't changed is the principles of the company. Since Levanen operates with a lot of private landowners and tree farmers, Scott markets all of the wood of these private jobs and makes a point of being completely honest through the entire process.

It's a point that isn't lost on the landowners and it's probably a reason that Levanen finds itself still out in the woods.



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Summary Judgment....

## SCOTUS Plays Humpty Dumpty But Can Colorado Do The Same?

by William Perry Pendley

The nation learned last week that the ObamaCare phrase “an Exchange established by the State” used seven times to refer to an exchange established by a State as opposed to one established, in the absence of State action, by the U.S. Department of Health and Human Services (HHS) does not mean only the former but means the former and the latter. Neither citing to Humpty Dumpty (“[A] word...means just what I choose it to mean—neither more nor less.”) nor conceding to the IRS, the Court discerned Congress’s true intent, distorted the law to save it, and defied the Constitution.

That approach should not be available to the Colorado Supreme Court as it faces the question of whether the General Assembly, under the control of tax and spend liberals, may circumvent the will of Colorado voters in amending their Constitution to include a Taxpayer’s Bill of Rights (TABOR). Although earlier in the week five of the justices over a justice’s dissent

delayed that day by declining to hear the first of two lawsuits filed to determine the difference between a tax and a fee, that the day will come soon enough became clear with the filing of a third lawsuit last week by the TABOR Foundation. Although Colorado governments are barred by TABOR from levying new taxes (or incurring new debt), they may impose fees; it is this loophole through which the State and its municipalities have burdened Coloradans.

The latest TABOR lawsuit alleges in Denver District Court that members of the TABOR Foundation should have been allowed to vote on whether a “hospital provider fee” may be imposed on Colorado hospitals. Since its enactment in 2009, tens of millions of dollars and perhaps a hundred million dollars have

been collected by the Colorado Department of Health Care Policy and Financing. Although federal law allows Colorado and other States to impose a health-care assessment to pay for Medicaid services, the regulations expressly provide for taxes; however, to avoid TABOR, Colorado called the taxes “fees.” Furthermore, although the 2009 Act provided the fees would be kept separate from the general fund, in fiscal years 2010, 2011, 2012, and 2013, some of the proceeds were put into the general fund, in clear violation of TABOR. The Foundation seeks declaratory and injunctive relief and the refund of revenues collected, along with the payment of interest, as required by TABOR.

**“Neither citing to Humpty Dumpty (“[A] word...means just what I choose it to mean—neither more nor less.”) nor conceding to the IRS, the Court discerned Congress’s true intent, distorted the law to save it, and defied the Constitution.”**

William Perry Pendley

Federal regulations allow the States to impose a “tax” (their only reference to “fees” relates to those for licensing); in fact, the General Assembly incorporated that language in its bills. Furthermore, the federal regulations prove the HHS intended that States im-

pose taxes, not fees, on hospital services because, to remain eligible for federal Medicaid funds, the State health care-related “taxes” must be broad based, uniform, generally redistribu-

tive, and cannot violate the “hold harmless” provision of the regulations, that is, a State cannot guarantee that it will reimburse a hospital—either directly or indirectly—for taxes paid to the State.

Although, under federal regulations, Colorado may not provide services to a hospital in exchange for the “fees” collected at that hospital, the provision of services in exchange for a fee is what causes a fee to differ from a tax. Instead, Colorado—consistent with federal regulation if what it is imposing is a “tax” but in violation of TABOR if it is charging a “fee”—charges all of the hospitals in the state uniformly, and then redistributes those funds in a way that guarantees some hospitals will not receive any funds in return. For example, a Jefferson County hospital paid \$2.1 million and received no services; ten other Colorado hospitals paid more in taxes than they received in services from the State.

The TABOR lawsuit may be the least of Colorado’s problems. As the CATO Institute documents, Medicaid expenses are growing like Topsy; furthermore, Colorado’s attempt to avoid TABOR may mean it violated federal law.

*Mr. Pendley, a Wyoming attorney, is President and Chief Legal Officer of Mountain States Legal Foundation and a regular columnist in Loggers World.*



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*As We See It....*

## The Endangered Species Act – Second Take

Growing up in a small rural town in Northern California I have seen first-hand how well intended regulation can destroy jobs once manipulated by the regulatory agencies and the environmental industry. Recently we saw how dwindling populations of the Northern long eared bat pushed Federal Fish and Wildlife to take immediate action. Many of us were to be impacted by this action, which raised the question of the quality of science, the proposed restrictions and the real reason for the decline. This action sent tremors across the wood products industry of our Nation. Industry professionals from across our country began to see first hand what those of us in the Pacific North West have been dealing with for over 25 years.

The Endangered Species Act of 1973 was signed into law by President Richard Nixon on December 28, 1973, it was designed to protect critically imperiled species from extinction as a "consequence of economic growth and development untempered by adequate concern and conservation." The U.S. Supreme Court found that "the plain intent of Congress in enacting" the ESA "was to halt and reverse the trend toward species extinction, whatever the cost."

The summer of 1990 on the North Coast of California was a time that

would change the course of our regional timber industry forever due to a pair of events. The first was Redwood Summer, where a few hundred college students decided to spend their summer vacation in sunny California protesting the nation's most stringent forest regulatory system and sampling some of the region's local produce. The second event was the listing of the Northern Spotted Owl as threatened under the Endangered Species Act. Amongst other factors these two propelled the California timber industry into a death spiral, which led to the closure of 84 out of 117 sawmills and reduced the industry by 70% in just 20 years.

In order for any timber harvest in Northern Spotted Owl (NSO) territory to take place survey protocols must be followed to locate and protect the species. This process has evolved over the years and has become very burdensome; however the level of thoroughness has provided some very interesting data, collected mostly by biologists employed on private land. This data shows that the species is declining on Federal Forests, Parks and areas where management is nonexistent. While the opposite is true for private landowners that have continued to manage their land and are seeing NSO populations increase. As with all species they need life's essentials

to thrive and they are finding that in our managed forests.

More recently the finger has been pointed at the Barred Owl as one reason behind the decline of Northern Spotted Owl, and the solution has been to authorize management of the Barred Owl species by termination. A logical person has to ask how many years this termination policy will take to produce another endangered species for us to protect. Termination seems like a simple solution because the Barred Owl is not a listed species but it begs the question, what do you do when a federally listed Southern Sea Otter is eating a federally listed Coho Salmon? History has shown that biologists, usually through the help of lawyers, add regulation to the fishing industry and others to make up for this natural process. Currently under the ESA it is not uncommon to shut down timber operations for months to protect potential habitat for species in areas that represent the extreme reaches of their range.

After 40 years of living and working with the Endangered Species Act I think it is time to revisit the actual intent of Congress. If nothing else we need an Endangered Workers Act, designed to protect critically imperiled Humans from extinction as a consequence of overzealous laws and regulations. After a 70% decline in the last 25 years it is time

to petition the California State Fish and Wildlife to list the California Logger as an endangered species, but we wouldn't stop there because we would have to add mill workers, log truck drivers, foresters and many other professions specific to the forest products industry. We would also have to look at indirect jobs that have been affected and why whole communities have become dependant on the government for support rather than their own initiative.

This trend is on the move across the Nation, and many states are already seeing the impacts from regulations like these being used for purposes other than their intended use. Perhaps if proper science rather than political science was the determining factor for these listings, the ensuing regulations and restrictions would actually help the species and lead to their recovery. At that point perhaps both the imperiled species and imperiled workers could be removed from their respective endangered list.

Myles Anderson is the current President of the American Loggers Council and he and his father Mike own and operate Anderson Logging, Inc. based out of Fort Bragg, CA.

*The American Loggers Council is a non-profit 501(c) (6) corporation representing professional timber harvesters in 30 states across the US. For more information, visit their web site at [www.americanloggers.org](http://www.americanloggers.org) or contact their office at 409-625-0206.*

# BLAST FROM THE PAST

BY QUINN J. MURK FOR LOGGERS WORLD



It looks like everyone wanted to get into this picture. A 1947 Ford cab-over-engine is carrying a whopper of a log. Obviously, the driver is leaning on the cab guard. Next to him is somebody in every day clothes, holding a dog, and leaning against the fuel tank. A business-suited gentleman, striking a formal pose, stands near the trailer. One brave soul climbed up on the log. Even though the log has a serious ring check, and is weeping a lot of pitch, several thousand board feet of prime lumber will be cut out of her. A log like this would never go to a plywood mill, even though that was a booming business at the time. Plywood production would be a phenomenal growth industry for the next twenty years, and starting in the 1980's it would die out faster than it originally grew. Very few plywood plants are around anymore.

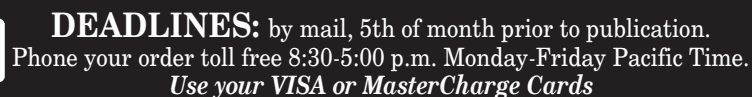




**Loading pine and fir logs in Southern Oregon in the 1930's and 40's. Most pine logs were cut shorter than most other conifer species, and used lighter trucks and loaders. This loader looks like it is a "McVay" machine. The McVay boys of the Medford-Klamath Falls area developed very successful machine utilizing a truck chassis and motor as a base unit. Offering a not full-circle swing, the units were simple, cheap, very mobile for the times, and most anybody with a hammer and crescent wrench could fix them. Lots of small pine loggers owed their success to having a straight short log truck and a "McVay." A small cat, farm tractor or a team of horses provided the pulling powder. A cross cut saw and an ax or two cut the wood, but the simple truck and McVay made them a profitable product, by allowing affordable delivery. If you would like to see a McVay, there is one at the Collier State Park Logging Museum in Chiloquin, Oregon and another at the Trail Oregon Museum in Trail, Oregon.**

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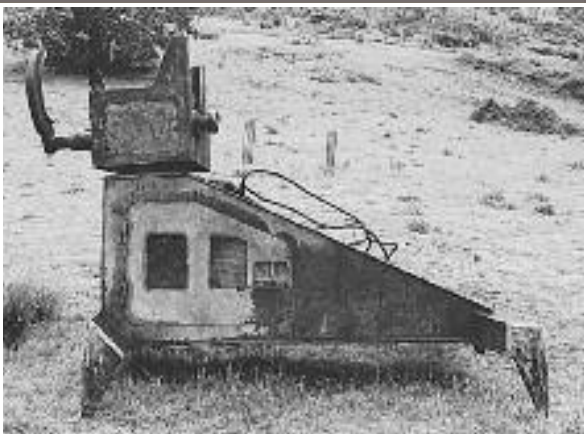
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