



Alexander Knecht of TADANO FAUN GmbH and Joe Lyon of Cranes UK



CRANES UK BECOMES TADANO UK!

During recent years, the TADANO brand has particularly enjoyed increasing attention and interest from UK and Irish crane rental companies. The reasons for this have been the improved quality and reliability of the TADANO product, the expansion of the product line, and skilled and competent customer support activities. All of this has led to growing market success and a high level of new All Terrain crane deliveries from TADANO.

With the retirement of the founders of Cranes UK, it became important to themselves and TADANO to safeguard the continuation of the company's operations in UK and Ireland and to ensure ongoing support for TADANO products and customer base in these countries.

As a result, a recent due diligence process between TADANO FAUN GmbH and Cranes UK resulted in the takeover of the shares and in the integration of the Cranes UK operations into the TADANO network.

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TO SEE YOU AT
**THE VERTIKAL
DAYS 2014**



Letters



Dear Mark,

Your editorial in the March edition of C&A asks the question about one's willingness to fly in aircraft built in the 1970s.

Maybe that question would have better been asked of the RAF, given that the final flight of its VC-10s, introduced in 1962, only happened six months ago www.raf.mod.uk/news/archive/vc10-final-flight-26092013 refers!

Or even the Tristar fleet with the final flight just a week ago.

Both types of aircraft were ex-civilian, and had seen extensive commercial service since the first flights in 1962 and 1970 respectively. Some airframes just seem to hang in there.

Kind regards,

Simon

Simon Walker

Principal, I.E.T.S Ltd

Harness and lanyard uses

Dear Sir,

My Niftylift TM40 takes me to 46ft height, in the past four years, of 13 years of working from a basket, my opinion has changed drastically as I've felt strongly about having a harness on at all times and using the lanyard as well. The online opinion poll that you are running on this issue is general, for all work at height situations, yet I voted the third choice (Its not that simple/dont' know) and my reason is the case of the two elders in December at Baylor University in Waco, Texas.

That case needs to be investigated clear down to the lanyard latch mechanism, as mine had a catch in the release making it very difficult to unhook. When I found the cause of the catch I filed the stamped metal edge smoothly and lubed the channel it slides in doing both latch sets. Now I can get the latch open easily and quickly. This makes me wonder if the drowning victim had the same make of lanyard and the same problem I have dealt with.

Perhaps, time will tell.

Sherman Anderson

Model safety

Hi Leigh,

It was great catching up with you at ConExpo.

I read the March issue of Cranes & Access & would like to express my concerns with the review of the Fassi F1300RA on page 65, in particular the photo showing a man standing on top of the container. I know that it is only a model, however it is not a good look for your magazine, especially when your website highlighted a man riding a container under the banner "Riding containers in Sochi" dated April 4, 2014.

Otherwise I enjoyed reading the magazine on a very wet Saturday afternoon.

Regards,

John Gillespie

Managing Director

Gillespies crane & access

Sydney, Australia

Mr Gillespie makes a very good point, we completely missed this photograph - being too close to it perhaps. We will in future be checking photos for the model page as critically as we do others, especially as this is one area where we and our model reviewer Ian Webb have full control, and where recreating a particular scene is not too arduous.

Ed

The incident that Mr Anderson refers to concerns two men working from a boom lift based on a jack up barge in the river Bezos, this January. The lift somehow slipped off the barge and sank. Both men were wearing harnesses and attached lanyards, even though they were working over water. One of the men did manage to unclip his lanyard and escape to the surface where he was rescued. The other died while still attached.

Our view coincides with that of Mr Sherman, in that it is not simple and straightforward. But we believe that it would help if associations, regulatory bodies and manufacturers all agreed a clear comprehensive statement on when and when not to wear a harness. While organisations such as IPAF have always clearly stated that harnesses and lanyards should NOT be worn when operating a lift over water, many contractors have a simplistic 100% harness lanyard ruling when working above ground - no exceptions and strictly enforced. It is not that simple. As to the lanyard clip we think Mr Anderson makes a first class point and it makes one shudder to think what might have occurred.

Ed

Long term storage of tower crane sections

Dear Leigh,

I was recently asked if there were any manufacturer protocols for the storing of tower crane tower and jib sections that are explicitly set for long term storage away from construction sites over there in Europe?

I find that most often here basic rigging and lay-down techniques dominate. If you can put me on to any such instruction I would appreciate it. I'm wondering if they get specific on dunnage placement and/or dimension, etc... As well as tie-off protocols or if powered access use is anticipated.

I once had to rework a 1425 Richier that was stored on dunnage at each end, but not in the middle, small cracks had developed in the centre of tower sections, I believe simply due to them 'bellying' while held in storage over a number of years. These had not been stacked.

Also is it just up to manufacturer specifications as to how high you can stack horizontal tower sections upon one another, or are you aware of any protocol that addresses this issue?

Looks like a welcome busy year here in construction in the Chicago, and northern Illinois/Indiana region. Hope all is good there as well.

Thanks,

John Rickert

Willmington, Illinois

If anyone can help on this issue we would appreciate it.

What's with IPAF?

Dear Sir,

Can you possibly explain to me what has happened to IPAF and how they can get away with calling this monopoly a non-profit charity? Why is nobody standing up and saying hey! I am paying your wages I am a part owner and yet I can't justify paying for the fancy hotels and locations where the AGM seems to be – Rome – Miami – Windsor and now Washington! Who decides all of this? I am xxxxxx sure that it is not most of those feeding furthest up the trough!

Why is nobody questioning all this? I thought we had a Council that approved these things? I have spoken to half-a-dozen people on the Council and none of them seemed to know how the AGM and summit ended up back in the USA. What are we Anglo American now? I am not alone in thinking the organisation management has completely lost sight of its raison d'être and the concerns of its members. Am I the only one that thinks this is all wrong? Well I know I am not.

This came in as an email in mid April. We responded asking if we could publish as a letter either attributed or not. Our correspondent initially said yes, but then came back and said that on reflection he decided to remain anonymous even though that was not "his style" as "he did not want to risk repercussions to his training business, "or be labelled as a trouble maker"

So we are publishing as originally received with the exception of one edit and a couple of typo corrections
Ed

Russ Guthery 1940 - 2012

One of the early access industry pioneers, Russ Guthery, passed away after suffering a heart attack at his home near Fresno, California, on Tuesday, April 8th. He was 73.

Guthery began his aerial lift career in Southern California with A-1 Machinery, which helped develop the Parker Lift after John Parker joined the company from Selma Lift (Later Selma Manlift and then Grove Manlift). Parker Lift morphed into Mark Industries, which went on to become a worldwide market leader for booms and scissor lifts.

As an engineer, designer and marketeer he worked with Dick Moyer at Mark Industries and then moved with him to Weber Products where they conceived, designed and manufactured the Bandit scissor lift range together with Placer telehandlers. His job was chief engineer. After shaking up the industry, Bandit ran into hard times and ceased production. The plans and some other assets were acquired in 1990 by truck mounted and utility lift company Condor/Calavar of Waco, Texas (Now part of Time-Versalift). Guthery joined Condor/Calavar and helped it develop a new range of boom and scissor lifts and remained with the company until he retired.

Guthery is survived by his wife Pat, three daughters, Debbie, Chick and Laurie, 11 grandchildren and nine great-grandchildren. The funeral service was held on Wednesday April 16th.

The following letter was received from one of his many work colleagues and friends:

"As far as a title or job description goes Russ covered a wide range, Conceptualiser /Engineer/Research & Development engineer/Marketeer. His accomplishments are too numerous to list. He loved working projects from the ground up, with a blank sheet of paper so to speak. Whenever he was asked 'how did you come up with that Russ?' He would point to a little chalk drawing on the floor, 'There's the blueprint, and you better copy it before we sweep'."

"He truly lived one day at a time and made the most of every day. He loved to play golf at the crack of dawn, before the first green was even mowed. He was well known in the industry and well-liked by all that knew him."



Russ Guthery with one of his bandit scissor lifts



(L-R) Tom Gross John Parker and Russ Guthery with a three wheeled, Parker Lift 10SP sold in 1970 to Pete Simons of Badgerland Equipment in Milwaukee