

Letters



Good evening Mark

Grounds for Concern

I read with great interest your article as titled above.

During the first half of 2014 I took the matter of ground conditions to the IPAF UK council, I have also presented on the same subject at a regional meeting and attended a working well together session aimed mostly at site contractors. The final draft of the "good practice guide" is indeed a hefty read, unfortunately the four pages may be a little light I fear.

Your belief that knowledge is lacking in this critical area is correct.

I have recently taken over as chair of the IPAF UK country council and intend shortly to refresh the five year plan. I am very clear this is to be made a priority subject for the UK. I would welcome any input you may have on this subject and if you have reference material for the last 10 years regarding features on using outrigger pads and other forms of ground protection I would welcome access to these. Of course I will make reference to your contribution in any work I do on the subject.

Should you feel we have grounds for further dialogue I will be happy to meet you.

Best regards

Brian Stead

Dear Sir/Madam

Scotia Access Services is a small independent company offer truck mounted platforms for hire complete with operators.

We note from this month's Crane & Access magazine that IPAF believe that CPC Driver Training will be required by all users of truck and van mounted access platforms over 3.5 tonnes.

However we have been previously advised that given truck mounted platforms are classed as "Plant & Mobile Cranes" the drivers are exempt from Driver CPC.

We have today checked the Government website and it quotes a mobile crane driver as an example of a driver who does not require Driver CPC.

As a responsible employer and operator we like to ensure we adhere to all required regulations, but it would appear that the information out there is delivering a mixed message.

Could I ask you to send through any information you may have that suggests our drivers will require CPC?

Look forward to hearing from you.

Yours Sincerely

Steve McHaffie

The confusion regarding this subject was generated by the last month's IPAF Focus, we are sure that the dedicated operators of truck mounted lifts are technically exempted as are crane drivers. IPAF has clarified its position acknowledging that the rules can indeed be clearly interpreted as exempting dedicated drivers of truck mounted lifts, particularly those that have no cargo capacity. However it also believes that additional training is likely to be a good thing and therefore encourages members to have their drivers trained. Its precise position is outlined in this month's IPAF Focus on page 57. Ed

Dear Sir,

I trust all is well.

I note the comment on a recent accident report that you posted, it says:

Vertikal Comment

However he appears to have neglected the fact that the telehandlers tyre pressures were low, and then fully extended the boom while on a slope ..you would have thought that as a trained operator he would have felt the machine begin to get light before finally tipping over?

We believe that this type of incident occurs far more often than your reports would suggest and even the UK HSE has acknowledged in its telehandler best practice guidance issued a few years ago that even a five percent drop in tyre pressures can reduce stability and safe lifting capacity by 30 percent!. This was confirmed in tests carried out by a major manufacturer of telehandlers.

We produce a tyre pressure monitoring device that carries a list price of one TPMS kit for 4 wheels of only €348.00. This is peanuts compared with the cost of this tragic accident!

But as usual Safety is not Sexy.

Sincerely

Luc Pirard

Ordingen, Belgium

The article Mr Pirard refers to was written in 2010 and concerns the fatal overturn of a telehandler in Banbury in 2008. Three ceramic tilers were waiting in their car one morning for the house building site to be unlocked. The telehandler operator was carrying out routine checks of the machine prior to starting work. He then raised and fully extended the boom as part of his routine daily checks. However, the machine overturned with the boom and forks landing on the occupied car, crushing the roof onto the three men inside. Michael Whateley, 28, died from his injuries his brother suffered fractures to his spine, along with a brain injury, while another man suffered neck and spinal injuries, a broken ankle, broken ribs and a fractured breastbone. The HSE investigation found that the telehandler was not on firm level ground, was maintained properly and the tyre pressures were found to be lower than recommended.

The operator was fined £7,000, while the building company he was working for was fined £7,500 plus £25,000 in costs. Ed

Dear Leigh

I am hoping that your readers might be able to help with a couple of worthy causes here in the Lake District. A little cinema in Bowness-on-Windermere has, with the help of a few local enthusiasts become possibly the only cinema in Europe with a working and regularly used Wurlitzer organ. The second cause concerns a Cumbrian eccentric and is not a joke... we're all a bit like that up here, it's something to do with the weather!

The Wurlitzer organ in question started life in Ohio in 1927 and was then bought by a cinema in London the 1930's.

Some years ago it was again removed from its cinema home and placed in store in boxes. A group of organ enthusiasts in the Windermere area purchased the organ and spent the next five years reassembling the organ in The Royalty Cinema, Bowness-on-Windermere. It regularly plays for concerts and will be playing during the interval of our Charity Film Show on the 28th of November 2014.

At present due to lack of funds the organ console is sited below and to the left of the stage in the auditorium but when Wurlitzer organs were an essential instillation in every respectable cinema prior to WW2 the fashion was for them to be installed front, centre stage on a lift so that during intervals between films the organ would commence playing beneath the stage and rise to stage level with increasing volume and illuminated by multi coloured spot lights.

This was a spectacular display and the enthusiasts in Bowness are desperately keen to recreate this facility with the Wurlitzer at the Royalty.

The purpose of my letter is to appeal on behalf of the people of Bowness and the group of enthusiasts who have rebuilt and installed the organ for a warm hearted company to donate a scissor mechanism which could be used to raise and lower the Bowness Wurlitzer from the cellar beneath the stage to stage level. The organ console is approximately five foot square, including the organists' seat and weighs less than 4cwt. Not including the organist's weight. The scissor will need to lift approximately 10 feet to level the base of the organ with the stage floor. All these measurements are approximate to indicate the size of scissor mechanism needed. Available power supply will be 230 volts single phase.

The Bowness Wurlitzer has already received considerable local and national publicity and I can happily guarantee that any company willing to donate a suitable scissor mechanism whether it be new or old will receive considerable media coverage and a plaque in the cinema acknowledging the donor.

The Royalty Cinema started life over 100 years ago as Bowness Town Hall and was converted many years ago into a two screen cinema with 388 seats in the main auditorium which would become an even greater attraction to both locals and tourists if it became the only cinema in Europe with a Wurlitzer organ mounted on a lift. This is a great opportunity for a company in the Access Industry to make a donation which will not only make history but will also provide unique entertainment to generations of people visiting Bowness (a Cumbrian Tourist hotspot), from all over the world.

To move from the sublime to the ridiculous I'm also seeking to find a generous sponsor for an enterprising and entrepreneurial engineer living in Ullswater Cumbria who has created a hinged roof above his bedroom which, at the press of a button hinges open so he can observe the stars whilst lying in bed.

He now wishes to fit a scissor lift mechanism under his double bed so that he can raise his bed eight or 10 feet and thus obtain not only a better view of the night stars but also benefit from the cool night Cumbrian air. To achieve this he is looking for a scissor mechanism which will support a six foot six by four foot six bed with one or two persons in it so the loads is relatively negligible. This is a genuine request and it would be wonderful if some kind company with a machine unfit for further rental service was prepared to donate it to this enterprising individual.

In both the above applications Powered Access Certification Ltd will undertake CE certification on a free of charge basis to insure that the installations meet the appropriate standards and directives.

Yours Sincerely

Paul Adorian

We carried the Wurlitzer story on Vertikal.net during the first week of November - <http://www.vertikal.net/en/news/story/21404/> - and two companies, a large rental company and a manufacturer, immediately contacted us and are now working with the group to find a solution. Hopefully we will be able to publish a successful outcome of this interesting request. As to the second request this is the first time we have published it so anyone who might be interested, please do contact us and we will pass it on to Paul Adorian, or you can contact him direct through PAC.

Josef Prangl 1927 - 2014

Josef Prangl was born in March 1927 in the small village of Gabersdorf, near Leibnitz south of Graz in Austria, to



parents who owned and operated a general store. After completing his secondary school education, Prangl attended the Teacher Training Institute in Graz and after graduating in 1948 he became a primary school teacher in Leibnitz, moving on to secondary schools in Strasbourg and Leutschach. In 1951 he took a year away from teaching and opened a used motorcycle business. All did not work out quite as planned and he returned to teaching at a secondary school in Straden Radkersburg and taught there until 1954.

In 1955 he moved to Vienna and had another go at running his own business, founding a panel beating company called Ferroplast which also sold road signs. Five years later he founded a truck and trailer dealership - 'Josef Prangl Truck Centre'. In 1965 he established his final and most successful company Prangl specialising in crane rental and heavy transport. Growth was rapid and in 1967 the young company acquired a 6,000 square metre site in Simmering. In 1974 he set up another depot in Graz and by 1980 had outgrown the original Simmering facility and moved to a 10,000 square metre site in Brunn am Gebirge. Today it covers over 26,000 square metres and is the centre of a major international crane, access and heavy moving business, followed by a large operation in Vienna.

1991 saw the company move into powered access rental as Josef Prangl recognised the potential synergies between cranes and access rental. In 2000 his son Christian joined the company and gradually took over the day to day management of the business, although Prangl senior remained very much involved. The company currently employs 650 with revenues in 2012 of over €90 million.

Josef Prangl died unexpectedly on September 27th aged 87.