

Honker Timber Sale

Logging Feasibility Report

Notes: Due to the variability of the terrain throughout the sale, there may be the need of intermediate support trees in units not so stated in this analysis. Rigging heights are based on a particular profile and will also differ from given heights throughout each unit. Unless otherwise stated skyline yarding direction will be uphill and Ground Base skidding directions will be downhill. Helicopter yarding will be downhill unless otherwise stated. All skidding and yarding operations will have constraints within stream corridors in all units. See contract provision C6.42# for special yarding and skidding methods. All Ground based skid roads and landings must be approved prior to use. Skid roads will be placed 150' apart.

For skyline operations, a carriage with skyline clamping capability will be required. Unless otherwise stated in the unit comments the Diamond D2000, 42' boom, 7/8" skyline, 5/8 inch mainline and 1/2 inch haulback line will be used with an Acme 23 carriage for profile analysis. Skyline corridors for uphill yarding will be 150 feet apart at the farthest reach of the corridor. For downhill yarding the corridors spacing can be adjusted to be closer than 150 feet with prior approval from the Contract Officer Rep.

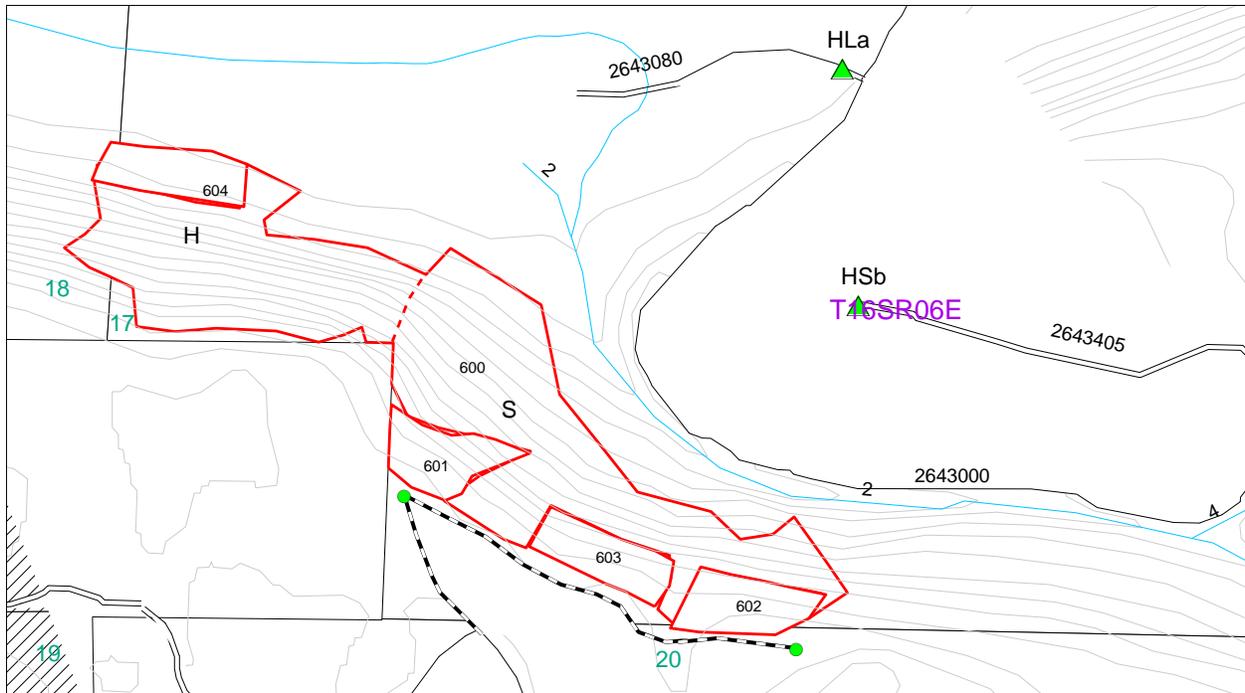
In those areas which are recommended for ground base systems, and which have slopes in excess of 30%, shovel operations can be considered. Each situation must be looked at and approved by the TSO with the cooperation of the zone Geologist.

Skyline corridors are permitted within the buffers, however all timber cut in No Harvest Buffers will be left in place. Full suspension will be required when yarding over perennial streams, (class 1, 2, and 3 streams.) Where full suspension is not obtainable over intermittent streams, partial suspension is required and limited to that period when the stream is dry.

There may be small areas along roads and near landing sites that can be harvested in a manner not specified in the logging plan. With prior approval from the TSO these areas may be harvested using alternate methods.

Guy-line anchors, intermediate support trees and tail-spar trees for all units are of adequate size for operations unless otherwise stated under unit comments. Intermediate support tree and tail spar heights are determined in accordance to OSHA standards and guidelines.

Helicopter yard analysis and cost determined using a medium sized ship, unless otherwise stated. Yarding flights will be downhill unless otherwise stated.



Unit #: 600
T16S R6E Section 17
Elevation: 2080'
Slope %: 20-85

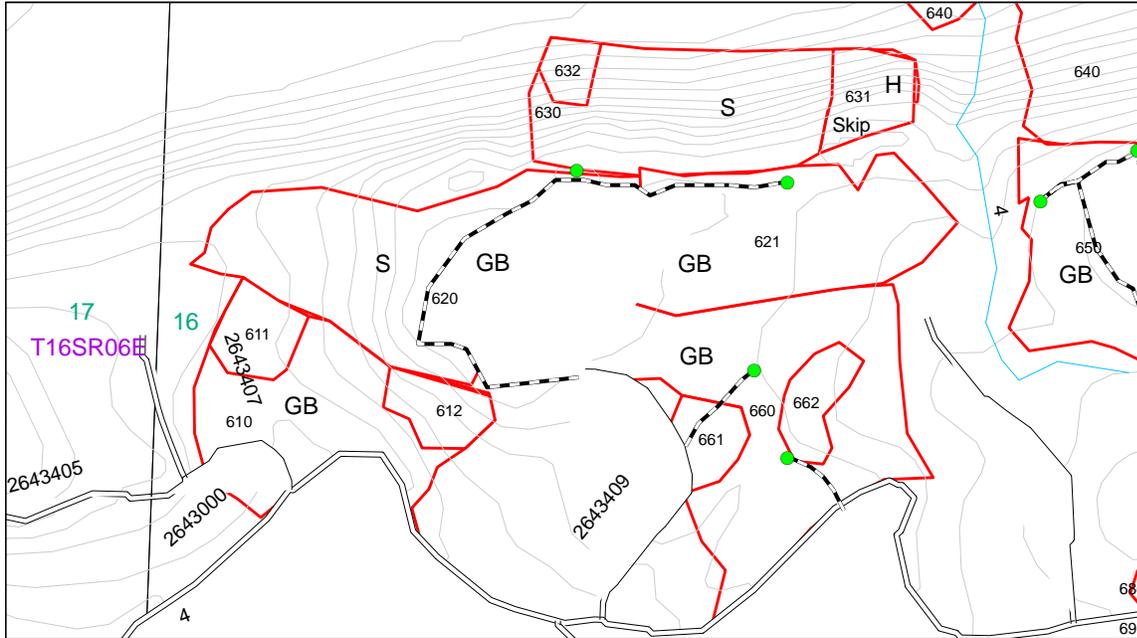
Prescribed System

S – 33 acres
H – 21 acres

There is a 2900 foot temp spur proposed off the 2643-411 road. The spur will run along the southern boundary grade break of unit 600. The east portion of the unit will be skyline yarded to the spur. The average yarding distance is approximately 600 feet. The unit is scattered with rocky outcrops which will make yarding challenging. Units 601, 602 and 603 are GAPS totaling 8 acres with will help with the yarding. The Helicopter portion of the unit can be flown to HLa as shown on the map. The flight distance is approximately 3000 feet. The landing is an existing end-haul site so some cat work will be needed and possibly some tree removal. The service landing for the unit can be HLb, as shown on the map. It is at the end of the 405 road at an existing skyline landing. The alternative would be the service landing at the McKenzie Airport which is to be used for unit 640. (See map for unit 640)

One profile ran on the unit shows that a 35 foot intermediate support and tail spar tree will produce 2600 lb. payloads. A second profile shows a 30 foot intermediate and tailspar will produce the same payloads.

Units 601, 602, 603, and 604 are GAPS.

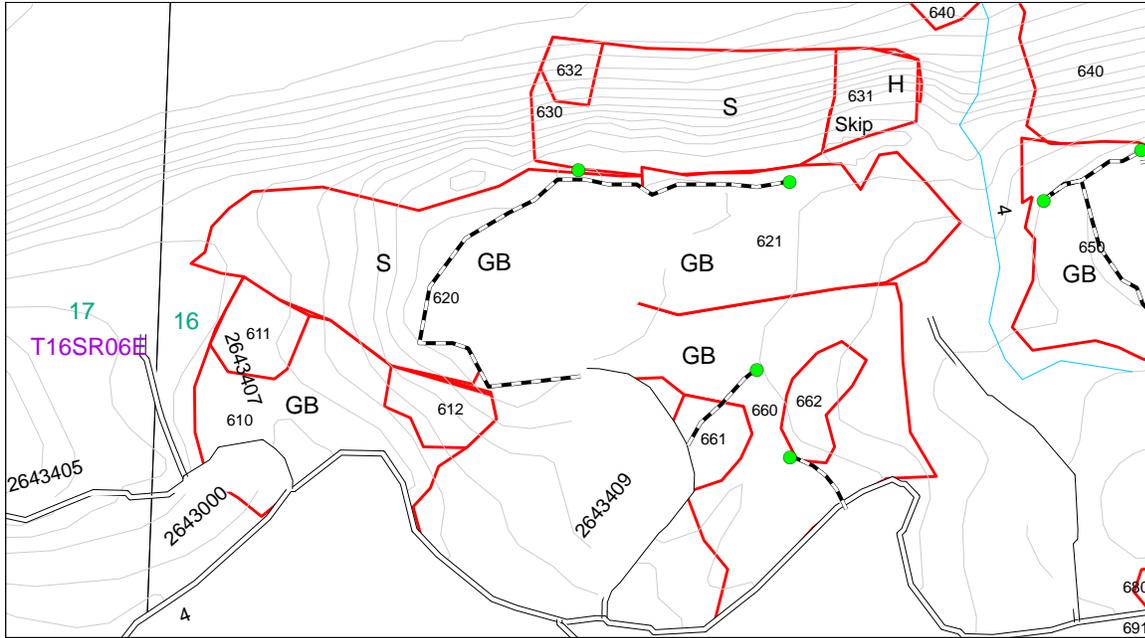


Unit #: 610
T16S R6E Section 16
Elevation: 1920'
Slope %: 5-30

Prescribed System
 GB – 23 acres

The unit is ground based and can be skidded to the existing system roads. The average skid distance is approximately 300 feet. Some of the unit could be skidded to the temp spur running through Unit 620.

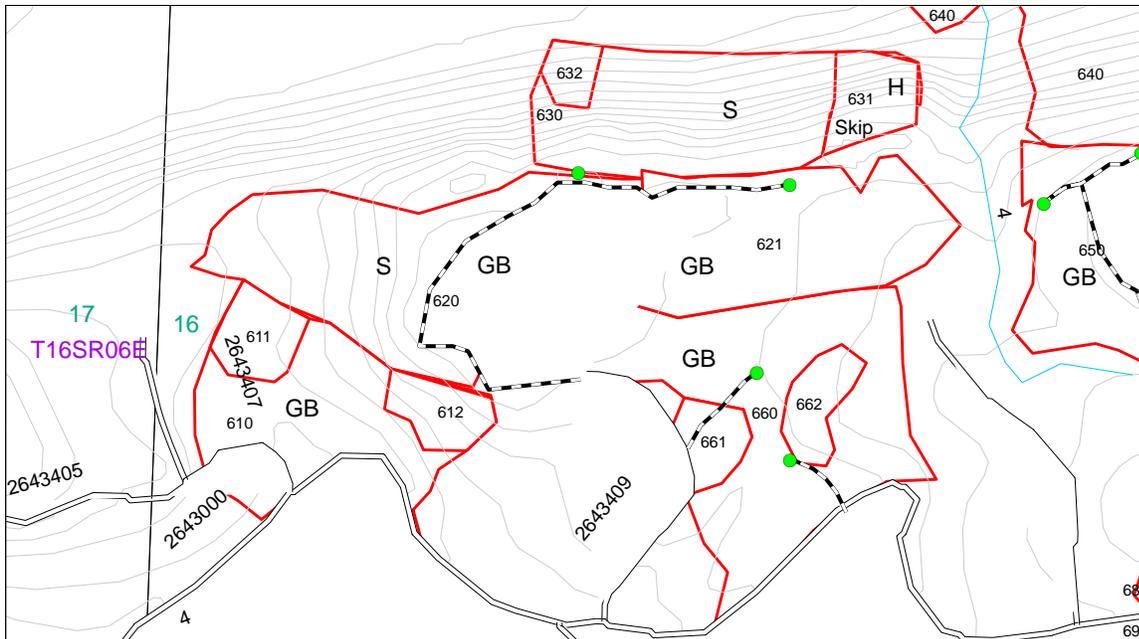
Units 611 and 612 are GAPS.



Unit #: 620
T16S R6E Section 16
Elevation: 1920'
Slope %: 5-30

Prescribed System
 GB – 17 acres
 S – 12 acres

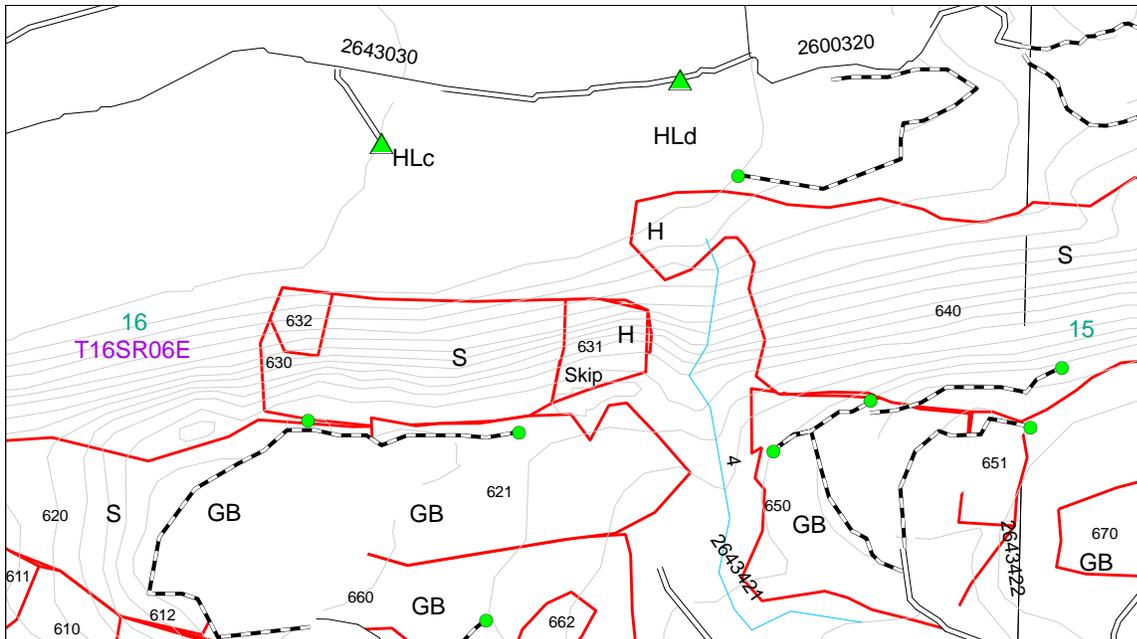
There is a proposed temp spur running through the unit. The west side of the unit can be skyline yarded to the temp spur. The average yarding distance is approximately 400 feet. The east side of the unit can be skidded to the same temp spur and has an average skid distance of approximately 300 feet.



Unit #: 621
T16S R6E Section 16
Elevation: 2080'
Slope %: 5-30

Prescribed System
 GB – 21 acres

The unit can be ground base skidded to the temp spur which runs through the unit. The average skidding distance is approximately 300 feet. This unit is a Leave Tree Marked unit.



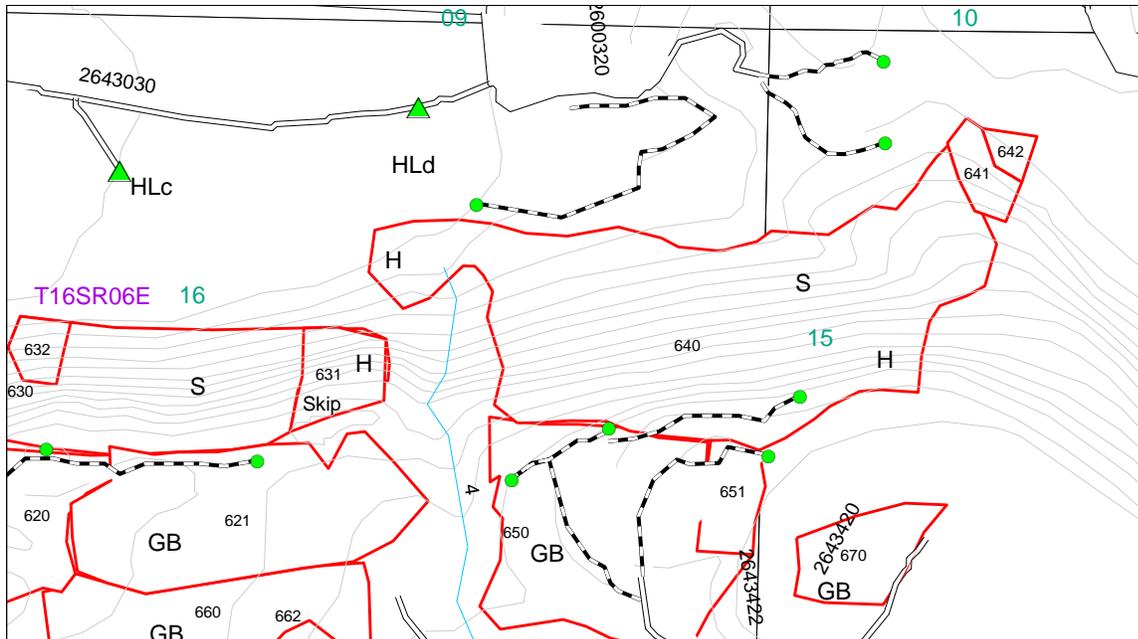
Unit #: 630
T16S R6E Section 16
Elevation: 2080'
Slope %: 25-80

Prescribed System

S – 19 acres
 H – 2 acres

Most of the unit can be skyline yarded to the temp spur which runs into the unit. The profile shows the need of a 30 foot intermediate support tree approximately 200 feet from the landing. The payload for the profile is 2600 lbs., 1140 feet of skyline and 990 feet of mainline. Unit 631 has a rocky outcrop (see “skip”) which makes the skyline yarding unfeasible. This portion of the unit can be helicopter logged and flown to landing HLc. The landing will require some cat work. The service landing will be HLd at the McKenzie airport Heli pad. The flight distance to HLc is approximately 1400 feet. The distance to HLd is approximately 1200 feet. Contact with the Oregon Department of Aviation would be advisable prior to use of Heli pad. Units 631 and 632 are GAPS.

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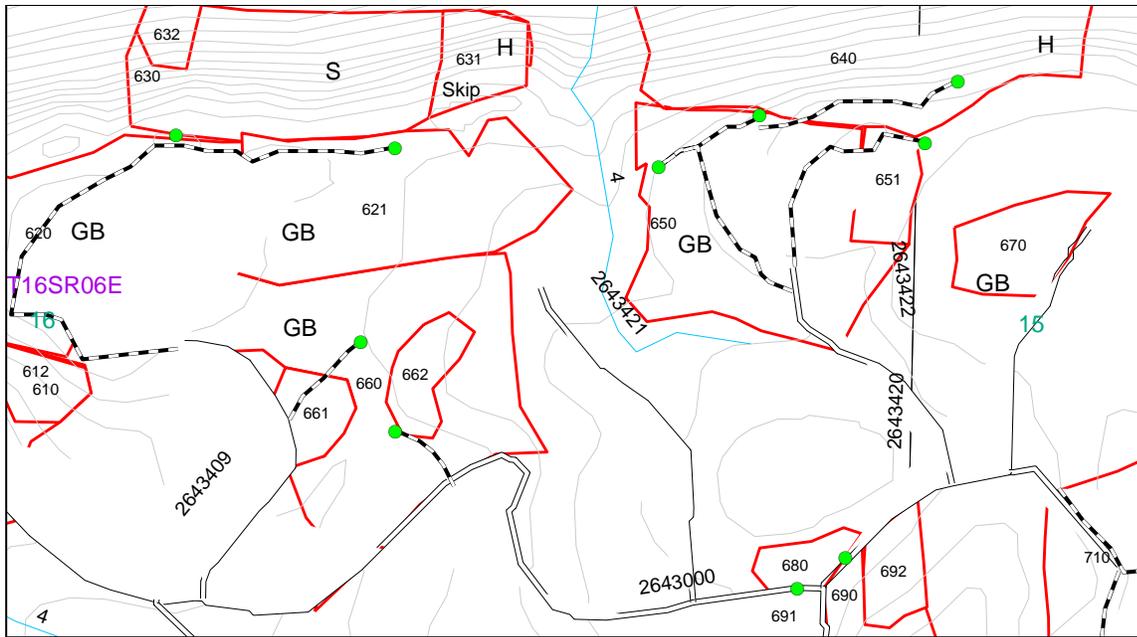


Unit #: 640
T16S R6E Section 15 & 16
Elevation: 2240'
Slope %: 15-80

Prescribed System

S – 47 acres
H – 7 acres

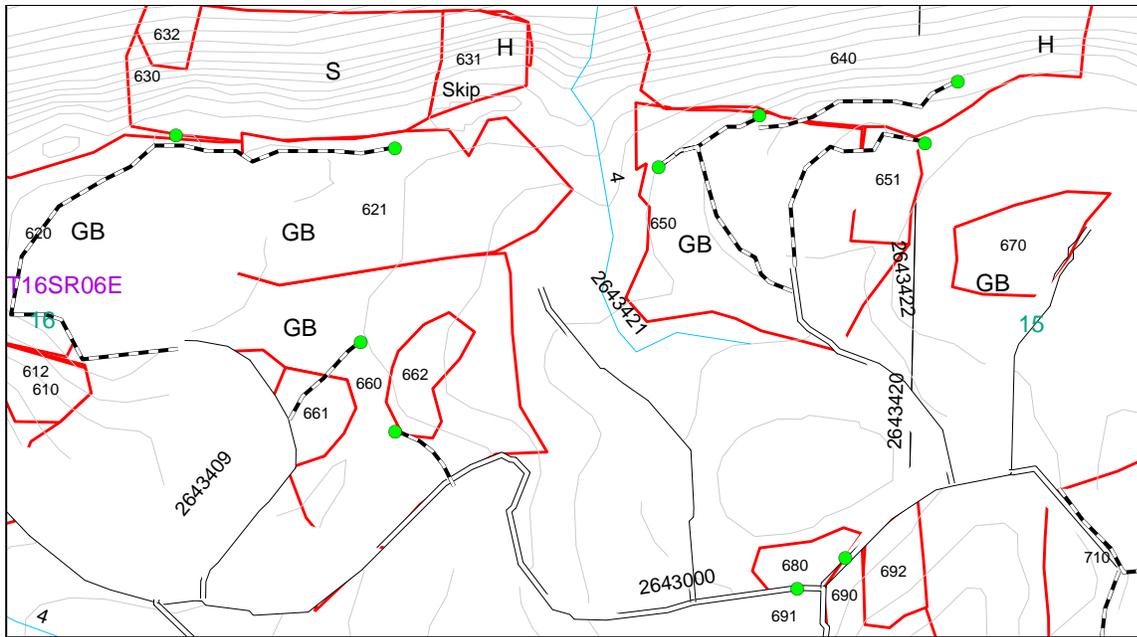
Most of the unit can be skyline yarded to the temp spur which runs into the unit. The average yarding distance is approximately 500 feet. There is however a long reach to the north west of the unit. The profile shows 1700 feet of skyline with a 35 foot intermediate support tree at approximately 1100 feet and a 40 foot tail spar. Units 641 and 642 are GAPS which will be advantageous for the long reach. This profile shows payloads of 2600 feet. There is an approximately 2 acre piece of ground to the SE with extreme side hill yarding that may need to be Heli logged and will be appraised as such. There is also a piece of ground to the northwest, approximately 5 acres, that has some steep ground which would need Heli yarded.. The flight distance to HLc from the piece in the SE corner is approximately 3800 feet. The distance to HLc from the NW piece is approximately 1600 feet.



Unit #: 650
T16S R6E Section 16
Elevation: 2240'
Slope %: 5-30

Prescribed System
 GB – 26 acres

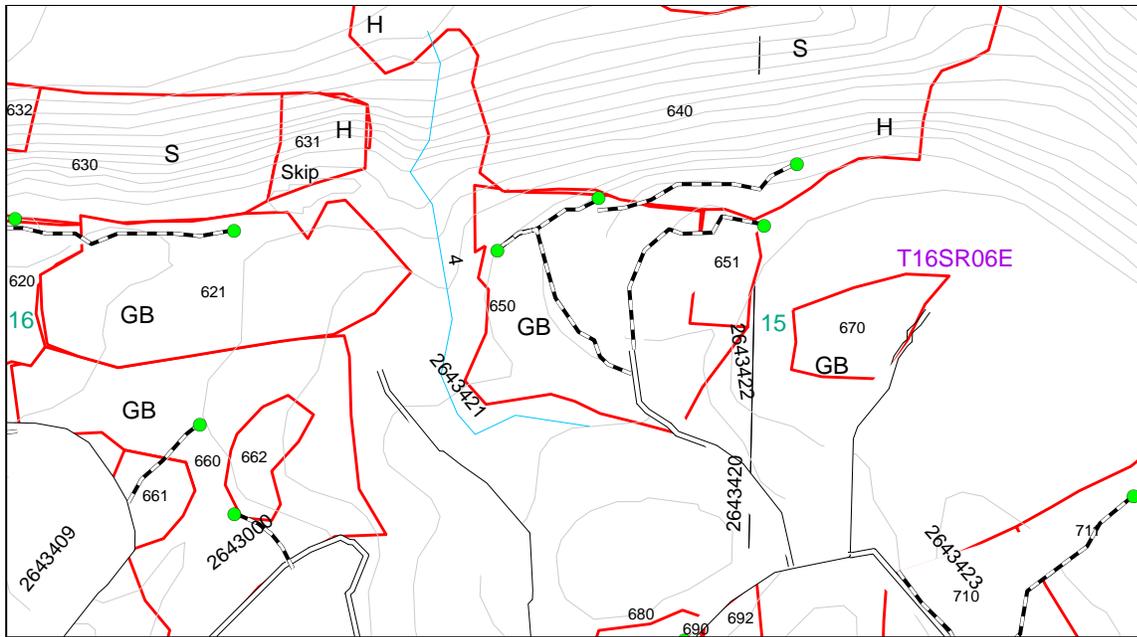
The unit can be ground base skidded to the two temp spurs which run through the unit. The average skid distance is approximately 150 feet. Unit 651 is a GAP.



Unit #: 660
T16S R6E Section 16
Elevation: 2120'
Slope %: 5-30

Prescribed System
 GB – 32 acres

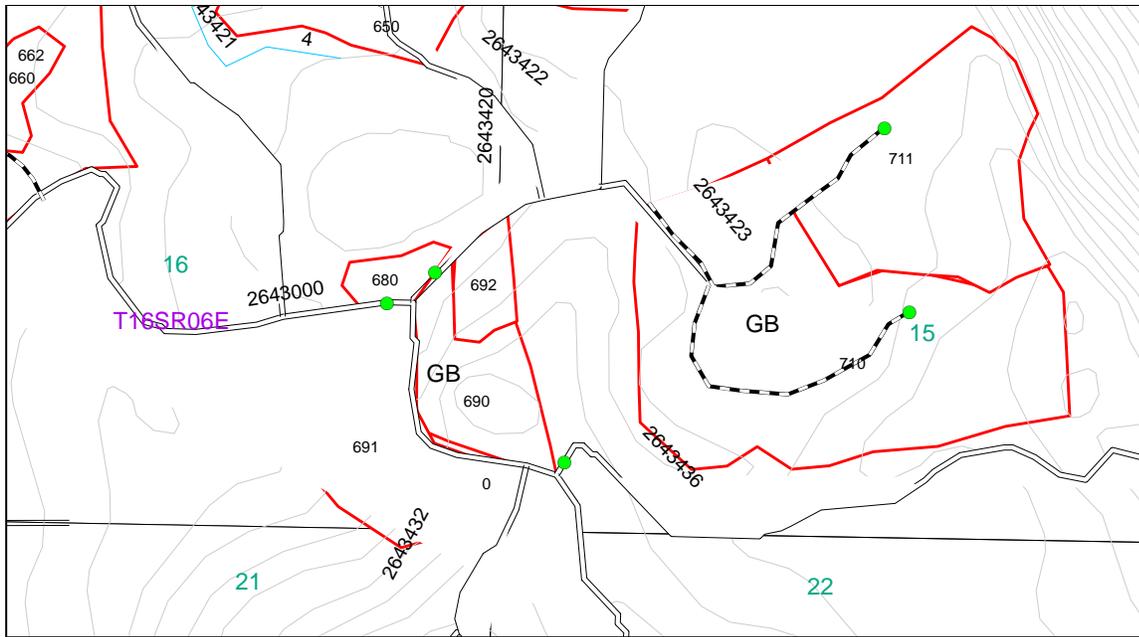
There are two short temp spurs into the unit which will shorten the skid distances. The average skid distance is approximately 150 feet. Units 661 and 662 are GAPS.



Unit #: 670
T16S R6E Section 15
Elevation: 2280'
Slope %: 5-30

Prescribed System
 GB – 5 acres

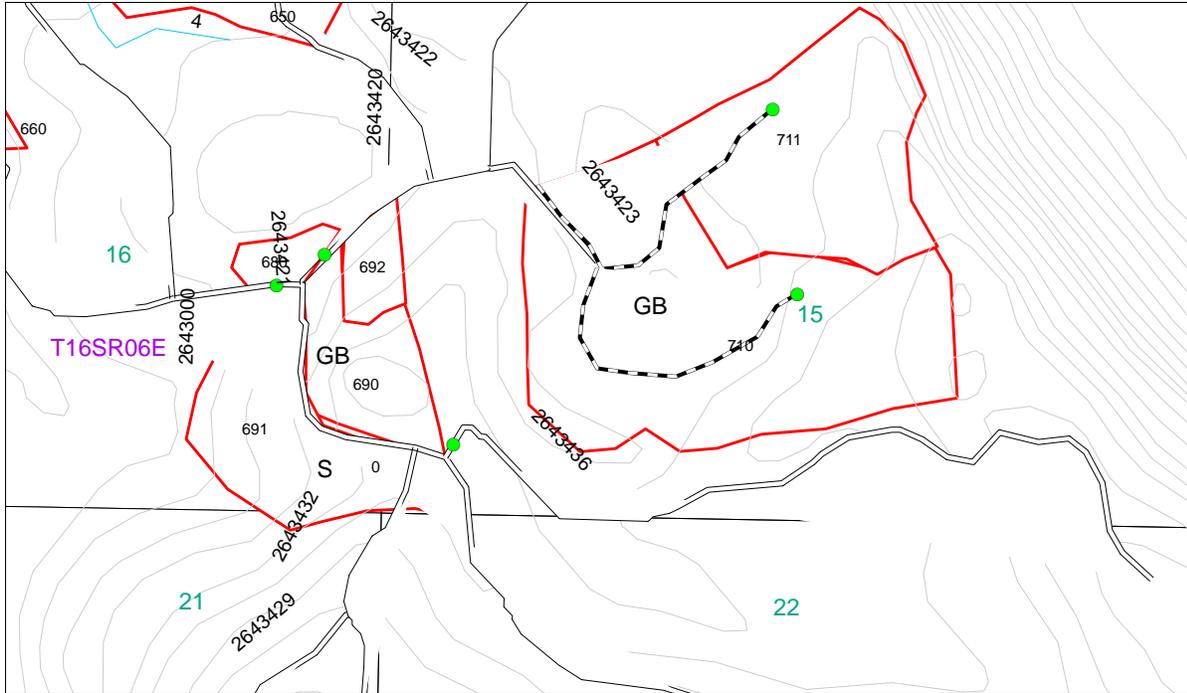
Unit can be ground base skidded to the existing system road 420. The average skid distance is approximately 175 feet.



Unit #: 680
T16S R6E Section 16
Elevation: 2320'
Slope %: 5-30

Prescribed System
GB – 2 acres

Unit can be ground base skidded to the existing system road 2643. The average skid distance is approximately 100 feet.

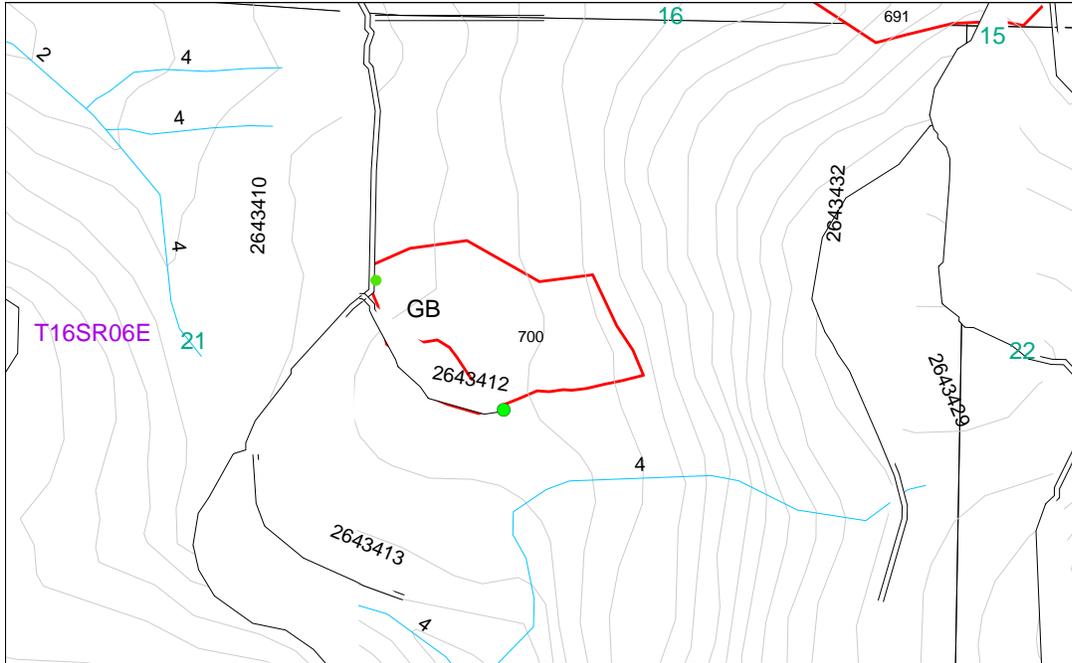


Unit #: 690
T16S R6E Section 16
Elevation: 2320'
Slope %: 5-30

Prescribed System

GB – 18 acres
 S – 8 acres

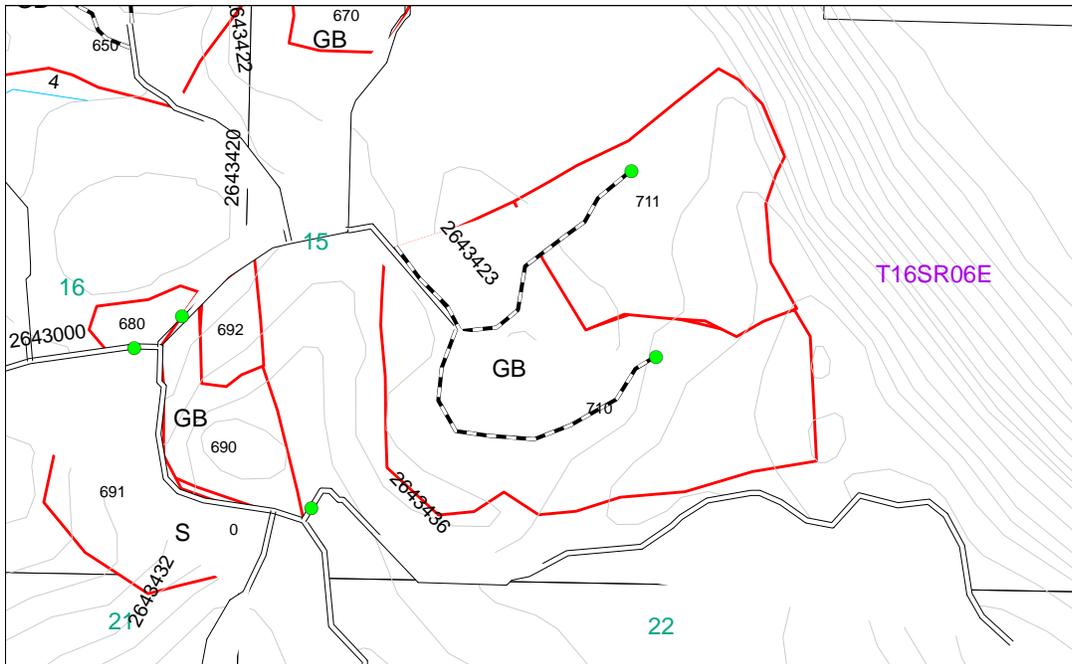
The unit can be logged to the existing system roads. Units 690 and 692 can be ground base skidded. The average skid distance is approximately 100 feet. Unit 691 will be appraised for skyline yarding. It could be ground base skidded; however the unit would need to be uphill skidded to the north toward the junction of 2643 and 423. The farthest skid would be approximately 1400 feet and the landing would have to be in unit 680, which would require skidding across 2643, a paved road. The possibility of damaging the road may out weight the feasibility of ground base skidding. The average yarding distance for unit 691 is approximately 200 feet. Unit 691 is a Leave Tree Marked unit.



Unit #: 700
T16S R6E Section 21
Elevation: 2120'
Slope %: 5-30

Prescribed System
GB – 13 acres

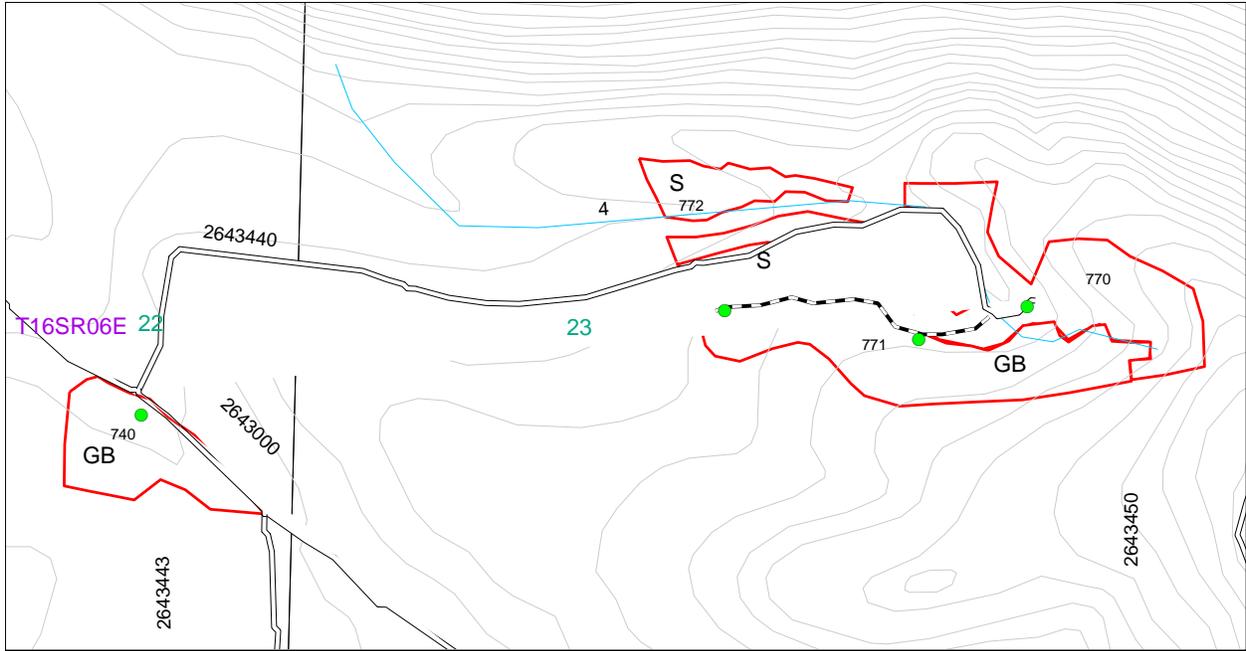
The unit can be ground base skidded to the 412 road and the 410 road. The average skid distance is approximately 400 feet.



Unit #: 710
T16S R6E Section 15
Elevation: 2280'
Slope %: 5-30

Prescribed System
 GB – 66 acres

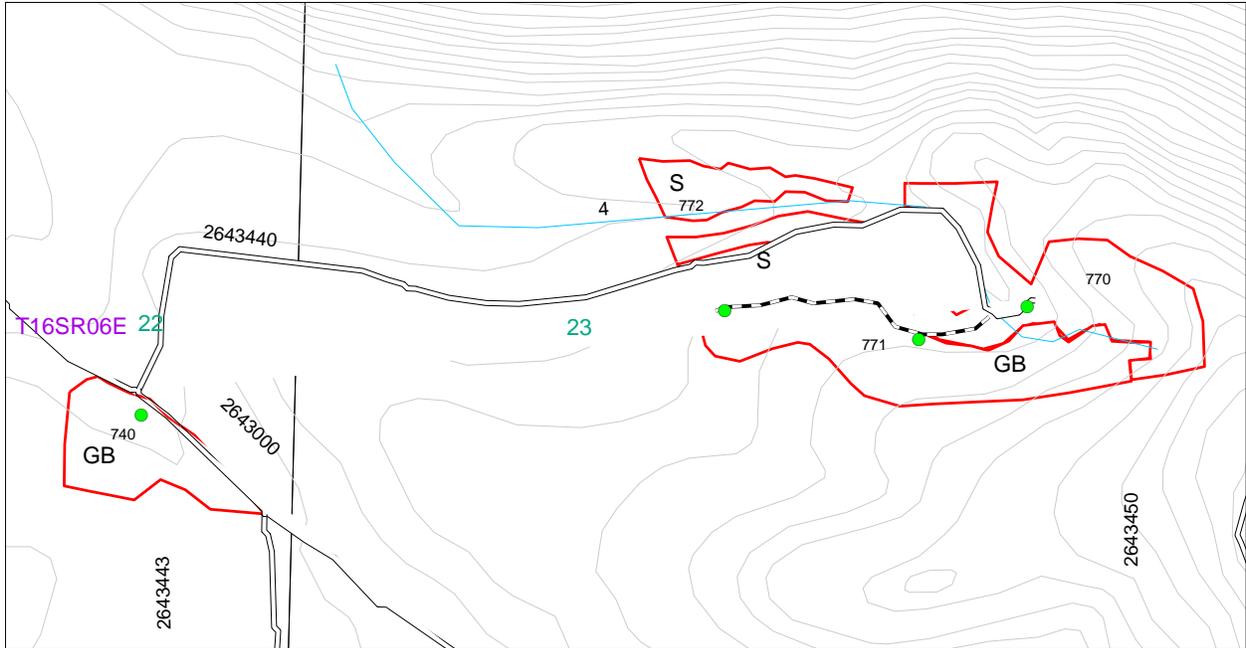
The unit has 3200 feet of proposed temporary truck spurs off the 423 road. The skidding can be done to the temp spur and road 423. The average skid distance is approximately 250 feet. Unit 711 is a Leave Tree Marked unit.



Unit #: 740
T16S R6E Section 22
Elevation: 2560'
Slope %: 5-30

Prescribed System
GB – 7 acres

The unit can be ground based skidded to the 2643 road. The average skid distance is approximately 125 feet.



Unit #: 770
T16S R6E Section 23
Elevation: 2880'
Slope %: 5-30

Prescribed System

GB – 19 acres
 S – 22 acres

There is a proposed 1400 foot temporary truck spur into the unit which will accommodate landings for skyline yarding and ground base skidding. The spur follows along a grade break and the piece of ground to the north of the spur will be skyline yarded. Also Unit 772 will be yarded to the same road. The class 4 stream will require on end suspension through the stream corridor. The average yarding distance is approximately 250 feet. The average ground base skidding distance is approximately 200 feet. Portions of unit 770 can be skidded to the 440 road. Unit #771 is a Leave Tree Marked unit.