

KY DNR Flyrock Prevention Program

**Changing old ways of thinking re:
blaster's, mine management and
regulatory personnel**



Statement of Issues

- KY has 14 documented surface mine flyrock events in CY 2008 YTD
- Several of these events were near misses for serious injury or death
- KY has instituted original methods by adjusting permitted blast plans to allow for regulatory oversight and control of root causes of flyrock
- New methods include RAM 140 to ensure RA has ability to enforce issues relevant to blasting safety, better coordination between Blast Plan reviewer and blast inspectors, working with OMSL & MSHA to focus more on drilling and blasting safety & training issues, better retraining for blasters, etc.

2007 Fatality



ACCIDENT SCENE EQUIPMENT PARKING AREA



**RED ARROW INDICATES THE APPROXIMATE LOCATION
OF THE VICTIM - BOBBY MESSER**

YELLOW ARROW INDICATES THE LOCATION OF TERRY ADAMS, JR.

GREEN ARROW INDICATES THE LOCATION OF WILLIAM HOLBROOK

WHITE ARROW INDICATES THE LOCATION OF DELMON ADAMS

**BLUE ARROW INDICATES WHERE THE FLYROCK IMPACTED THE GROUND;
THE FLYROCK TRAVELED 1570 FEET FROM THE LEFT SIDE OF PHOTO AREA**

ACCIDENT REPORT

COMMONWEALTH OF KENTUCKY OFFICE OF MINE SAFETY & LICENSING

P.O. BOX 2244

FRANKFORT, KY 40602-2244

PHONE: (502)573-0140 FAX: (502) 573-0152

Chargeable _____ Fatal

Company: Cam Mining, LLC Mine Name or Number: No. 1

Mine Location: Ashcamp County: Pike File No. 9984-63

Daily Production: 1300 Tons Name of Coal Seam: Whitesburg and Riders

Seam Thickness: 92 inches - total for all seams

Company Official: David G. Zatezalo Address: PO Box 901 Pikeville, KY 41502

No. of Employees: 62 Type of Mine (UTC, etc.): ASTC

Workers Compensation Carrier: Kentucky Employers Mutual Insurance (KEMI)

Name of Victim: Bobby L. Messer Male Female

Miner I.D. No: 407-96-5905 Certifier Miner

Age: 40 Marital Status: Yes Dependents: Wife Yes Children 3

Training Record: Annual - 11-13-2006 Instructor who trained: Kathy Lou Friend

Shift accident occurred on: First Shift

Occupation when injured: Mechanic

Regular occupation: Mechanic

Experience at this occupation: 20 Years Experience at this mine: 7 Years

Total mining experience: 22 Years

Date and time of accident: July 16, 2007, at 4:35 PM

Date and time of death: July 16, 2007, at 5:45 PM

Date and time OMSL was notified: July 16, 2007, at 4:40 PM

By whom (title and affiliation): Jedford Colvin / Shift Foreman

Date and time of investigation: July 16, 2007, at 6:05 PM

Date of sworn statement session: July 17, August 7 and 13, 2007

Name of hospital victim was taken to: Pikeville Medical Center Morgue

City: Pikeville Phone No. 606-218-3500

Coroner: Denver Bailey (Deputy Coroner) County: Pike

Address: 169 Main Street Pikeville, Ky. 41501 Phone No.: 606-432-4643

Victim's activity at the time of accident: The victim was standing beside a maintenance truck in the heavy equipment parking area of the mine. The victim had washed his hands and was ready to leave the mine site when he was struck by flyrock.

Other factors contributing to this accident: After detonation of an explosive shot at the mine site, flyrock was thrown through the air and hit the ground near the victim's location. Upon impact with the ground, the flyrock broke into several pieces and the victim was struck in the back of his head as he was running for cover.

Was first-aid rendered? Yes No

Was person administering aid a MET/EMT? Yes No

Classification of accident: Blasting

Name and Certificate Number of: First Shift Foreman: Jedford Colvin S-191-94

Second Shift Foreman: James G. Clevinger S-764-85

Superintendent: Timothy Sparks S-181-94

MEMBERS OF THE STATE INVESTIGATING COMMITTEE

NAMES	TITLE	REPRESENTING
Ron Hughes	Director of Investigation	OMSL
Tracy Stumbo	Chief Accident Investigator	OMSL
Greg Goins	Accident Investigator	OMSL
Mike Elswick	District Supervisor	OMSL
Kevin Meade	Blasting Inspector	OMSL
Worley Taylor	Inspector	OMSL
Jeff Taylor	Director of Explosives and Blasting	OMSL
Culhayne Nickles	Environmental Scientist III	DMRE

OTHER PERSONS PARTICIPATING IN THE INVESTIGATION AND/OR WERE PRESENT DURING THE INTERVIEWS

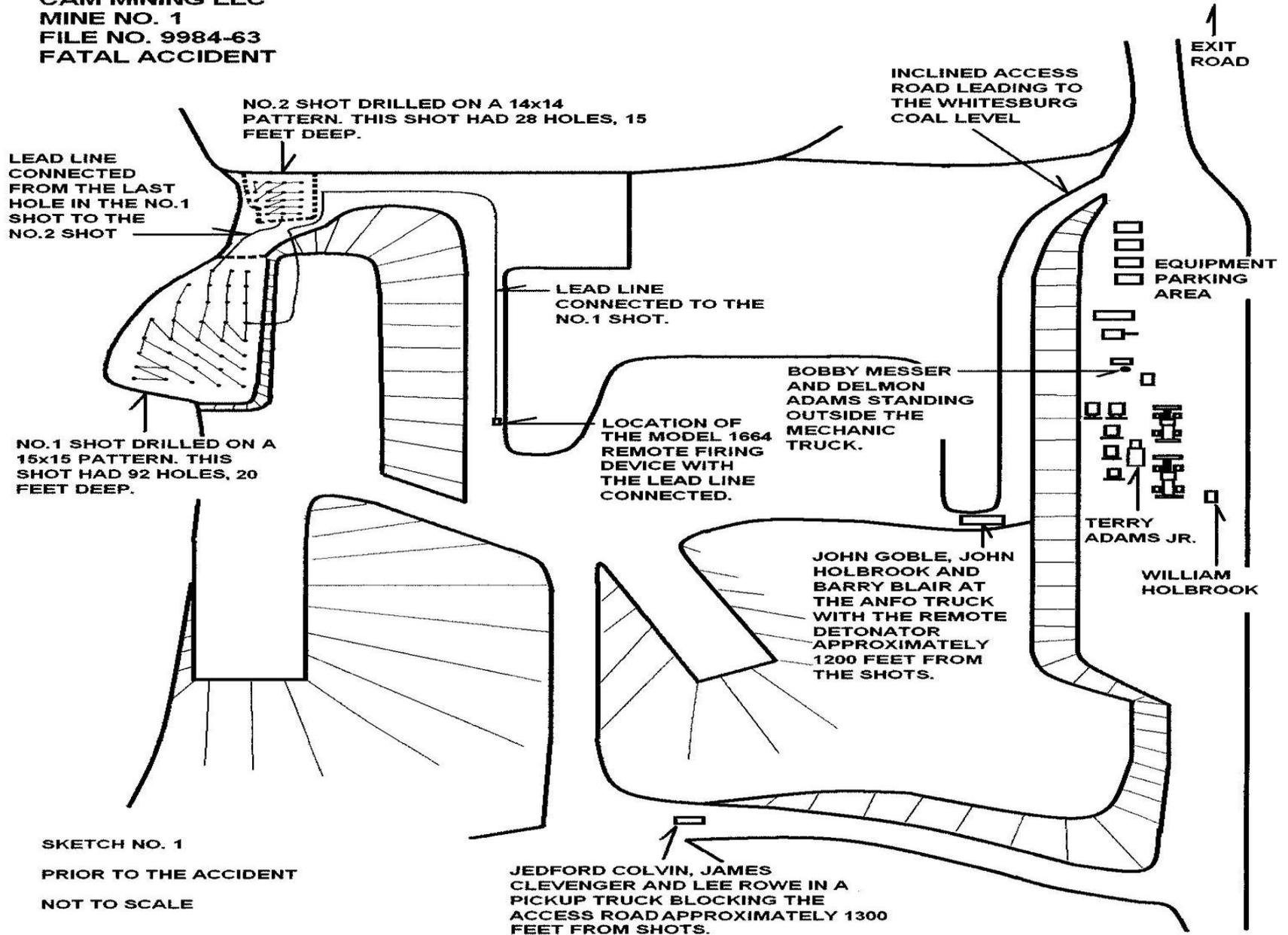
NAMES	TITLE	REPRESENTING
Robert Dupree	Blasting Specialist	DMRE
Robert Newberry	Accident Investigator	MSHA
Thomas Lobb	Physical Scientist	MSHA
Anthony Webb	Investigator	MSHA
Anthony Burke	Investigator	MSHA
Mary Taylor	Attorney	MSHA
Gary Hall	Inspector	OSM
Arnold Jay Stewart Jr.	Blasting / Drill Foreman	Cam Mining, LLC

PERSONS INTERVIEWED

NAMES	TITLE	REPRESENTING
Lee Edward Rowe	Drill Operator	Cam Mining, LLC
John Henry Holbrook	Blasting Crew	Cam Mining, LLC
Barry Cameron Blair	Blasting Crew	Cam Mining, LLC
Terry Monroe Adams Jr.	Greaser	Cam Mining, LLC
William Ernest Holbrook	Mechanic	Cam Mining, LLC
Delmon Eugene Adams Jr.	Mechanic	Cam Mining, LLC
John Chester Goble II	Blaster	Cam Mining, LLC
Johnny W. Sexton	Blasting Coordinator	Cam Mining, LLC
James Gregory Clevenger	Second Shift Foreman	Cam Mining, LLC
Jedford G. Colvin	First Shift Foreman	Cam Mining, LLC
Scott Lee Wallen	Drill Operator	Cam Mining, LLC
Gregory Wayne Jenkins	Drill Operator	Cam Mining, LLC
Douglas Smith	Blast Vibration Consultant	Blastech Associates Inc.
*Samuel Bailey Jr.	Blaster	Cam Mining, LLC

Note: Samuel Bailey Jr. was interviewed by Greg Goins via telephone on August 8, 2007.

**CAM MINING LLC
MINE NO. 1
FILE NO. 9984-63
FATAL ACCIDENT**



**SKETCH NO. 1
PRIOR TO THE ACCIDENT
NOT TO SCALE**



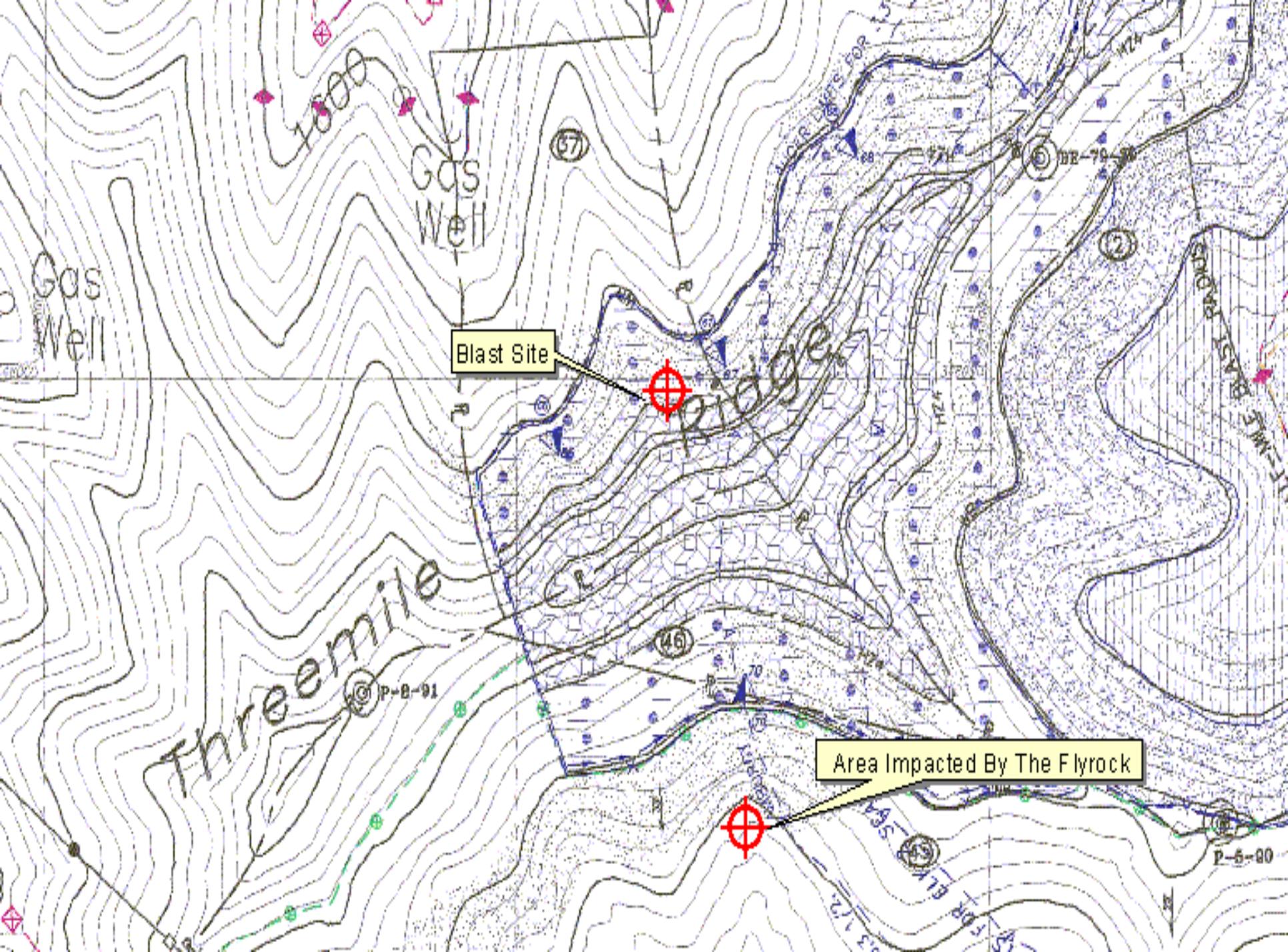
No spoil area

Diagram











Depression in gravel made by impact of flyrock

Diagram

ALL THE ROCKS AT THE ACCIDENT SCENE ARE CONSISTANT WITH THE TYPE OF SANDSTONE THAT WAS AT THE NO. 1 SHOT.

ALL DISTANCES ON THIS SKETCH WERE MEASURED IN FEET AND INCHES FROM THE BACK OF THE IMPACT AREA OF THE FLYROCK.

119'9"

97'6"

91'7"

117'7"

107'3"

75'4"

92'11"

SAFETY GLASSES THAT BELONGED TO BOBBY MESSER.

BOBBY MESSER-VICTIM

THE LARGEST FRAGMENT OF ROCK FOUND FROM THE IMPACT AREA MEASURED 15"L x 5"W x 7"T. THIS ROCK STRUCK THE CAB AND BOOM OF THE NO.801 MECHANIC TRUCK.

ADAMS RAN TO THE PARKED 992G CATERPILLAR ENDLOADER BUCKET AFTER SEEING THE FLYROCK IN THE AIR.

SLIDE MARKS WERE PRESENT FOR 17' 8" AND APPARENTLY MADE BY THE VICTIM.

BLOOD DROPS

MECHANIC TRUCK NO. 801

MECHANIC TRUCK NO.816

BOBBY MESSER'S LOCATION AT THE TIME OF THE BLAST.

DELMON ADAMS LOCATION AT THE TIME OF THE BLAST.

PATHWAY TRAVELED BY MESSER AND ADAMS AFTER SEEING FLYROCK

IMPACT AREA OF THE LARGE FLYROCK FROM THE NO.1 SHOT MEASURED 20"W x 19"L x 3.5"D. THE ROCK BROKE INTO SEVERAL FRAGMENTS UPON IMPACT.

SKETCH NO.3

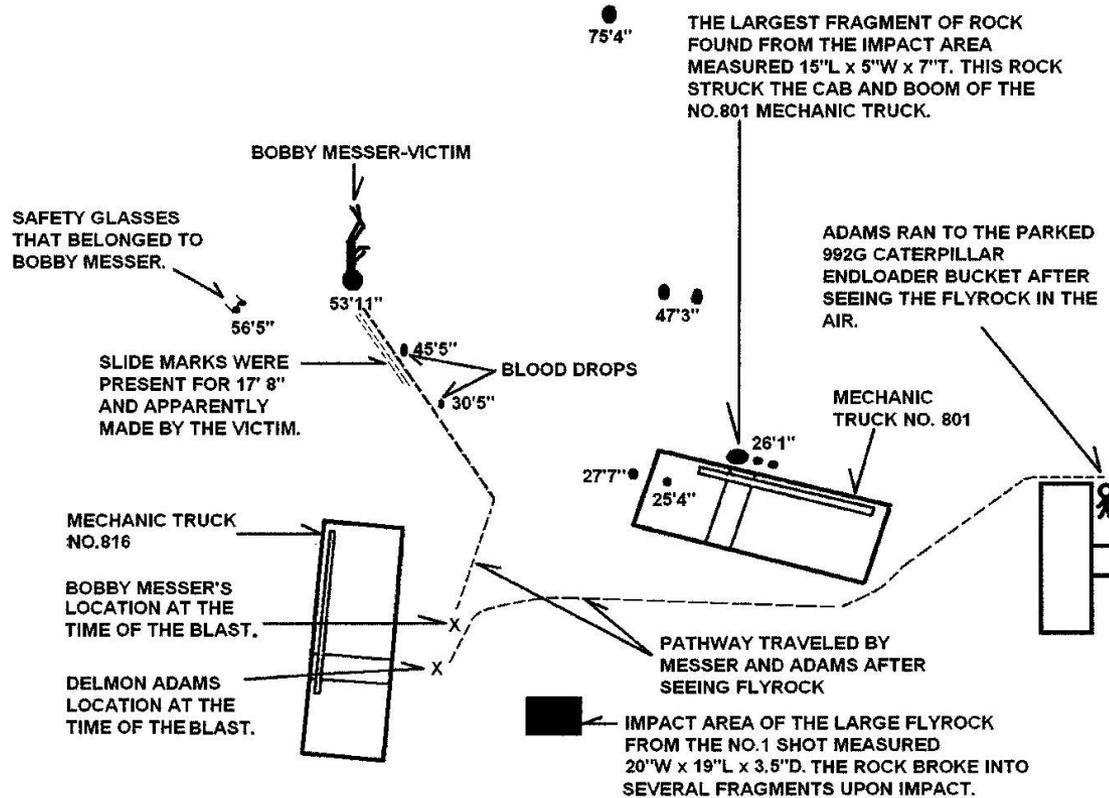
AFTER THE ACCIDENT

NOT TO SCALE

33' 8"

A SEPERATE FLYROCK THAT WAS NOT A FRAGMENT FROM THE IMPACT AREA.

ROCKS FOUND AT THE ACCIDENT SCENE - FRAGMENTS FROM A LARGE FLYROCK THAT LANDED AT THE IMPACT AREA.





Diagram



Lessons Learned from Fatality

- Blaster must take time to evaluate all factors of shot, not just off-permit issues
- Regulatory agencies must differentiate to some degree between off-permit violations vs safety of all persons near blast area
- Complacency and failure to take into account ALL blast site factors = accidents

Contributing Factors

- Blaster's total focus appears to have been on the “no spoil” factors of the shot, didn't take into account other safety factors.
- Blaster, where holes were cracked, used anfo-filled bags to bring the column up instead of using inert material. Didn't closely examine cracked holes to determine exact conditions.
- Previous shot material in front of free face was removed at request of the blaster, however no examination of this area was done to ensure adequate burden was present.
- With the knowledge that cracked holes and unpredictability were present, the danger zone / blast area was not enlarged accordingly.

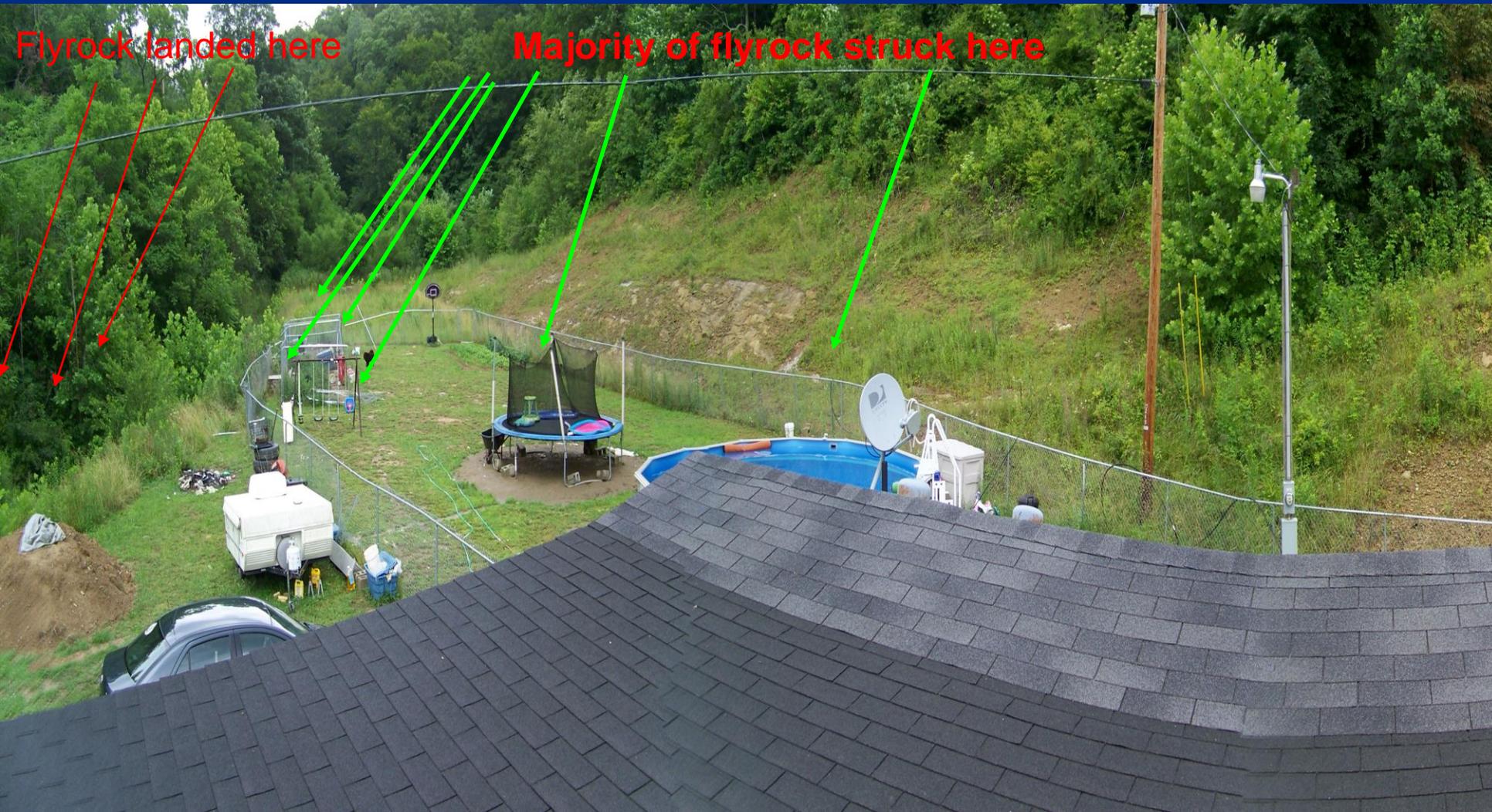
Factors Not Adequately Considered

- Size of shot/Large # of holes increases risk
- Blaster knew of fractured holes, but these weren't adequately inspected or loaded
- Blaster asked for muck material to be removed from free face, but didn't check true burden
- Blaster, driller & crew disagreed on actual burden & spacing, "failure to communicate"
- Knowing "**unpredictability**" of shot, blast area was not enlarged accordingly

KY DNR Blasting Safety Program

- KY DNR has instituted procedures to better ensure blasting operations are under the control of the blaster
- RAM 140 and better communication between BI's and blast plan reviewers make for better site specific BP's
- KY law now (As of July 15, 2008) requires all blasters to have 16 hours of DNR approved retraining prior to renewal of their licenses
- DMRE works with OMSL to better train drillers and mine foremen in blasting related issues
- DNR works with MSHA to enhance blasting safety on sites through their Ground Control Plans

Flyrock at Dwelling





Hole in trampoline



Flyrock found here

Dog lot damaged and dogs hit here

Flyrock in pool and through trampoline









Common Threads of Flyrock

- Blaster failed to ensure adequate burden on front row of holes and fail to check conditions of free face highwall for uneven burdens, mud seams, etc. / horizontal flyrock
- Failure to ensure adequate catch benches
- Failure to properly account for and stem cracked holes
- Shot patterns & hole diameters too big for proper control on steep slope/ no spoil shots
- Lack of proper blast design/ Failure to seek out good retraining

Common Threads cont'd

- Blaster doesn't have control of shot design and blasting operation parameters
- Shots too large/ too many rows stack up and cause back break, too much confinement and added vertical or reverse horizontal flyrock potential
- Complacency/Bad judgment

Root Causes of Flyrock/ Investigative Conclusions

- Lack of Blaster control/ Mine management & the push for production
- **COMPLACENCY**/Past success and lack of attention to detail by blasters and management breeds overconfidence
- Weathered geology/ Points & Outcrops increase risk for flyrock
- Lack of adequate catch bench(s)/Steep Slope
- Lack of communication/driller & blaster
- Lack of emphasis on adequate retraining

Burden Recommendations

- There are many formulas produced by many different individuals and companies, and they all come up with differing results.
- As a rule of thumb, to help control horizontal flyrock, the **Minimum** amount of burden could be expressed as: (For every inch of diameter of the borehole, there should be 2 feet of burden.)
- Example: 6 3/4 inch borehole X 2 = 13 1/2 ft.
This number could be recommended as a **Minimum amount of burden.**

From: Carl E. Campbell, Commissioner
Date: July 18, 2008
Subject: Blasting

C.E.C.

RAM # 140

During calendar year 2007, the Commonwealth of Kentucky had a total of thirteen (13) flyrock events on surface coal mining sites, including one (1) that resulted in a fatality. To date, in calendar year 2008, there have been nine (9) flyrock events, including one (1) that resulted in a minor injury that very easily could have resulted in a fatality. The Department for Natural Resources believes that one flyrock event is too many, and to that end, has prepared this RAM to further define steps this Department will require of the coal industry in eliminating flyrock events.

"Flyrock" is defined as "blasted material cast into the air, or traveling along the ground, that is cast from the blasting site more than half the distance to the nearest dwelling, public building, school, church; commercial, community or institutional building; or any occupied structure; or that is cast beyond the permit boundary." Flyrock events historically have not been limited to blasting operations within the distances which require the submission and approval of an "anticipated blast design" (SMP-61) prior to blasting. Rather, flyrock events have occurred and impacted dwellings, vehicles, persons, animal life, and other physical structures thousands of feet from the blast site resulting in death and the destruction of property.

The following actions are being taken by the Department with regard to blasting and the permitting process. Additional information is provided concerning certain enforcement procedures currently being utilized relating to flyrock events and individual enforcement actions against blasters.

- I. Permitting
 - A. Blasting Plans

The best method to eliminate or reduce flyrock events is to address the problem before blasting begins. 405 KAR 8:030, Section 26 and 405 KAR 8:040, Section 38 require the submission and approval of blasting plans in the applications for both surface and underground coal mines to describe how the applicant proposes to comply with the requirements of 405 KAR 16:120 and 405KAR 18:120. In addition to the general requirements contained in 405 KAR 8:030, Section 26 and 405 KAR 8:040, Section 38, the Division of Mine Permits is now requiring blasting plans to include the following:

1. A statement that the certified blaster in charge will be in control of all blasting activities, and will be the person on site solely responsible for ensuring safe detonation. Activities under the blaster's control should include, but not be limited to, determining the blast area and safety zones, the location and identification of all protected structures, all measures necessary to protect structures and people, drill patterns, blast orientation, blast design, blast hole loading, timing of the pattern and time of detonation.
2. A statement that the driller will produce a log of each hole drilled that will include, at a minimum, the true depth; diameter; burden and spacing; slant of each hole; the type and relative hardness of each layer of rock or unconsolidated material encountered, and any voids, fractures or anomalies detected, including the depth and thickness of each. The applicant will also state that the blaster will be responsible for reviewing the drill log prior to loading the holes and that the drill log will be attached to the shot record for the blast.
3. A statement that the blaster will visually inspect the condition of all holes prior to loading and that explosives will only be placed in holes of solid competent rock, in addition to, reviewing the drill log.
4. A statement that the blaster will examine the overall condition of the highwall; determine the true burden; check for the presence of overhangs, irregularities and toe, back breaks, voids, weathering, or other variations in the bench geology prior to designing and loading all blasts in order to control flyrock and prevent adverse impacts from blasting.
5. A statement that the applicant will provide a complete copy of the approved blast plan to the blaster, and that anytime a new blaster is placed in charge, that blaster will receive a complete copy of the approved blasting plan prior to any blast being detonated.
6. A statement that unless a more hazardous condition would result, all blasts will be designed and detonated so that the open face and delay pattern directs movement of the overburden in a direction other than toward the direction of the nearest protected structures or roads.
7. A statement defining the measures that will be taken by the blaster in the event that holes are drilled into either an active or abandoned underground mine or other void.

8. A statement that the blaster will ensure that each shot is configured and designed so that adequate burden relief is present to allow the swell to have sufficient space to expand with a minimum amount of vertical movement.
9. A statement that whenever possible, the applicant will construct and utilize catch benches of sufficient size to prevent blasted material from moving off of the permit area.
10. A statement that in the event of a flyrock, the permittee will immediately notify the Division of Mine Reclamation and Enforcement pursuant to 405 KAR 7:040, and that it will not disturb or remove the muck pile generated by the blast until an investigation is concluded by Division of Mine Reclamation and Enforcement.

Historically, DNR investigations of many flyrock events have indicated that communication between mine management, blasters and drillers has been lacking, and that the lack of communication is a contributing factor in many of those events.

All of the above measures are considered to be either standard Best Management Practices for all blasting operations, or have been proven in past flyrock events to be instrumental in prevention of accidents and helpful in determining the exact cause of an accident. The Department believes that the addition of the above measures to the approved blasting plan will lead to better communication between on-site personnel and the blaster, and will impose upon mine management and the blaster the clear understanding of their responsibility to pay greater attention to important components of each blast, thereby minimizing the possibility of flyrock events.

B. Anticipated Blast Designs (SMP-61)

405 KAR 16:120, Section 1(4) and 405 KAR 18:120, Section 1(4) require permittees to submit anticipated blast designs to the Department if blasting operations are to be conducted within 1000 feet of a dwelling; public building; school; church; or commercial, community, or institutional building; or within 500 feet of an active or abandoned underground mine. The anticipated blast design may be included in the application, or submitted to the Department at least thirty (30) days prior to blasting within the specified distance to the protected structure. However, the Department believes that some components of the anticipated blast design should be included in the blasting plan, including but not limited to appropriate scaled distances, limitation of drill sizes, and all special measures and procedures to be used. Therefore, if the SMP-61 is submitted with the application, the permit reviewer will ensure that those components of the anticipated blast design that are not affected by varying conditions on ground will be included in the application's blasting plan.

If the anticipated blast design is not submitted until after permit issuance, the Division of Mine Permits currently includes a condition on the permit face sheet that prohibits blasting within 500 feet of an active or abandoned underground mine until the SMP-61 is submitted, joint approval between the Division of Mine Permits, the Explosives and Blasting Branch, and the Mine Safety and Health Administration is granted (where applicable) and a new permit face sheet is issued to remove the condition. In addition to this current condition, the Division of Mine Permits will extend that condition to prohibit blasting within 1000 feet of the other listed protected structures until the SMP-61 is submitted and the condition is removed. Upon submission of the SMP-61 and the granting of joint approval (where applicable), the Division of Mine Permits will compare the approved Blasting Plan to the SMP-61 to determine if those components of the SMP-61 that are not affected by varying on-ground conditions are included in the approved Blasting Plan. If they are not, then the Division of Mine Permits will re-issue the permit face sheet with a new condition identifying those items of the SMP-61, by number, that are not affected by varying on-ground conditions and requiring compliance with those items.

The SMP-60 (MSHA Joint Approval Form) is still required for those operations blasting within 500 feet of any portion of an active underground mine. Nothing herein affects the manner in which those are reviewed.

III. Enforcement

A. Flyrock investigations

Currently, the Department requires the cessation of all blasting operations on the permit after a flyrock event occurs. Blasting cannot resume until approved by the Department. The blasting inspectors, in conjunction with other personnel from other regulatory agencies, then conduct an investigation to determine why the event happened. Based upon the results of the investigation, the permittee is then required to submit a Blast Remediation Plan to address what happened and how the situation will be addressed in the future (including requiring specifics on additional measures to be taken to prevent additional flyrock). **Blasting in the area of the flyrock event will not be allowed to resume until the DMRE has approved the Blast Remediation Plan.**

B. Individual actions against blasters

In addition to the issuance of Notices of Non-Compliance to permittees and operators for violations of 405 KAR 16:120 or 405 KAR 18:120, the Division of Mine Reclamation and Enforcement will issue Notices of Non-Compliance to blasters, individually, in the event that circumstances warrant. KRS 350.130(1) authorizes the Cabinet to issue a Notice of Non-Compliance to any "permittee, person, or operator" who violates the provisions of KRS

Chapter 350, the regulations, or orders of the Cabinet. The Division of Mine Reclamation and Enforcement will continue to utilize this provision to cite blasters for violations. Such Non-Compliances also have resulted in the imposition of civil penalties against the blaster individually.

III. Conclusion

The Department believes that most flyrock events are caused by lack of communication, complacency on the part of blasters and mine management and lack of proper blasting safety training. Compliance with the provisions in this RAM should improve all areas of concern by taking both proactive measures and strong enforcement actions. As a result, the frequency of flyrock events should diminish.

If you have questions about the issues discussed in this RAM , please contact the Director of Mine Permits, # 2 Hudson Hollow, Frankfort, Kentucky 40601 or call (502) 564-2320.

DNR's New Proactive Procedures

- **New RAM 140, which incorporates standard blasting best management practices and safe blasting procedures into permitted blast plan (BP). Based on results and causes of over 100+ investigations of flyrock since 2000. (Currently only to be used on those permits issued post-RAM 140, others will be updated through routine mid-term reviews)**
- **DNR blast inspectors then inspect operations to establish that blaster is in control as stated in permitted BP. If found that permittee is not following BP, enforcement action is taken by DMRE. (Failure to follow permit conditions)**

Permit Blast Plan shall include:

- Statement that Certified Blaster will be in control of all blasting activities, and will be the person on site solely responsible. Activities include but are not limited to determining blast area and safety zones, location and identification of ALL protected structures, Measures necessary to protect structures and people, drill patterns, blast orientation blast design, blast hole loading, timing of the pattern and time of detonation.

Drill Logs

- A statement that the driller will produce a log of each hole drilled that will include at a minimum the true depth, diameter, burden and spacing, slant of each hole, type and relative hardness of each layer of rock, unconsolidated material, voids, fractures or anomalies including depth and thickness of each. Also state that the blaster will be responsible for reviewing the drill log prior to loading holes and that the drill log will be attached to the shot record for each blast.

Requirement to check drill holes

- Statement that the blaster will visually inspect the condition of all holes prior to loading, and that explosives will only be placed in holes of solid, competent rock, in addition to reviewing the drill log.

Requirement for Pre-Blast Checks

- Statement that the blaster will examine the overall condition of the highwall, determine true burden, check for presence of overhangs, irregularities and toe, backbreaks, voids, weathering or other variations in the bench geology prior to designing and loading all blasts.

Blaster must have/Follow BP:

- Statement that the permittee will provide a complete copy of the approved blast plan to the blaster, and that any time a new blaster is placed in charge, that blaster will be given a complete copy of the approved blasting plan prior to any blast being detonated.

Delay Shots Away from Nearest Structure:

- A statement that unless a more hazardous condition would result, all blasts will be designed and detonated so that the open face and delay pattern directs movement of the overburden in a direction other than toward the direction of the nearest protected structure.

Permits shall include:

- A statement defining the measures that will be taken by the blaster in the event that holes are drilled into either an active or abandoned underground mine or other void.

Shot designed for Adequate Relief

- A statement that the blaster will ensure each shot is configured, designed and timed so that adequate burden relief is present to allow the swell to have sufficient space to expand with a minimum amount of vertical movement.

Requirement for Adequate Catch Benches

- A statement that, whenever possible, the permittee will construct and utilize catch benches of sufficient size to prevent blasted material from moving off of the permitted area.

Flyrock Notification

- A statement that in the event of a flyrock event, the permittee will immediately notify DNR, and that the muck pile generated by the blast will not be disturbed or removed until an investigation is concluded by DNR.

DNR's Reactive Procedures

- Shut down blasting until flyrock investigation is completed and cause is determined (2-3 days to 2 weeks +)
- Require Blast Remediation Plan that addresses cause of flyrock, and preventative measures to be taken to prevent future occurrences
- Stiff penalties and fines from both DMRE/SMCRA regulations & KRS 351 (old DEB Redbook).
- Potential for Pattern of Violations, Individual Liability actions, and blaster or foremen license suspensions or revocations

Additional Measures

- KY DNR has trained RI's re: spotting flyrock event clues
- KY DNR/Office of Mine Safety working with DMRE BI's to train mine foremen regarding proper blasting safety requirements/procedures
- Coordinating with MSHA and their Ground Control Plans on areas of special concern
- Conducting ongoing OSM/DMRE Joint Special Study re: review of all blasting safety procedures on select number of permittees
- Emphasis on being pro-active in communication between blast plan reviewers and BI's re: site specific special considerations

Points of Emphasis

- Lack of blaster knowledge re: optimum blast design is #1 problem in Eastern KY
- Blaster retraining (16 hours) required by law
- Quality retraining can help improve blasters understanding of how to efficiently use explosives
- Improved efficiency increases production/ Reduces equipment maintenance, complaints & flyrock
- Improved blast designs are a win-win situation for industry, regulatory agencies and the public

Time for a Change of Attitudes?

- Industry- Must allow blasters total control of blast parameters/ Must emphasize & demand good retraining
 - Blasters—Must stand up to mine management and gain control of blast designs/ Must get “guts” to deny detonating potentially unsafe blasts
 - RA's- Re-examine flyrock violations to appropriately distinguish between potentially dangerous flyrock violations and minor events. (High, moderate, low risk ie. impoundments?)
- **Also re-examining DNR blasting protocols to spend more time on blasting safety inspections and less on frivolous damage complaints

Do we really want to take more chances on our luck?

Flyrock found here

Dog lot damaged and dogs hit here

Flyrock in pool and through trampoline



QUESTIONS?

