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THE FUTURE OF FRAMING

November 2007

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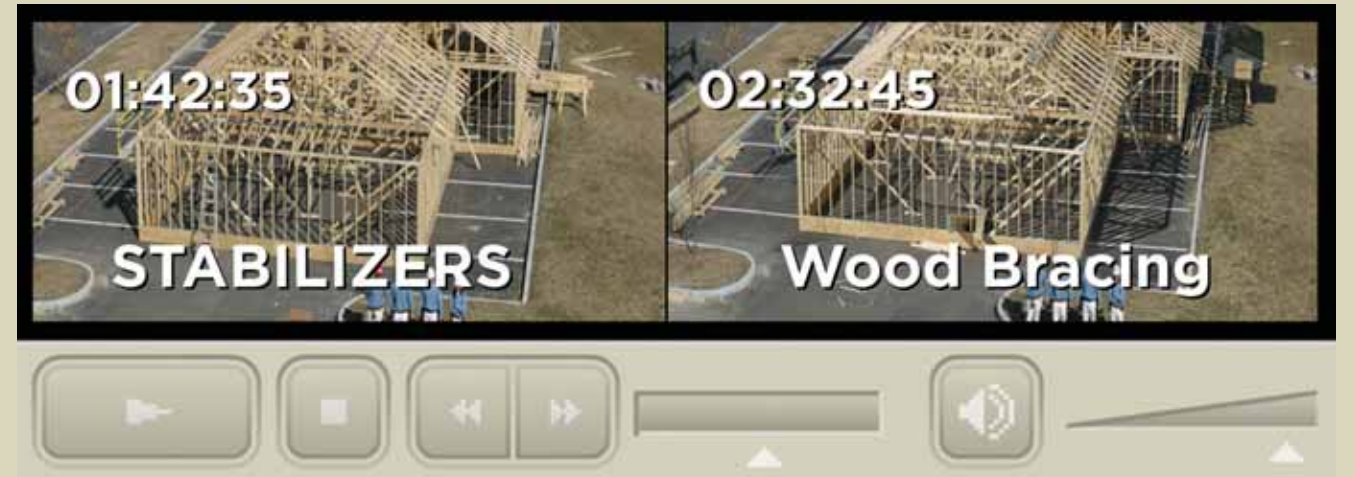
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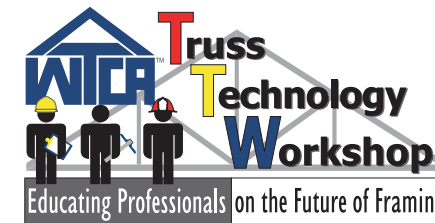
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Editor's Message

The Evolution of Component Bracing & Safety on the Jobsite

by Bob Becht

The new WTCA president and his passion for safe handling and bracing.

Let me introduce myself. I first built trusses in 1966 as a summer college job. I was in and out of the truss business for the next 15 years. In 1981 I went to work for Chambers Truss in Fort Pierce, FL, where I got involved in the South Florida chapter of WTCA. In 2000, I began representing the chapter on the WTCA board. Which leads me to why I am writing this column.

I assume the job of president of WTCA at a difficult time for our association and our industry. I don't have the solutions to our problems in this article. If I could buy a half a million homes this year I would. That would help, but unfortunately I just don't have the cash. What I can tell you is that we will work to continue the industry-changing innovations WTCA has worked so hard to accomplish. What I can talk about is the great job I have witnessed WTCA do. The first meeting I attended at the May 2000 WTCA Board meeting happened to be the first component manufacturers roundtable. That meeting was a no holds barred freewheeling discussion of where we wanted the component industry and WTCA to go. I am happy to say that we have gotten there. The TPI-WTCA joint publications agreement, changes to ANSI/TPI 1 QC standard and WTCA QC, BCSI and the SBC Research Institute were dreams then, but realities today. The accomplishment I am going to talk about is BCSI. BCSI is emblematic of the revolution that WTCA has accomplished.

The focus of this issue is Handling, Installing and Bracing of building components. This gives me an opportunity to talk about two things you know I love to talk about, the truss industry and me. My experiences in the development of truss installation procedures and documents is just one story out of hundreds that has brought our industry to where it is today. I hope what I have to say illustrates the broad-based cooperative nature of the development of BCSI.

Safe installation of trusses has been a passion of mine for over 20 years. I created what I termed the Safe Truss Partnership, a training program for truss installers. I have given it many times and I know of jobs where it has prevented truss collapse. One of the first truss collapses I worked on involved a four-ply 68-foot scissor girder. The installer set one ply and did not fasten the jacks to the forty-foot high wall. The truss collapsed, sending two men fifty-three feet to the slab. When I arrived at the jobsite the foreman was ashen. He said, "If I had known what was going to happen I never would have done this."

I found this a recurring theme. "If I had only known." Most of the truss collapses I have investigated have made me ask, "How could anyone have been so stupid?" When I was deposed about this collapse, the plaintiff's lawyer made much of the "green sheets" (TPI's BWT 76) reference to multiple truss installation versus single truss installation. John Meeks was my forensic engineer on this case. John was on the TPI committee that drafted HIB-91; as a result of this he made sure that the fastening of multi-ply girders was referenced on the first page. Years later I made sure that this warning was included in BCSI. This is an example of many truss people who have contributed their experience to the development of BCSI.

Over time WTCA created documents on truss related issues to meet the needs of its members. These documents have become known as Truss Technology In Building

Continued on page 8

at a glance

- ❑ WTCA President Bob Becht emphasizes bracing and long-span truss installation education.
- ❑ There was a time when short member temporary lateral restraint was not installed safely.
- ❑ BCSI and the B-Series documents have helped to provide direction and a consistent message on bracing and installation issues.
- ❑ Given the current state of housing, we need tools like BCSI to raise the level of professionalism in construction.

FORGING AHEAD TOGETHER

Editor's Message

Continued from page 7

(TTB) and the predecessor of BCSI were TTB documents which we now call the "B" series. CMs began using the documents to supplement and in some cases replace HIB-91. From practical experience CMs knew that 26-inch "killer cleats" or short member temporary lateral restraint could be safely used in the installation of trusses. While truss installers almost always used short members, seldom did they use short members safely. To remedy this WTCA added the safe use of short members to their new "Always Diagonally Brace for Safety" TTB document. This was later termed WTCA B2 and was out of sync with TPI's HIB-91. To remedy this and to unify WTCA's and TPI's documentation, the two organizations began work on a single guide for the storage, handling, installing and bracing of trusses. On March 12, 2002, the BSR/TPI 3 Project Committee met in Chicago. Leaders from the plate and component manufacturing sides of our industry met to begin harmonizing HIB-91 and the TTB documents. At the April 2002 WTCA Board meeting, a resolution was passed that officially kicked off work on what would eventually become BCSI. Amazingly, after just over a year, BCSI 1-03 was released. This represents an enormous and groundbreaking agreement between TPI and WTCA to share responsibility for and revenue from BCSI.

What do we truss manufactures do with BCSI? Jobsite packages are a necessary and easy answer. Fill up the package with the B-series documents, the installer has an opportunity to read them and we have actively met what Kent Pagel (WTCA's Legal Counsel) would refer to as our "duty to genuinely warn and instruct." *I urge you to be proactive.* You won't be sued if you do and more importantly truss installers won't be hurt if trusses don't come down. My company insists installers take our two-hour Safe Truss Presentation featuring BCSI. It's available from WTCA, on long span trusses. We are giving the presentation to homebuilders associations, truss installation companies, building officials and others not related to a specific job. I know that truss jobs have been saved from collapse by this presentation. Some of you may think that we can't educate truss installers, but I know better. One installer with twenty years plus experience told me before the presentation, "I bought a set of trusses from X truss company and they fell down because the plates weren't big enough." At the end of our presentation he told me, "Today I learned that those trusses fell because I didn't brace them properly."

We can make truss installation safer. WTCA and TPI have given us a great tool in BCSI but we have to use it.

BCSI is just one of the great things that our industry has done through WTCA. In these hard times we need these tools even more and we need the information that is shared at WTCA Board meetings—please attend the next chance you get. Please also support WTCA and use the organization's tools for your survival. **SBC**

SBC Magazine encourages the participation of its readers in developing content for future issues. Do you have an article idea for a future issue or a topic that you would like to see covered? Email your thoughts and ideas to editor@sbcmag.info.

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THE FUTURE OF FRAMING

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The mission of *Structural Building Components Magazine (SBC)* is to increase the knowledge of and to promote the common interests of those engaged in manufacturing and distributing structural building components. Further, *SBC* strives to ensure growth, continuity and increased professionalism in our industry, and to be the information conduit by staying abreast of leading-edge issues. *SBC's* editorial focus is geared toward the entire structural building component industry, which includes the membership of WTCA – Representing the Structural Building Components Industry. The opinions expressed in *SBC* are those of the authors and those quoted, and are not necessarily the opinions of Truss Publications or WTCA.

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Publisher's Message

Handling, Installing & Bracing

by Libby Maurer

This issue is full of stories of people who are dedicated to making handling, installing and bracing safe.

If you just read Bob's first column as president of our organization on page 7—one of many "perks" he'll enjoy this year—you've gotten the Reader's Digest version of the many iterations of handling, installing and bracing information guides created by various organizations and leaders in the industry. I'm sure you were struck by the amount of consensus and collaboration that must have gone into each of them, and possibly even paused in thanks to the people who felt passionate enough to make jobsite safety a priority.

Thankfully, you don't have to wonder what it would be like to operate without a standard set of industry jobsite safety recommendations. Or whether you've covered yourself adequately from the risk associated with selling products to someone who may or may not know the appropriate or safe way to install them. The BCSI series has proven a powerful and functional set of tools for the industry. It is for that reason that we celebrate the strides we've made in handling, installing and bracing of components in this issue.

Poor framing practices can occur no matter what building material is used. So Steven Spradlin of Capital Structures, whose company services a predominately stick-framed residential market in northwest Arkansas, decided to do something about it. Learn about the approach he took—and how you can do the same—on page 30.

Several years ago, a man named Gerry Sackett wrote to us, pointing out that some photos in an article we printed displayed inadequate bracing at best. He wondered if BCSI would ever fully "catch on" in the industry. As it turns out, Gerry is a builder who has a passion for safety on the jobsite for his own very specific reasons. Find out why on page 42.

One of the best ways to get information like BCSI into the hands of construction industry professionals is through the use of educational tools like Truss Technology Workshops (TTWs). A restructuring initiative was recently approved, providing TTWs to these folks at no cost. TTWs have become easier for component manufacturers and WTCA chapters to use as well. Turn to page 36 to read about these and other changes.

Ken Watters, an engineer in Pennsylvania, first brought his new bracing detail to an industry meeting in July. In "Truss Brace Splicing Methods" (p. 50), he reveals how this new continuous lateral restraint detail saves quite a bit of lumber.

While it's too early to report any data or findings from the industry's new SBCRI testing lab, we're glad to report that several proprietary testing projects are currently underway. It is our hope that in one year's time, we will have sound bracing data to report to the SBC readership—information that will make our products safer and more marketable.

Be sure to check out the Supplier Showcase polybagged with this issue! You'll notice that for the first time, it contains the Annual Supplier Listing. Coming off BCMC, now is the perfect time to check out the products spotlighted in the Showcase and make contact with the vendors in the listing.

Best of luck in your endeavors to communicate the industry's message on jobsite safety to the folks in your market! Be sure to pass along your success stories. **SBC**

at a glance

- ❑ The focus of this issue is jobsite handling, installing and bracing.
- ❑ Learn about a new educational tool on framing practices on page 30.
- ❑ The builder featured on page 42 embraced BCSI out of necessity.
- ❑ Polybagged with this issue is the annual Supplier Showcase and the supplier listing.

Thank You to BCMC 2007 Exhibitors Who Discovered New Possibilities in Columbus, Ohio!

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A building inspector raises several critical issues regarding bracing and bracing inspections.

Key Industry Definitions from ANSI/TPI 1

BUILDING DESIGNER: The Owner of the Building contracts with a Registered Design Professional for the design of the Building Structural System and who is responsible for the Construction Documents.

BUILDING STRUCTURAL SYSTEM: The completed combination of structural elements, trusses, connections and systems, which serve to support the building's self weight, the applicable live load(s), and environmental loads.

CONSTRUCTION DOCUMENTS: Written, graphic and pictorial documents prepared or assembled for describing the design (including the Framing Structural System), location and physical characteristics of the elements of a Building necessary to obtain a Building Permit and construct a Building.

TRUSS DESIGN DRAWING (TDD): A type of construction document that includes the written, graphic and pictorial depiction of each individual truss.

at a glance

- There are many guidelines and recommendations in place to ensure trusses are installed and braced properly.
- Truss Design Drawings show the truss calculation and engineer stamp, but usually show limited bracing.
- It is our hope that BCSI recommendations are followed in the field, but we cannot enforce them.

by Ryan J. Dexter, P.E.

Many of the calls and emails that we receive involve jobsite conditions and scope of work questions. Many times they are directly from the inspector signing off on a particular project. A building inspector in Colorado recently submitted the following question to *SBC*.

Question

I have noticed that when engineered trusses are shipped to the job, their Truss Design Drawings have the proper truss calculation and engineer stamp, but usually show limited bracing and seem to rely on a preprinted item showing the nailing of the roof sheathing and ceiling wallboard to be the limit of what they do. Most include the preprinted BCSI-B1 summary sheet, but for the most part it is ignored and the contractors brace whatever suits their fancy. When an inspection is called for, it is usually passed. What kind of response do you have about this issue? To me the truss is the most important part of the entire structure.

Answer

Because the inspector's email raises several critical issues regarding bracing and bracing inspections, we will address the questions point by point:

Point #1: *To me the truss is the most important part of the entire structure.*

We agree that the truss is one of the more important parts of the structure. It is amazing to us how often buildings are designed with trusses being designed by others far after the original design of the building was done. We would prefer to see the truss design process done at the inception of the building design process. Unfortunately, the market ultimately controls; owners/contractors generally do not want to work with a component manufacturer up front in the design process because they believe bidding the work out later will get them the lowest possible price. However, it is not often considered that this practice may also result in a building design that is less than optimal.

Point #2: *The Truss Design Drawings generally have the proper truss calculation and engineer stamp but usually show limited bracing and seem to rely on a pre-printed item showing the nailing of the roof sheathing and ceiling wallboard to be the limit of what they do.*

To address this point, we need to begin with a discussion of building design and the information provided by the Building Designer (see definition in sidebar). It is important to note that residential jobs in many states do not require the Building Designer to be a Registered Design Professional (RDP), and in these cases, the role and definition of Building Designer changes per ANSI/TPI 1-2002 (TPI 1). You can see this in the definitions below.

For structures that require an RDP, the definitions of Building Designer and Truss Design Engineer are as follows (note that the Truss Designer is referred to as a Truss Design Engineer in this case):

BUILDING DESIGNER: The Owner of the Building contracts with a Registered Design Professional for the design of the Building Structural System and who is responsible for the Construction Documents.

Continued on page 14

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TRUSS DESIGN ENGINEER: The individual or organization responsible for the design of trusses. Each individual truss design drawing shall bear the seal and signature of the Truss Design Engineer.

For structures that DO NOT require an RDP, the definitions of Building Designer and Truss Designer are as follows:

BUILDING DESIGNER: The Owner of the Building or the individual or organization that contracts with the Owner for the design of the Building Structural System and/or who produces the Construction Documents.

TRUSS DESIGNER: The individual or organization responsible for the design of trusses.

In this discussion, we are referring only to projects that require a Registered Design Professional. The relationship between the Truss Design Engineer and Building Designer for these projects is as follows:

The Truss Design Engineer gets as much information from the Building Designer as possible to properly design the individual trusses for the Building. This includes the material/system that will be used to sheath the roof of the structure and detailing of the ceiling membrane.

According to ANSI/TPI 1 Chapter 2, which is adopted by reference in several 2003 IRC Sections, the following define responsibilities of the Building Designer with regard to what needs to be provided to the Truss Designer, including bracing:

ANSI/TPI 1-2002 Section 2.5.2 The Building Designer...shall provide the following:

.....**2.5.2.7** Proper transfer of design loads affecting the Structural Elements and Trusses;

2.5.2.8 Adequate connections between Trusses and between Structural Elements...but not Truss to Truss girder connections...

2.5.2.9 Permanent bracing design for the Building...[This is the permanent building stability bracing that is required so that the building can resist all the applied lateral loads, which includes the roof and ceiling diaphragms along with the lateral load resisting elements that are used throughout the rest of the structure.]

2.5.3 The Building Designer shall be responsible for the adequacy of the design of the Building Structural System [and]...shall evaluate the effect of the Trusses and the Structural Elements supplied, on the Building Structural System.

Typically, the truss top chord and bottom chord are fully braced with properly fastened sheathing. The only other bracing that is required is the lateral restraint bracing that prevents a web member from buckling and the location of this bracing is shown on the Truss Design Drawing (see definitions in sidebar).

The Truss Manufacturer/Truss Designer's scope of work follows:

ANSI/TPI 1-2002 Section 2.7
TRUSS MANUFACTURER RESPONSIBILITIES

2.7.6 The Truss Manufacturer shall manufacture the Trusses in accordance with the final Truss Design Drawings, using the quality criteria required by this standard (ANSI/TPI 1-2002).

ANSI/TPI 1-2002 Section 2.8
TRUSS DESIGNER RESPONSIBILITIES

2.8.1 The Truss Designer shall prepare the Truss Design Drawings based on the Truss design criteria and requirements set forth in writing by the Owner, Building Designer or Contractor, by the Structural Design Documents, and in conformance with the requirements set forth in this standard (ANSI/TPI 1-2002).

2.8.2 The Truss Designer shall be responsible for the single Truss design depicted on the Truss Design Drawing.

Thus, the Building Designer and Truss Design Engineer have very specific responsibilities with respect to bracing that if executed properly on the jobsite, should result in a correctly braced structure.

Point #3: ...most include the BCSI-B1 summary sheet but, for the most part it is ignored and the contractors brace whatever suits their fancy.

Truss manufacturers will generally send a jobsite package with every job. This package is intended to provide guidance should the contractor have questions on how to handle, install and brace the truss properly. Jobsite packages ordered by manufacturers from WTCA contain BCSI-B1 through B4 summary sheets, which contain jobsite information illustrating proper handling, installing and bracing of trusses. In any event, truss manufacturers have to otherwise assume that contractors are competent to undertake the work they have agreed to do on any given project. If contractors require assistance in some aspect of the construction project, then they need to find the help they need from a competent party.

ANSI/TPI 1 provides that installation materials be given to the contractor and calls out BCSI as a reference for installation.

ANSI/TPI 1-2002 Section 2.6.1 Truss Submittals and Structural Element Submittals, and any supplemental information provided by the Truss Manufacturer, shall be provided to the Contractor or the individual or organization responsible for the installation of the Trusses and Structural Elements.

Adapted from ANSI/TPI 1-2002 Section 2.6.5 The Contractor is responsible for construction means, methods, techniques, sequences, procedures, programs and safety in connection with the handling, storing, installation and bracing of the Trusses. These topics are covered in the BCSI 1-03: Guide to Good Practice for Handling, Installing & Bracing of Metal Plate Connected Wood Trusses. The Contractor is responsible to carry out the construction work related to the Trusses and the Structural Elements in accordance with the handling and installation information and/or the Structural Design Documents.

WTCA recommends that all component manufacturers distribute jobsite packages, but the manufacturer bears no responsibility to enforce the guidelines within BCSI, especially since they are not typically present on the jobsite during the installation.

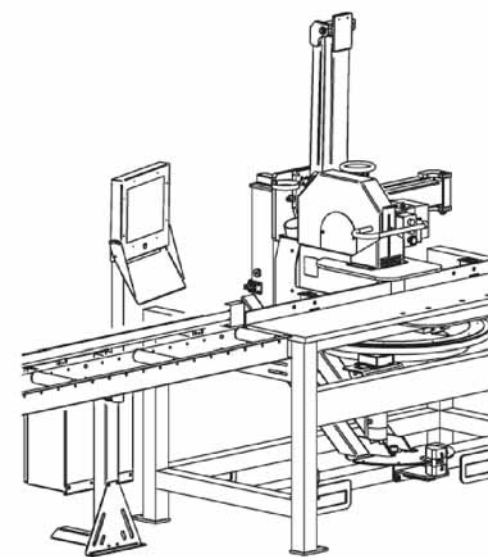
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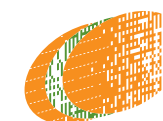


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Safety Scene

Slippery Slopes: Keep Winter Road Conditions in Check

by Molly E. Butz

Winter is right around the corner, and so are all the driving hazards that come with it!

Now that Thanksgiving is quickly approaching and the retail stores have been displaying their holiday collateral for well over two months, it's time to talk about something not nearly as fun but equally as serious: winter driving. From delivery drivers to sales staff, there are likely numerous employees at many component manufacturing facilities that will find themselves on the road navigating their way through sleet, snow or ice.

Even the most skilled drivers can be tested by slippery road surfaces, and that makes winter driving dangerous and scary. However, preparing mentally and physically for these conditions can make cold-weather precipitation a little less menacing. Stay safe this winter with these helpful tips, and be sure to share them with anyone at your company that will be on the road for work or play!

OSHA suggests the Three P's of safe winter driving:

- Prepare
- Protect
- Prevent

Begin preparing for winter-weather driving by making sure the vehicle you'll be driving is in good operating condition. You'll feel immediately more confident knowing you can get from point A to point B without car/truck troubles. The American Automobile Association (AAA) recommends checking the following items:

- Battery
- Antifreeze level
- Wipers and windshield washer fluid
- Ignition system
- Thermostat
- Headlights and hazard lights
- Exhaust system
- Defroster and heater
- Brakes
- Oil level
- Tires

Once your vehicle is prepared, plan out your route! It's even more necessary when the weather and road conditions are challenging to know where you're going. Make sure you let someone know when you expect to arrive. (This way they'll know when to start worrying that you're late!)

Luckily, winter doesn't last forever. However, that also means there aren't many opportunities to "practice" your winter driving skills. When you have the opportunity, utilize empty parking lots to practice emergency maneuvers, preferable during daylight hours for safety's sake. Understanding how your vehicle will react can greatly improve your ability to manage out on the road. For instance, it's easy to forget how much longer it takes to stop on snowy and icy roads.

You can also get ready for a potentially hazardous winter trip by putting together a basic cold-weather emergency kit. Keep these inexpensive and easy to find items in your vehicle—just in case!

- Flashlight with extra batteries
- Jumper cables
- Snow brush/ice scraper
- First aid kit
- Pocket knife
- Blanket
- Mittens, extra socks and a winter cap/hat
- Waterproof covering (try a small tarp or a poncho)
- A small sack of sand or cat litter for traction
- A small shovel
- Lighter/waterproof matches
- Basic tool kit (pliers, screwdrivers, adjustable wrench, tape and wire)
- Paper towels
- Good map/directions or atlas of the areas where you travel
- Emergency flares or a mirror (Don't forget, a music CD can double as a mirror!)

For longer trips consider adding bottled water, a bag of trail mix or energy/protein bars and extra dose(s) of any medications that would be necessary if you got stranded.

The second "P," Protect, is pretty straight forward: always wear your seat belt! And, although it's not federally mandated, New Hampshire is the only state that does not have a seat belt requirement for persons over 18 years old. So it's not just a good idea, it's the law.

The third, and final "P," is Prevent, i.e., Prevent Crashes. With these few things in mind, you'll make the road a safer place for you and everyone around you.

- Never use drugs or alcohol before driving; even some over-the-counter medicines can be dangerous to take before getting behind the wheel.
- Make sure you're well rested before you hit the road, fatigue can greatly slow your reaction time.
- Go slowly! Taking a few extra minutes to get where you're going might just make the difference between getting there...or not.

Last but not least, be reasonable. If you don't have to go, stay put. Most travel can wait a few hours, or even a day if the weather is really bad. In the end, you'll almost definitely be glad you waited. Safety first! **SBC**

To pose a question for this column or to learn more about WTCA's Operation Safety Program, contact WTCA Staff at 608/274-4849, email wtca@sbcindustry.com, or view the Operation Safety demonstration online at www.wtcalco.com.

For reader service, go to www.sbcmag.info/klaisler.htm

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Coast to Coast

50 out of 50



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Wtca Update

Open Quarterly Meeting Minutes: August 17, 2007, San Francisco

Find out what went down at this summer's Open Quarterly Meeting.

by WTCA Staff

Barry Dixon welcomed attendees to the summer Open Quarterly Meeting and thanked everyone for their participation. **Motion to approve the May 2007 Board Minutes as submitted. Motion by Ben Hershey. Second by Bob Becht. Motion passed unanimously.**

Treasurer's Report

Bob Becht reported that revenues are down 11 percent from the projected budget. This can be attributed to publication sales being down and the Truss Knowledge Online (TKO) revenue being down. Total expenditures are down three percent.

Motion to approve the Treasurer's Report. Motion by Jim Finkenhoeffer. Seconded by Dave Motter. Motion passed unanimously.

Executive Committee Report

The Executive Committee is looking closely at the finances of the organization, particularly the membership dues structure. A subcommittee made up of Barry Dixon, Bob Becht, Kirk Grundahl and Ben Hershey will make a recommendation to the Board on what adjustments (if any) should be made to the dues structure.

WTCA and TPI are getting close to finalizing a cooperative agreement for SBCRI. WTCA staff is working to finalize the testing concepts and the list of tests to conduct. When it is most productive to do so, SBCRI staff will schedule weekly teleconferences to discuss what they are going to accomplish week to week in the facility. Some proprietary testing is already underway.

Fort Worth Litigation Update: The only dispute remaining is WTCA's claim against two hotels, which currently resides in a district court. A positive resolution to a lawsuit against WTCA from the Renaissance Hotel has been made with an agreement to hold the 2009 August OQM there.

BCMC Report

139 exhibitors signed up, and overall exhibit space is slightly down, due largely to consolidation. Attendee registrations are down compared to 2006 at this time.

New this year is the BCMC chapter contest, where the largest percentage of members in attendance from a single chapter will receive a pin, ten TTW coupons and recognition at the Annual Meeting and in **SBC Magazine**.

SBC Magazine Update

Thanks to this year's advertisers. Ad revenue is slightly down, but the magazine has been able to control expenses. In the coming months, **SBC** staff will work with members who attend chapter meetings to be even more cognizant of potential stories the magazine should cover.

Committee Reports

CM Roundtable: In an effort to reduce expenses, chapter travel by staff may be reduced. A variety of cost savings options were discussed, and Internet technology could be used as a cost-effective alternative to live meetings. Barry Dixon will be sending out a letter to each chapter president to provide options and from there recommendations will be made.

In light of recent changes in immigration policy, staff will monitor this and continue to provide updates through **SBC** Industry News, Legislative Alerts and other means.

The summer has seen a variety of fire performance of trusses activities from code change submissions to a new NIOSH report on a fire in Green Bay. Component manufacturers were encouraged to keep up on **SBC** Industry News fire service related information, be familiar with Carbeck information on the fire performance of wood trusses, and team up with staff to provide truss plant tours.

CFSC Update: BCSI has been revised for cold-formed steel trusses. WTCA is working on an updated "design responsibilities" document to encompass all structural building component products, from EWP and steel to wood trusses, so that there is harmony with design responsibilities concepts in the market.

Engineering & Technology: In the ANSI/TPI 1 revision process, Chapter 2 has been improved through our work with NCSEA and the manner in which responsibilities are now addressed for temporary and permanent bracing. Complete test fixture development, load acquisition and baseline truss, wall and system testing will consume the rest of the fall. **Tech Note** development will also be a priority to ensure a united message on all WTCA technical issues.

Legislative: The 2008 Legislative Conference will be held in May. The committee feels that a greater emphasis on visiting more federal agencies will be a focus. Advocacy on the state and local level, through truss plant tours, will be a top priority this year.

Management: The TRUCK Program is currently under development and the Basic Training program will be available in English and Spanish in October.

Marketing: The importance of adding new WTCA programs to the SCORE program as they are developed was discussed. It was agreed that new programs created by WTCA to serve members' risk and professional development needs should be added as requirements to maintain Elite status. All new programs will be reviewed and approved for addition to SCORE through the marketing committee.

A motion to restructure TTW program pricing was discussed. The restructuring plan places more value on obtaining CEUs and encourages TTW use among construction industry professionals, chapters and individual members. There is also the option to purchase subscriptions with access to all TTWs. Under the new plan, TTWs can also be bundled for different groups that need this information (specifiers, building inspectors, etc.).

Marketing committee made the motion to approve the new pricing schedule. Seconded by Ben Hershey. Motion approved unanimously.

Membership: General membership statistics were presented. The possibility of changing the current dues structure to a per plant membership fee was discussed.

Joe Odgers was recognized as the top CM recruiter and Stan Sias was recognized as the top Supplier recruiter. The Truss Manufacturers Association of Texas was recognized as the top Chapter recruiter.

QC: The new online QC inspector training tool is available.

Assisting our members with implementation and benchmarking of C_q values was discussed.

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- **President:** Robert J. Becht • Chambers Truss, Inc. • 772/465-2012 • bob@chamberstruss.com
- **President Elect/Treasurer:** Ben Hershey • Alliance TruTruss, LLC • 602/252-1772 • bhershey@tru-truss.com
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Listing as of 10/15/07

For more information about WTCA membership, contact Anna (608/310-6719 or astamm@qualtim.com) or visit www.sbcindustry.com.

WTCA Update

Continued from page 21

Weekly WTCA Board Report

The new Board Report format was discussed; feedback from the Board was positive.

Truss Technology Workshops

Staff gave a presentation on TTWs, explaining why and how members should use this valuable tool to connect with building officials, architects and engineers. This program was very well received and it was suggested that chapters team up with staff to integrate TTW presentations and truss plant tours to educate our markets robustly.

Key Industry Supplier Update: Truss Plates & Steel

The things that had driven the price of steel up—zinc shortage and scrap—have leveled off. Some domestic suppliers have reduced supply to maintain the current price, and there have been some hints that they may raise prices by the end of the year.

Key Industry Supplier Update: Connector Industry/Steel

The preservative treatment issues in our industry have settled down through the testing and evaluation that has been done. For connector companies the current issue is updating the

ICC Evaluation Service (ICC ES) evaluation reports. There is strong desire to find alternatives to the ICC ES process.

Key Industry Supplier Update: Lumber

It was reported that much of Canada is now at the point in the supply life cycle where companies are at the maximum lumber production that they can produce. The demand curve has been and in the future will again be sloping upward, but the supply coming out of Canada will probably not increase. The lumber supply future appears to suggest that as demand will increase, lumber supply will not be able to keep up.

Chapter Representative & Supplier Roundtable Discussion


It was suggested that WTCA promote the "greenness" of the structural building component industry since trusses are an environmentally sound product concept. Staff will look at creating a variety of tools and approaches to take advantage of our products' environmental benefits.

Adjournment


Barry Dixon thanked everyone for attending and said he really enjoyed his time in service to the organization and pledged he would still remain very active.

Motion to adjourn. Motion by Ben Hershey. Second by Clyde Bartlett. Motion passed unanimously. SBC


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Build Strong Relationships

Preparing for D-Day

by Sean D. Shields

Get to know your lawmakers!

November 4, 2008. It seems really far away, doesn't it? For you and me, it's practically a year away. For Congressional Republicans and Democrats, and a handful of national Presidential hopefuls, that day might as well be tomorrow. For these 500 or so individuals, and the mighty political machine pushing behind them, November 4th is D-Day. Decision Day. The day when our nation will choose our next President, 34 U.S. Senators and 435 U.S. Representatives, and very likely the control and direction of the Federal Government going forward.

It's that "control" part that has all of them so worked up, and is the major reason why most pundits are predicting that 2008 will be a year where Congress and the Bush Administration will agree (or disagree) to do nothing substantial. Neither Republicans nor Democrats want to give the other side anything they can use to promote their candidates or convince voters their political party should be entrusted with control of the national agenda.

So as a component manufacturer, how can you effectively build relationships with your lawmakers in this political climate? What do you talk about when their political parties' leaders are bent on making sure nothing substantial happens? The good news is that in 2008 there are even more opportunities for you to work on building a relationship with them, and still plenty to talk about.

"Hello. Hi. How Are You?"

As you already know, the single most important factor in building a relationship with someone is having repeated contact with that person. Over the next year, you have quite a few options you can take advantage of to make sure you have repeated contact with your lawmakers.

First, there is the winter Congressional recess that begins sometime in November, and will likely run until January, barring any last minute wrangling on legislation or political controversies. During this time, lawmakers return to their Congressional districts and will plan on doing two things: meeting with their constituents (that's you!) and raising money for their reelection campaigns.

Several component manufacturers have taken advantage of these opportunities to meet with their Congressmen in their district offices. As Glenn McClendon (Sun State Components) states, "It's well worth the effort!"

Second, there is the annual SBC Legislative Conference, scheduled for May 3-5, 2008. This will be a great chance to visit Washington, DC and meet with your lawmakers again (as a follow up to your winter meeting with them in their district office). This conference is always well attended, and allows you to walk through the hallowed halls of Congress and meet your lawmakers in their impressive offices while they're hammering out compromises on pending legislation.

As a regular participant, Joe Kannapell (MiTek), says, "The Legislative Conference is about being active in government, not just complaining about it. It's about realizing that a democracy requires citizen involvement. That's why we come here." Traveling all the way to DC and participating in the conference also conveys the message to

your lawmaker that you are committed to building a relationship with them.

Third, you have a powerful tool at your disposal that can go a long way toward cementing a strong relationship with your lawmaker: your production facility. It gives you time to show your elected officials pristine bundles of 2x4s, rows of busy component saws, gantry tables, roller presses and enough stacks of freshly built trusses to make their head spin. It also makes your lawmaker a captive audience for the hour it takes to give the tour. This is more than enough time to distinguish yourself from their many other constituents.

Congressman Donald Manzullo (R-IL) echoed this point when he said, "Ultimately, you can show them the process of turning raw materials into finished goods. As a lawmaker who has toured numerous plants across the country, and around the world, that is the magic that sticks in my mind. To this day, I can vividly remember the plant tours I have taken, and how I marveled at the ingenuity behind how things are made."

Finally, there will be a myriad of political campaign events going on in your area as your lawmakers seek re-election. This is the other side of the political process, democratic elections,



In 2006, Congressman Manzullo (right) visited Atlas Components in Rockford, IL. Owner Mike Karceski (left) is a long-time Legislative Conference attendee and has been building a relationship with Manzullo since his first visit to D.C. in 2002.

and is yet another valuable opportunity to meet and interact with your current—or future—lawmakers. It is certainly not necessary, but contributing money and/or your own time to their election campaigns can also make a powerful statement about your desire to build an ongoing relationship with them.

"What I'd Like to Say Is..."

So, let's say you have the opportunity to meet with your lawmaker, what do you do? Assuming that 2008 is indeed the "do nothing" year experts are predicting, what do you talk about? Relax, it's straightforward and simple.

The most important thing to remember when you meet with your lawmaker is be yourself. Even though in their official role as an elected representative, lawmakers may be confident or even arrogant, you will be served best by doing what you do best: being genuine. Not only will your message seem more sincere, but it is more likely they will remember and trust you and your opinion.

Don't worry about the issues, talk about what you know. You may own and run a business, manage a business or work tirelessly to improve the products and reputation of a business.

Continued on page 26



at a glance

- You have a powerful tool at your disposal that can go a long way towards cementing a strong relationship with your lawmaker: your production facility.
- You have nothing to lose—start building these relationships today!

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Build Strong Relationships

Continued from page 25

Whichever the case, you know a great deal about the problems and issues your company faces: cost of materials; workforce quality and ability to provide health care coverage; adequate risk management and affordable insurance premiums; accounting, taxation and IRS reporting requirements. Government can provide relief in almost every case, if effectively persuaded to do so. Don't hesitate to talk about what you do, what your company produces, and what issues you specifically face.

After the lawmaker knows who you are, what your company does, and some of the issues you face, you can always talk about some industry-wide issues. WTCA is here to help you in that endeavor. In many instances, on issues like immigration, health care, workforce development or trade, talking points have been developed for you to use. Talking points are just that, brief statements that can provide either pertinent facts or concise arguments you can use to help you talk about a given topic.

It's also a good idea to do a little research of your own. Before your meeting, you should poke around your lawmaker's website and see what issues interest them. Not only can you get a good glimpse into what issues they're devoting their efforts



Plant tours are a perfect opportunity for lawmakers to better understand our industry by seeing an operation firsthand. In 2006, Frank Klinger, President of Valley Truss & Door, hosted a tour for Congressman Solomon Ortiz. Klinger appreciated the opportunity to have the lawmaker's undivided attention on his own turf.

ing our nation. They have the power and ability to have a significant impact on your operations and the environment in which you transact business. Building that relationship today will give you a leg up when you need their consideration and assistance in the future. **SBC**

Building Relationships in 2008

- Make repeated contact.
- Attend the Legislative Conference.
- Organize a plant tour.
- Contribute or volunteer.

toward, but you can usually find their biography there so you know their background. You would be surprised at how many members of Congress are former business owners, or have ties to manufacturing and construction.

Finally, when meeting with your lawmaker, try to be as brief as possible. This is different than being in a hurry. Don't skip on sharing vital information about yourself, your business, or the issues and perspectives you want to share with them. What this means is that lawmakers are BUSY people, and, for that matter, so are you. Everyone will benefit from a meeting that is just as long as it needs to be. That's why talking about yourself and using talking points to discuss everything else makes common sense.

You have nothing to lose—start building these relationships today! Rest assured that after next November, these lawmakers will once again return their focus to the pressing issues facing our nation. They have the power and ability to have a significant impact on your operations and the environment in which you transact business. Building that relationship today will give you a leg up when you need their consideration and assistance in the future. **SBC**



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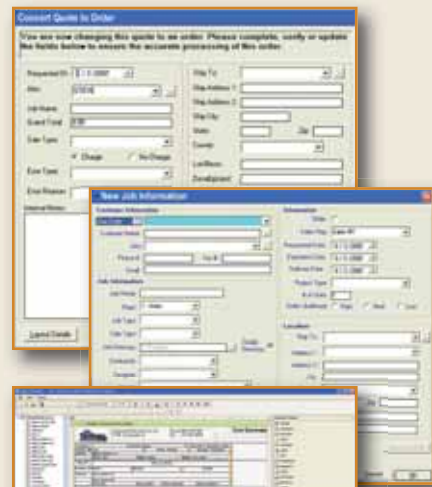
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Laying Out the Facts about Framing

by Marisa Hirsch

Education may lead to more business for component manufacturers.

It's well-known that many unique features make structural building components an attractive and beneficial method of framing. It is also true that problems can arise with any framing system, but working with structural building components may help lessen some of the issues that building inspectors and homeowners may encounter.

This is true for a few different reasons, some of which were addressed when Steven Spradlin, president of Capital Structures in Fort Smith, AR, presented a Truss Technology Workshop entitled "Today's Wood Framing Systems—Problems and Solutions" to a group of Arkansas code officials. Spradlin, an active exhibitor at Code Officials of Arkansas (COAR) meetings, presented this TTW to COAR at a meeting on June 29, 2007 in Fayetteville, AR. However, its creation had actually been in the works for quite a while.



Spradlin says examples of poor framing practices can be found in his market. For example, in this photo, a 4-ply beam bearing on a wall has no studs under it to transfer the load to the floor below.

Benefiting from Educating

The idea of putting together a presentation like this one originated through various discussions among Spradlin, people at MiTek Industries, Inc. and several WTCA staff members. Eventually, the core people who would work on creating the TTW were determined.

Spradlin was motivated to participate in the TTW's creation because he's very familiar with the problems that exist in framing and with framing inspections. The residential market for Capital Structures, which he says consists of Arkansas and parts of Oklahoma, is about 80 percent conventionally-framed. Spradlin said a framing inspection for a residential

building in Arkansas is basically a quick walkthrough by a code official who has no framing plan to refer to—unless the building was framed with structural building components. The result, Spradlin said, is some really poor framing practices that do not meet code because the focus often falls on making sure the heating and air conditioning technicians, electricians and plumbers didn't cut or break anything.

"My contention in all this was that at some point we have to have some sort of plan or view of structural information in residential construction with which to inspect by," said Spradlin. "I think that somebody, whether it be an architect, an engineer or a trade contractor, needs to sit down and do a...layout that shows where the loads are supposed to go or how they're provided for. Because you can't walk into a two-story house and in 20 minutes understand the load paths—how or where they're going, and if they're going to the right place."

Steve Cabler, senior vice president of engineering and technical services at MiTek, said that CEO Gene Toombs had been in contact with WTCA staff and thought the creation of a TTW on this subject was a project that would benefit connector plate makers as well as component manufacturers. This led to both Cabler's and Vice President of Marketing Gregg Renner's participating in creating the TTW.

"We were in agreement at MiTek that this was a very worthwhile project," Cabler said.

Spradlin said that the idea was to show, through facts and photos, some of the framing issues that often arise and how structural building components can help to eliminate or lessen these problems.

"What it all boiled down to is 'Here's what's going on, here's how bad it is, and we need to create this awareness right now of what's happening,'" he said. "Once we do that, then we believe that simple awareness will start driving the industry to a better solution, which is structural building components."

Documenting the Dangers

On April 11, 2007, Spradlin and two of his salesmen, along with Cabler and Renner of MiTek, took one day to travel around to several jobsites in northwest Arkansas. They visited jobsites where they saw examples of both good and bad conventional framing, as well as good and bad component framing. At these jobsites, they observed, took notes and documented what they saw in photos. They then worked with WTCA staff and others around the country to pull together a TTW highlighting some of what they saw and what occurs at other jobsites around the U.S.

"We decided to start in the northwest Arkansas market—trying to figure out what was going on—with the ultimate goal of creating a presentation for Steven to give to espouse the benefits of trusses," Cabler said.

Continued on page 32



"I saw a lot of practices that are not code compliant.... And the problems aren't evident immediately because, to somebody that moves into a house, everything looks fine. But in several years, there would be deflection, sagging, serviceability issues."

—Steve Cabler

This photo is an example of inadequate support of a valley rafter bearing on an unsupported beam.

John Griffith

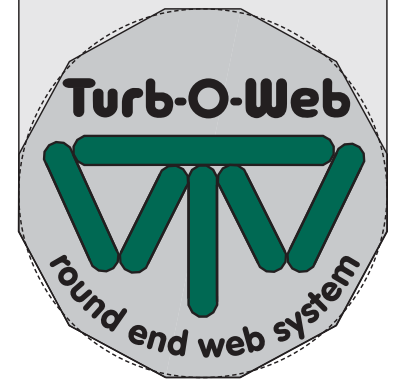
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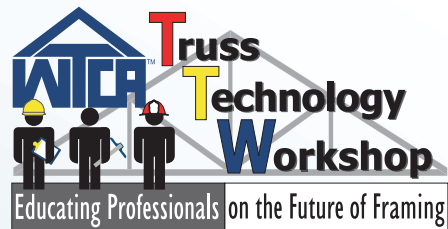
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at a glance

- Steven Spradlin of Capital Structures helped develop a Truss Technology Workshop entitled "Today's Wood Framing Systems—Problems and Solutions."
- He presented the TTW to a group of building inspectors from the Code Officials of Arkansas in June.
- Spradlin believes building inspectors would catch more framing problems if they had a plan of structural information for all residential inspections.



Teaming Up on TTWs

Like many of WTCA's successful projects, "Today's Wood Framing Systems—Problems and Solutions" was created thanks to cooperation between WTCA members and WTCA staff. Steven Spradlin of Capital Structures originally approached WTCA staff to ask for assistance in creating a presentation covering common problems in framing and possible solutions. Independently, staff had a conversation with Gene Toombs of MiTek Industries, who brought up a very similar marketplace need that he was getting feedback on and thinking about how to address. In both cases, staff said they were happy to help and brought the two concepts together to lay a foundation through focusing on this educational program first. Next, Spradlin and some of his salespeople, as well as Gregg Renner and Steve Cabler (also of MiTek), traveled around northwest Arkansas and took most of the pictures needed for the presentation. They then passed their photos on to WTCA staff, who used them to create the presentation and also wrote a script to accompany it.

Once Spradlin had presented the brand new TTW at the Code Officials of Arkansas meeting in June, staff and members teleconferenced to hear how it went and to talk about how the TTW could be improved. Several worthy ideas were discussed, and tasks were assigned—some to members and some to staff. Currently, final touches are being made to "Today's Wood Framing Systems—Problems and Solutions." Once these final touches are complete, the TTW will be recorded and made available online. Everyone wins when challenges are approached with a united team.



Courtesy of Aries Engineering

These improper shims for a common girder on top of a block pier in a crawl space will likely cause this girder and floor to sag over time.

Laying Out the Facts about Framing

Continued from page 31

Spradlin said one of the things they saw during their jobsite visits was a gross abuse of load paths, such as massive amounts of roof bracing weight being transferred onto a non load-bearing wall. Cabler said they saw things that would cause serious problems for homeowners in the future.

"I saw a lot of practices that are not code compliant," Cabler said. "Not only not code compliant, but that do not work from an engineering standpoint.... And the problems aren't evident immediately because, to somebody that moves into a house, everything looks fine. But in several years, there would be deflection, sagging, serviceability issues—especially with the larger custom homes that have longer spans and bigger rooms that are ideal for trusses."

The fact that structural building components are advantageous in this way is one of the points addressed within the TTW. As the presentation states, "...problems of structural support tend to appear more often in complex and large roofs. The design of roofs of almost any complexity or size, however, can be accommodated fairly simply with trusses."

Continued on page 34

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Laying Out the Facts about Framing

Continued from page 32

The reason this is true of structural building components is because of the information that component manufacturers already provide.

"Component manufacturers are already providing layout information and bracing," Spradlin said. "It's already in place; it's a service we provide. And by us, as an industry, already having that information in place, we become a much more viable framing solution."

As the TTW states, "The Truss Placement Plan shows how these are laid out, and there is no guesswork on the jobsite about how the roof is to be adequately structurally supported."

Presenting the Problems

The things the group documented, in addition to what was provided by others, were used to create an information-packed TTW that covers problems with incorrectly framed structures—including load paths, connections, supports and structural member sizing. It looks at specific examples of these things in roofs, walls, floors and foundations. The TTW, which has been through revisions and discussed at length among members and WTCA staff, continues to be added to and improved upon. It is now available for any WTCA member to use.

About 50 COAR attendees were present to see Spradlin's presentation on June 29, and the general response was one of interest and appreciation for the information. Jimmie Deer, current president of COAR and a building official for the city of Fort Smith, said the presentation helped educate inspectors.

"It helped them understand the areas they really need to look at," Deer said. "If they see something [during an inspection] that may or may not have been attached properly, it gives them something to talk to the contractor about. It (the TTW) gives the inspectors a visual so they can say 'I saw that before.'"

One point that Spradlin said he tried hard to drive home was how a lot of damage resulting from poor structural work doesn't show up while builders' typical one-year warranties are in effect. Then, once problems do start to show up, the builder is gone and it's the homeowner's problem. The homeowner, who doesn't want to have to disclose problems when they're ready to sell, sometimes brings in a potentially unqualified person to fix whatever damage has shown up.



This dramatic collapse photo revealed incorrect framing practices.

Courtesy of Aries Engineering

"We hit it home that structural building components are already doing what needs to be done as far as providing the proper information."

—Steven Spradlin

Spradlin said he views his experience presenting "Today's Wood Framing Systems—Problems and Solutions" as a very positive one. Some of the attendees even asked for particular slides to be sent to them.

"I think that we showed them a lot of problems, and we gave them things to look at and think about on their inspections," he said. "We hit it home that structural building components are already doing what needs to be done as far as providing the proper information."

Deer said that, for him, the presentation refreshed many of the things he's learned during the 26 years he's been in the business. "[The presentation] kind of reinforces seminars we've had in the past," he said. "Such as, this span on this header really needs to be designed."

Cabler said he feels the TTW turned out well. "It's certainly factual and captures a lot of the information that we needed," he

said. "We need to figure out how we translate this effort into more areas, involving WTCA, different chapters and MiTek."

Deer said he thinks the green building movement could bring more structural building components to markets like Arkansas. "I think the more they go toward the concept of green building, there's possibly going to be more of that (component framing) happening," he said.

Spradlin said COAR inspectors realize that there's a problem with some framing practices today, but they don't know what the solution is. He said inspectors wanted to know if contractors can be educated, and so he explained that it's really framers who need to be educated. However, he said, there are a lot of problems with that—such as language barriers and a lack of any formal education.

While reaching framers through education is a worthy goal, it is also a difficult one to accomplish. In the mean time, a good way to improve framing practices is to communicate freely with building inspectors. Doing so will help to ensure that they have all the information and details needed in order to spot inadequate framing and/or bracing—before it becomes a property- (and possibly life-) threatening problem. **SBC**



Tornado damage exposed framing issues that revealed structural defects in this home.



The end of a ridge beam for a dormer is bearing on a 2x4.

A good way to improve framing practices is to communicate freely with building inspectors.

Many Thanks!

WTCA thanks the following people for their help in developing and improving the Truss Technology Workshop entitled "Today's Wood Framing Systems—Problems and Solutions."

- Steve Cabler, MiTek Industries, Inc., Chesterfield, MO
- Joe Heinsman, Stock Building Supply, Franklin, IN
- Gregg Renner, MiTek Industries, Inc., Chesterfield, MO
- Jerry Vulgaris, California Truss Company, Perris, CA
- Tom Zraggen, Aries Engineering, Inc., Royston, GA

"Today's Wood Framing Systems—Problems and Solutions" is now available for member use. Please contact Melanie Birkeland at 608/310-6720 or mbirkeland@qualtim.com for more information. In the near future, it will also be available online.

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Truss Technology Workshops Restructured to Increase Usage

by WTCA Staff

Revamped to educate a broader audience.

WTCA's Truss Technology Workshop has undergone a major restructuring to help bring important industry information to construction industry professionals, and to help WTCA members educate their markets. Earlier this year, a subcommittee of Ken Cloyd and Ben Hershey was formed to look at TTWs and improve their use by members, and to better target TTWs for key audiences such as architects and engineers, building officials and contractors. The subcommittee's recommendations for TTW restructuring were approved by the Board at the August Open Quarterly Meeting.

"One of the problems that our industry is faced with is educating outside of our employees," said Ben Hershey, President of Alliance TruTrus, LLC. "We've done a great job educating our employees with TTT, TMO, ORisk and other programs. We need to do more by educating the people outside of the plant: architects, engineers, building officials, framers and contractors."

The subcommittee looked at how TTWs can help component manufacturers fill this education gap. "There's a lot of stuff we do that is very pertinent to improving our industry as a whole," said Ken Cloyd, President/CEO of California Truss Company. "The more education we give architects, engineers and other professionals, the better place our product will be—fewer failures, better drawings, more specific details," he said.

Hershey agrees that there is a definite need to share information about component construction to the larger construction industry. "So many young people are coming out of college and tech schools and we're finding they've been taught about concrete and steel, but little on wood. They want to know how to use, design and install our products," he said. "Likewise, so many framers aren't educated and are starved to know this information. We can help show them how they can mitigate their risk."

Here are some of the major changes to expect as part of the restructuring.

Professionals—View TTWs for Free!

To encourage the use of TTWs among industry professionals, starting this month, online TTWs are now available at no cost to the following audiences:

- Architects and Engineers
- Building Inspectors and Home Inspectors
- Members of the Fire Service
- Builders, Contractors and Framers

ttw.sbcindustry.com

Continued on page 40

4 TTW Options—Choose What's Right for You

With four options, WTCA's Truss Technology Workshop presentations give WTCA members the tools to educate their market and help brand their business. Members can mix and match TTW's four formats to develop their own education plan. These formats allow WTCA members and construction industry professionals to strike the perfect balance between communicating critical information about the structural building components industry while professionals fulfill their need for industry and continuing education. Take a look at TTW's formats below and choose the combination that's right for you.

1 Live Seminars

Live TTWs are presented in a classroom setting with a TTW projected by a live instructor. Participants enjoy face time with the instructor and receive handout packages on the given topic. Presentations can be easily customized to suit the needs of the audience, and participants can ask questions and learn from other attendees. This live format is well suited for local groups that would like a presentation at a designated time and place.

2 Online TTWs

Designed for individuals who want a course brought directly to them, online TTWs are auto-run, produced courses accessed through TTW's website, ttw.sbcindustry.com. With nearly 20 courses available on the site 24/7, participants have the flexibility to choose when and where they take a course. Quizzes are embedded throughout each course to document completion for CEU credit, and students can email WTCA's technical team to ask questions.

3 Web-Based TTWs

Web-based TTWs bring together some of the best features of live and online TTWs – one-on-one interaction with an instructor and other participants along with the convenience of not having to travel to a meeting. Participants are connected through the Internet and a teleconference line to an instructor. Handout packages can be mailed in advance or posted online for viewing, and presentations can be easily customized to suit the needs of the audience.

4 Component Plant Tours

Truss plant tours are a walking tour of a manufacturing facility where participants gain a first-hand understanding of the inner operations of a component plant. This is probably the most powerful learning opportunity our industry can provide in communities across the country. Seeing that this is a high-tech industry with a commitment to quality allows participants to gain a much greater appreciation for all that goes into building components. Component plant tours are appropriate for all groups and can be coordinated to fit everyone's schedule.

Have you used TTWs to educate your marketplace in any way? Tell us about your experience; email Emily Patterson at WTCA at epatterson@qualtim.com.

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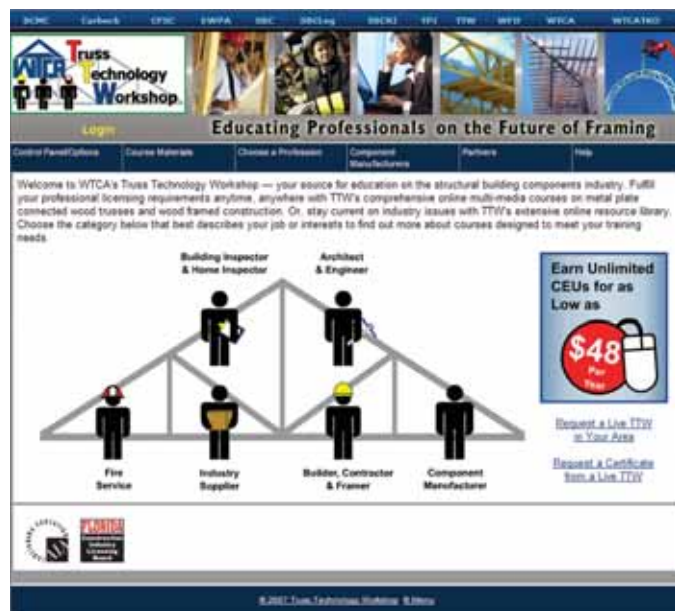
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TTWs Restructured to Increase Usage

Continued from page 36

Professionals can visit ttw.sbcindustry.com and access individual online courses at no charge. However, each course includes a quiz with the option to purchase certification for continuing education credit (CEUs/PDHs). Each quiz and certificate costs \$25.

"We've never really marketed to engineers and architects in this manner," said Cloyd. Offering free TTWs to these audiences, he said, stands to benefit the industry for years to come. Beyond the initial education a professional receives, Cloyd says TTWs can help market the industry and individual manufacturers. "If a building department can go to our site and learn something for free, it will elevate our product in their eyes."

The more education we give architects, engineers and other professionals, the better place our product will be—fewer failures, better drawings, more specific details.

For professionals who wish to earn continuing education credit for multiple courses and are interested in bundling additional features with TTWs, a year-long subscription can be purchased for the site (visit www.ttw.sbcindustry.com/pricing.php for exact pricing). This seat-based subscription includes access to quizzes and certification for all courses and allows users to print their own certificates.

Enhanced Members-Only Package

Another change in the TTW restructuring allows component manufacturers and suppliers to stay up to date on industry issues. The new enhanced members-only TTW package includes access to courses, quizzes and certification. Members can earn TTT recertification credit and professional continuing education with this option.

In addition, this new package option includes access to PowerPoint® files for members who want to give live presentations in their market. "All you have to do is push a button and point. It's an easy way to get information out to any audience," said Clyde Bartlett, President of Bluegrass Truss Company. He's used TTW PowerPoint presentations on "How to Read a Truss Design Drawing" and "How to Read a Truss Placement Plan" in presentations to code administrators and structural engineering associations in his state. "They told one of my employees how knowledgeable I am," he said. "TTWs are easy to use and make you look professional."

Individuals who would like to use TTW PowerPoints without access to the online courses can purchase access to just the TTW PowerPoint files. Chapters can receive complimentary access to download individual PowerPoints from the website for use at a chapter event; contact WTCA for more information and to obtain access for your chapter.

For those who want to be able to take course content with them on the go, individual TTWs can also be purchased on CD (visit www.ttw.sbcindustry.com/pricing.php for pricing). In addition to a requested TTW, chapters and members can receive collateral material on a CD, such as additional customized versions of a presentation (where available). The non-member version of CDs includes only the produced version of a requested TTW.

Live Web-Based TTWs

Along with the above price restructuring, WTCA is also unveiling live web-based TTWs. Presented in real time, web-based TTWs connect participants through the Internet and a teleconference line to an instructor who gives a presentation. Participants receive one-on-one interaction with the instructor and other attendees without spending the extra time or expense of traveling to a meeting.

Alliance TruTrus has offered similar web-based presentations based on TTW content. "On a Friday afternoon, we offered a web-based presentation where they had the ability to log on and see what we're doing. Now we have continuing education credits available for that from WTCA. It's a way to educate a lot of people at once without going to their office," he said.

Hershey notes that the web-based format helps break down barriers that customers and potential customers might have when attending a traditional meeting. "Now we're finding with building officials, they're saying, 'If I have to travel 50 miles, I'm not going to do that.' The gas cost alone can be prohibitive. Here's a way of eliminating that as a reason for not coming."

Members can sponsor web-based TTWs to offer to their current and potential customers. Contact WTCA staff for more information or to offer a live web-based TTW through your company or chapter.

Reap the Benefits of TTWs Today & Tomorrow

TTW restructuring brings many changes to the program, with the goal of offering members and professionals the opportunity to use these presentations in the format that best meets their education goals. In addition to filling an immediate educa-

Live web-based TTWs connect participants through the Internet and a teleconference line to an instructor who gives a presentation. Participants receive one-on-one interaction with the instructor and other attendees without spending the extra time or expense of traveling to a meeting.

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tion and training need, the TTW subcommittee looked at the long-term benefits TTWs can bring over time in promoting the industry. "I see this restructuring as growing our markets," said Cloyd. "If we get this out, we'll increase our market share."

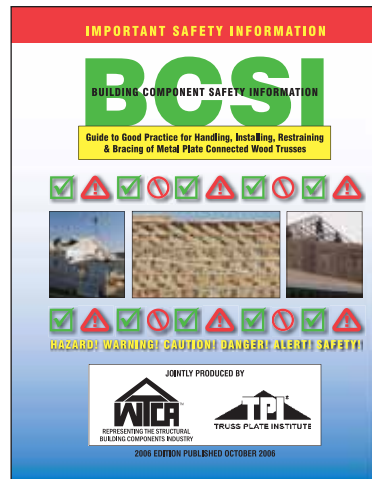
To view courses or purchase access to TTW materials, visit ttw.sbcindustry.com. For more information about offering TTWs in your market, contact Melanie Birkeland at mbirkeland@qualtim.com. **SBC**



Jobsite Safety Is No Accident

by Gerry Sackett

One builder tells how BCSI helped his framing crew become more aware of safety on the jobsite.



at a glance

- With BCSI, WTCA provides a high caliber safety and technical resource.
- The BCSI series has raised the bar on safety for the producers and the end-users of all manufactured products.
- One "small" accident resulted in a serious spinal injury and claims over \$150,000.
- The unfortunate incident caused this builder to tighten its reigns on jobsite safety practices.

Safety is No Accident"...the implication of this play on words is that safety is not by chance, but the result of concerned specific thought....a plan.

Puns and humor aside, in the construction and manufacturing industries there are endless possibilities for accidents which are no laughing matter. People can and do get injured and even lose their lives, every year. OSHA and the AGC have implemented standards for safety that include training of personnel, requirements for specific safety equipment, programs for regular inspections, and documentation for the safety measures taken, and for "accidents" if they do occur.

With the publication of BCSI, WTCA and TPI have added to these standards a safety and technical resource of the highest caliber. At the same time, they have raised the bar of industry commitment to safety, not just in the component industry, but for the producers and the end-users of all manufactured products.

Given these resources, the question is how to implement safety principles in the construction workplace. Where scores of workers are on a single jobsite, a lapse of safety standards could result in an accident of disastrous proportion, affecting many individuals. Responsible employers accept the OSHA safety requirements applicable to their trade, as a given condition and cost of doing business. Larger operations often designate a safety officer or coordinator to oversee a safety program company-wide.

The scope of safety hazards facing smaller manufacturing and custom residential contractors is, of course, much different than for the large commercial companies, but represent no less important a consideration of doing good business. For the start-up and owner-operated business the wisdom and economy of developing a "culture of safety" may dawn slowly, but is value added to the workforce that makes the business grow.

Abrahamse & Co Builders began as a small residential builder and remodeling contractor. Over the last 31 years we have grown to a staff of over 60 with a core of long-time employees, including eight in management and twenty-five to thirty carpenters in the field. Our work ranges from fine custom residential to institutional (mainly churches), commercial-industrial and some specialty work in parks and on historical sites.

Continued on page 44



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Jobsite Safety...

Continued from page 42

As a "small contractor" we were fairly relaxed about safety issues and seemed to get by okay. Everyone more or less took care of themselves. Many small operations are run in this way and have no problem. But all it takes is one problem.

In 1989 an Abrahamse masonry laborer erecting scaffold fell from only one rung high, (about two feet off the ground), fracturing a vertebrae. It was a serious spinal injury and resulted in claims over \$150,000. Our Workman's Compensation carrier canceled our policies.

This accident, plus a run of previous minor claims had tipped the scale and run our "insurance mod" off the chart. We thought our premiums were high before—the options for continued coverage were sky high. However, those rates could be softened by implementation of a viable Safety Program with periodic monitoring by an agent of the insurance provider, including surprise site inspections. We could no longer afford to let safety issues "take care of themselves."

We decided to appoint a Safety Officer from among our management staff to direct a company-wide safety overhaul. Taking stock of where we were and what resources were available in-house and through industry organizations such as OSHA and the AGC, two fundamentals became clear:

The core of a good safety program is a written policy, a statement of the safety measures and procedures to be used and maintained company wide. By and large these are common sense rules of engagement for the trade in practice, bound in booklet form and kept on site by every supervisor.

The life of a good safety program is effective leadership by general management and key field supervisors to establish a culture of safety within the ranks of the workforce in general. Once this "culture of safety" takes root, new hires, young, and older workers will go with the flow, and follow the established order.

Steps We Took to Develop a Viable Safety Program

1. We directed the Safety Officer to recruit two people from general field staff to serve as Safety Coordinators and to offer a bonus or pay increase for accepting this level of responsi-

"Abrahamse & Company is committed to providing a safe work place for its employees. Nothing is as scary, heartbreaking, or expensive as a serious accident happening to one of your own. Preventing accidents takes a lot of perseverance, patience, and the willingness to spend the time and money to set up a job in a way that meets proper safety standards. Over time though, if the workers in the field know that you would rather spend that time and money to be safe than take unnecessary risks, they will become responsible for the safety of their working environment. That is when you know your program is working."

—Dale Abrahamse, founder and president of Abrahamse & Co Builders

bility. This served to involve workers personally in their own safety and at the same time reduced the burden on management to achieve the shift in overall company awareness of safety that was needed at the time. It was to be their duty to implement our new policies in the workplace.

2. The Safety Officer was charged with compiling a Safety Manual and Employee Handbook to establish the base of our program. This required a focused effort to organize and to communicate company position on everything from safety and absenteeism to drugs and sexual

harassment. As a foundation statement of general company policy, this handbook clearly shows that a viable Safety Program is in force. It is given to all employees and is the basis for new hire training and for periodic company-wide safety meetings.

3. The Safety Team began to assess the condition of all tools and equipment. Anything substandard was repaired or removed from service. We recorded every tool in a central log, listed by tool number, noting the location, condition and repair records, date and cost of original purchase. Supervisors were charged to conduct a quarterly safety check of all electrical equipment, field power panels, lock-outs, etc.; forklifts, work platforms in use and emergency equipment or supplies are checked weekly. All inspections are recorded in the Daily Log.

4. We began to standardize and upgrade our Job Staging. This category can include some costly equipment such as forklifts, ladders, scaffolding, and lifting equipment as well as procedures followed for on-site storage and handling of fuel, fire protection and disposal of hazardous waste. Safety signage, workplace lighting and general housekeeping also were subject to new oversight and organization. We recognized the need for specific employee training and industry certification for equipment operators.

5. For our weekly "Tool Box Safety Meetings" we subscribe to a service that provides a variety of prepared topics. All those attending sign in on the lesson sheet, which, entered in the Log, becomes documentation of the Safety Program. BCSI is of particular value as an additional lesson resource with floor and roof construction addressed in expert detail and "tri-lingual" (in English, Spanish and in pictures). We provide a copy of BCSI to all Supervisors and insist recommended procedures be followed.

Continued on page 46

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The core of a good safety program is a written policy, a statement of the safety measures and procedures to be used and maintained company wide.

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WORLD'S No1 MSR

Personal involvement is ultimately the key to success with any program.

Jobsite Safety...

Continued from page 44

It's a good idea to have crew members rotate in reading the lessons, which then can be opened up for discussion. If possible, we let the work underway suggest the topic, such as how to set trusses safely, rig a crane for lifting, manage a tag line, etc. The point is to involve the workers in their own safety through discussion and experience.

6. We began to look at procedures we generally follow and make comparisons with what are known as "Best Practice" procedures industry-wide. We subscribe to trade journals that examine the performance of tools, and share how-to info from experts in the field, and make it a point to distribute good information to the supervisors and general staff. At our quarterly Supervisors Meeting we solicit questions and information from the field about how to improve operations and the bottom line. A success on one job becomes a success on the next. A problem identified need not be repeated.

The importance of good information cannot be overstated. The shop drawings issued on a set of trusses, even with the engineer's stamp of approval, may contain mistakes. Once on site, a mistake in a truss package can be costly and hazardous. We insist that our job Supervisors make a detailed review of all "shops" before fabrication, and consider that process an exercise of "partnership" with our supplier.

7. We expanded our membership in trade organizations such as the AGC, WTCA, local home builders association, Construction Specification Institute, Safety Alliance, etc. We ask for supervisor or project manager volunteers to represent our company at the chapter meetings, which allows for individual involvement and underlines our commitment to the concepts of safety and community in the trades. There is no need to re-invent the wheel when so many are facing the same kind of challenges, and it's good to network with others in the industry we all have a stake in building.

8. In order to keep up with the latest safety trends and the requirements of the law, we designate one or more persons from the general staff to be trained and certified as OSHA COMPETENT annually. This training increases awareness and skill to bring operations up to industry standards and is an important investment in the safety of the workplace. The erection and management of work platforms, scaffolding, and ladders, required fall protection means and availability of personal safety gear are covered in detail. Electrical grounding, appropriate safety lock-outs, opera-

tion of forklifts and other equipment, and operator certifications are all within the scope of training offered.

OSHA certifications may keep your company out of hot water if you have a "surprise" inspection. OSHA field inspectors are required to wait up to one hour for your OSHA Competent person to arrive on-site to assist with the review. With a written safety policy and OSHA trained personnel you are already on second base instead of two strikes down when the OSHA inspector pulls into the lot.

9. When subcontract labor is involved in our work we include language in our written contracts that requires subcontractor personnel to adhere to our company safety standards and provide the standards in written form. This helps to fairly spread the responsibility for jobsite safety and to engage the subs as cooperative partners working together.

Personal involvement is ultimately the key to success with any program. Having a company policy, a safety manual, stocked first-aid kits, and charged fire extinguishers are not worth much without the interest and participation of those with their hands in the work. Let management take the lead with policy and resources; supervisors with regular subjective lessons, documentation and on-site implementation of good practice; and selected personnel with specific responsibilities relative to safety.

At Abrahamse & Co we have found that involving individuals on all levels of our workforce in the quality of our operations is the key to development of a culture of safety company-wide. Easy to use resources such as BCSI, investment in specific training such as Basic First Aid, and OSHA Competent Certification go a long way. For sure, it is an ongoing effort, but there is no doubt that the effort pays off and underpins the bottom line of our projects.

For several years our "insurance mod" has dropped and our workers comp premiums have reduced. We have an excellent safety record. We still have random inspections by a safety auditor employed by our insurance carrier, though now at our request, and we recognize the benefit of the oversight, taking their suggestions and appraisals seriously. We feel that having a real safety program makes Abrahamse & Co a better place to work. **SBC**

Gerry Sackett, owner of GERRYRIGS, LLC, has worked in general construction since 1968, and served as a Project Manager for Abrahamse & Co Builders of Charlottesville, VA for over 20 years. Since his apprenticeship with a company known as Speed-Space in the 1970s, Gerry has had an interest in component and modular innovation. GERRYRIGS is a member of WTCA and its Capitol Area Chapter.



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TRUSS BRACE SPLICING METHODS

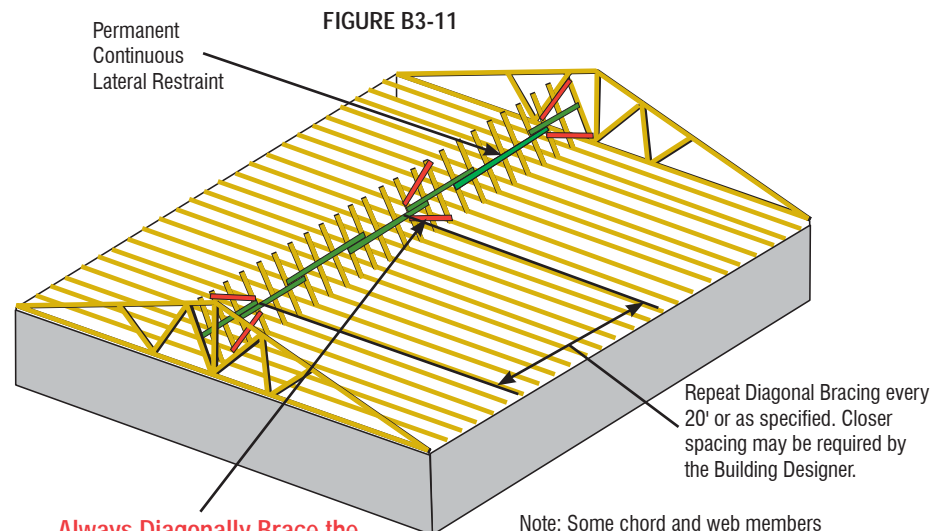
by Ken Watters, PE. & Patrick A. Phillips, PE.

The Building Component Safety Information (BCSI) booklet, jointly produced by WTCA and the Truss Plate Institute, recognizes three planes requiring restraint in a roof truss. These three planes are the top chord plane, the bottom chord plane and the web member plane. This issue is dedicated to the importance of truss bracing in maintaining a safe and useful structure, and in order to accomplish this all three planes must be addressed satisfactorily. However, for this article, and for brevity's sake, only the web member plane is examined.

Figures B3-11 through B3-13 of BCSI provide a good illustration of bracing the web member plane in a series of roof truss components. Observation of this illustration reveals that the bracing is comprised of two parts. The first part consists of a continuous lateral restraint (CLR) and the second part consists of a series of diagonal bracing members ("spaced at 20' intervals") designed to distribute the cumulative lateral web member forces into the roof or ceiling diaphragm. Closer scrutiny of this illustration highlights the need to overlap the termination of the CLR's at adjacent trusses. This means that for every 16' piece of CLR installed, 4' of lumber is lost in the transition between each successive member. The obvious question is can the CLR be installed without overlapping adjacent trusses (i.e. a butt joint)?

Figures B3-11 through B3-13 of BCSI provide a good illustration of bracing the web member plane in a series of roof truss components. Observation of this illustration reveals that the bracing is comprised of two parts. The first part consists of a continuous lateral restraint (CLR) and the second part consists of a series of diagonal bracing members ("spaced at 20' intervals") designed to distribute the cumulative lateral web member forces into the roof or ceiling diaphragm. Closer scrutiny of this illustration highlights the need to overlap the termination of the CLR's at adjacent trusses. This means that for every 16' piece of CLR installed, 4' of lumber is lost in the transition between each successive member. The obvious question is can the CLR be installed without overlapping adjacent trusses (i.e. a butt joint)?

Continued on page 52



Always Diagonally Brace the Permanent Continuous Lateral Restraint!

Note: Some chord and web members not shown for clarity.

EXAMPLES OF DIAGONAL BRACING WITH CONTINUOUS LATERAL RESTRAINT

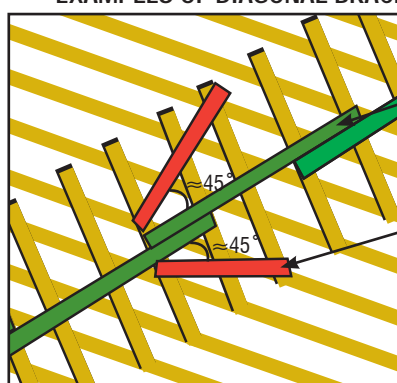


FIGURE B3-12

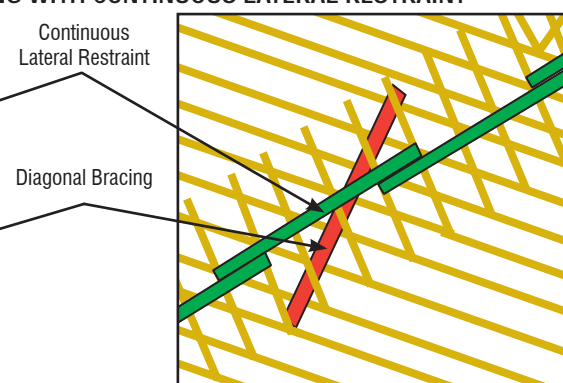
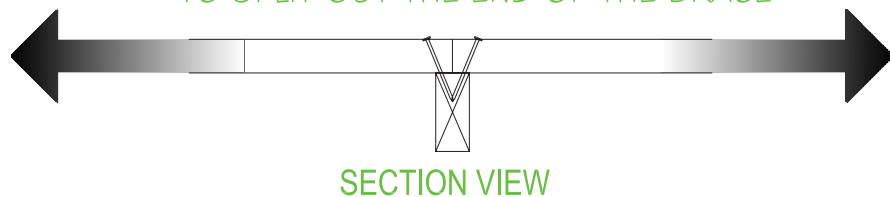


FIGURE B3-13

at a glance

- ❑ This new bracing detail eliminates significant wood waste.
- ❑ Bracing is comprised of two parts—continuous lateral restraint (CLR) and a series of diagonal bracing members ("spaced at 20' intervals").
- ❑ For every 16' piece of CLR installed, 4' of lumber is lost.

NAIL IS LOADED IN WITHDRAWAL AND WANTS TO SPLIT OUT THE END OF THE BRACE



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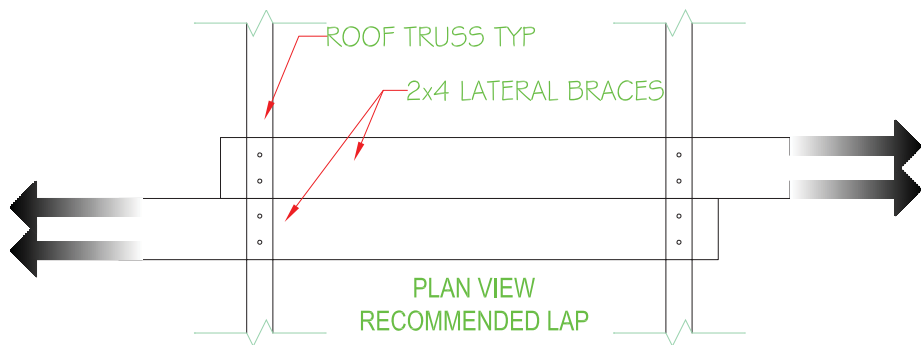


Figure 1. Overlaps of 28" or 52" min for 2' and 4' on-center spacing respectively.

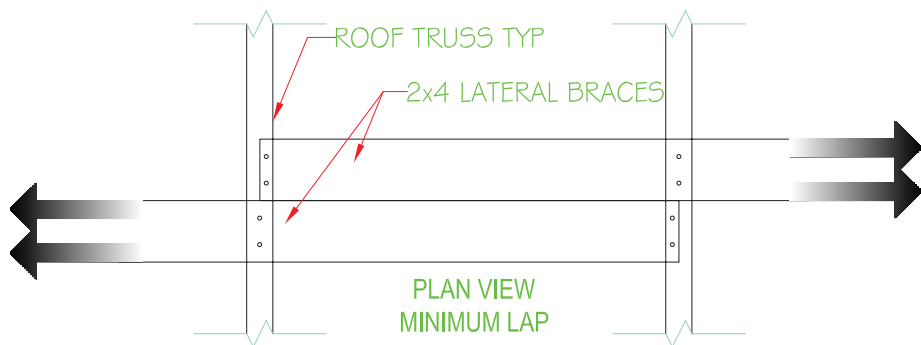


Figure 2. Overlaps of 24" or 48" for 2' and 4' on-center spacing respectively.

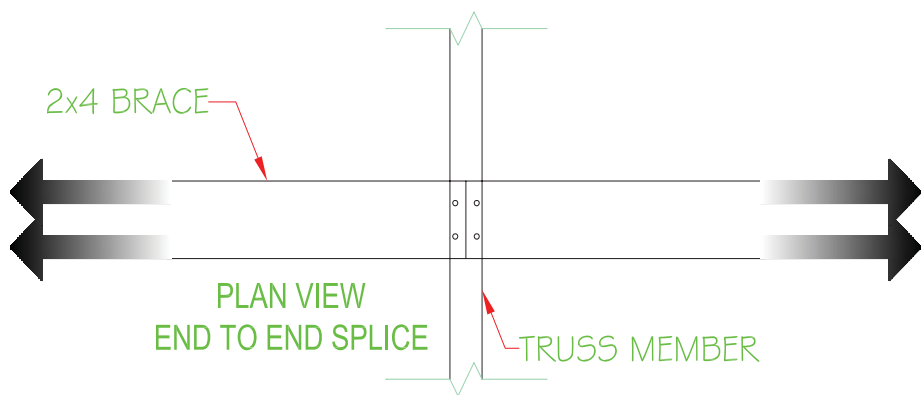


Figure 3. Butt end to end.

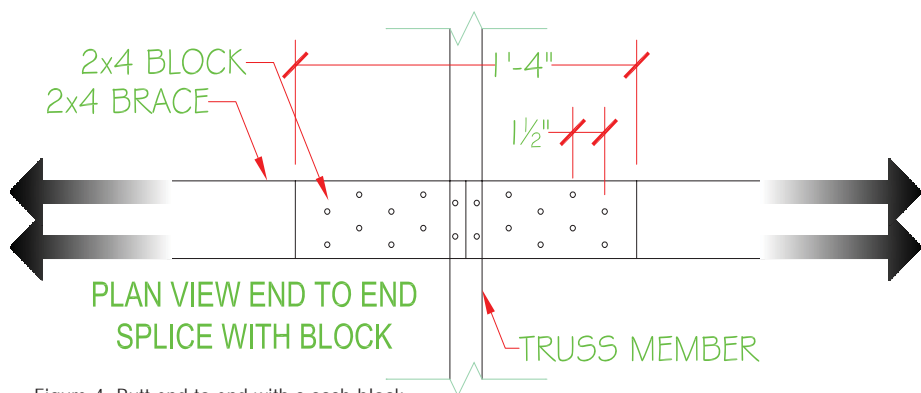


Figure 4. Butt end to end with a scab block.

Truss Brace Splicing Methods

Continued from page 50

Technical Values & Calculations

In order to subject this matter to careful adjudication, a number of design considerations and assumptions need to be made. First, BCSI states that the CLR is to be 2x4 dimension lumber, thus 2x4 SPF #2 will be chosen. Second, the web material of the truss component itself is assumed to be 2X4 SYP #2. Third, it is assumed that all the trusses have the same geometry and thus the same web pattern. Fourth, the lateral force in the web member is a result of static loading, in this case snow loading is assumed. Fifth, 10d gun nails will be the fastener of choice because they are commonly used in construction and are readily available at most hardware stores. This particular nail has a length of 3" and a diameter of 0.131" and the lateral capacity of this particular nail is 106 lbs. This lateral capacity is arrived at by judicious application of the yield limit equations found in Table 11.3.1A of the National Design Specification for Wood Construction 2005 Edition (NDS). This 106-lb capacity per nail includes a 15 percent snow load duration increase; however, no additional increases or reductions have been taken.

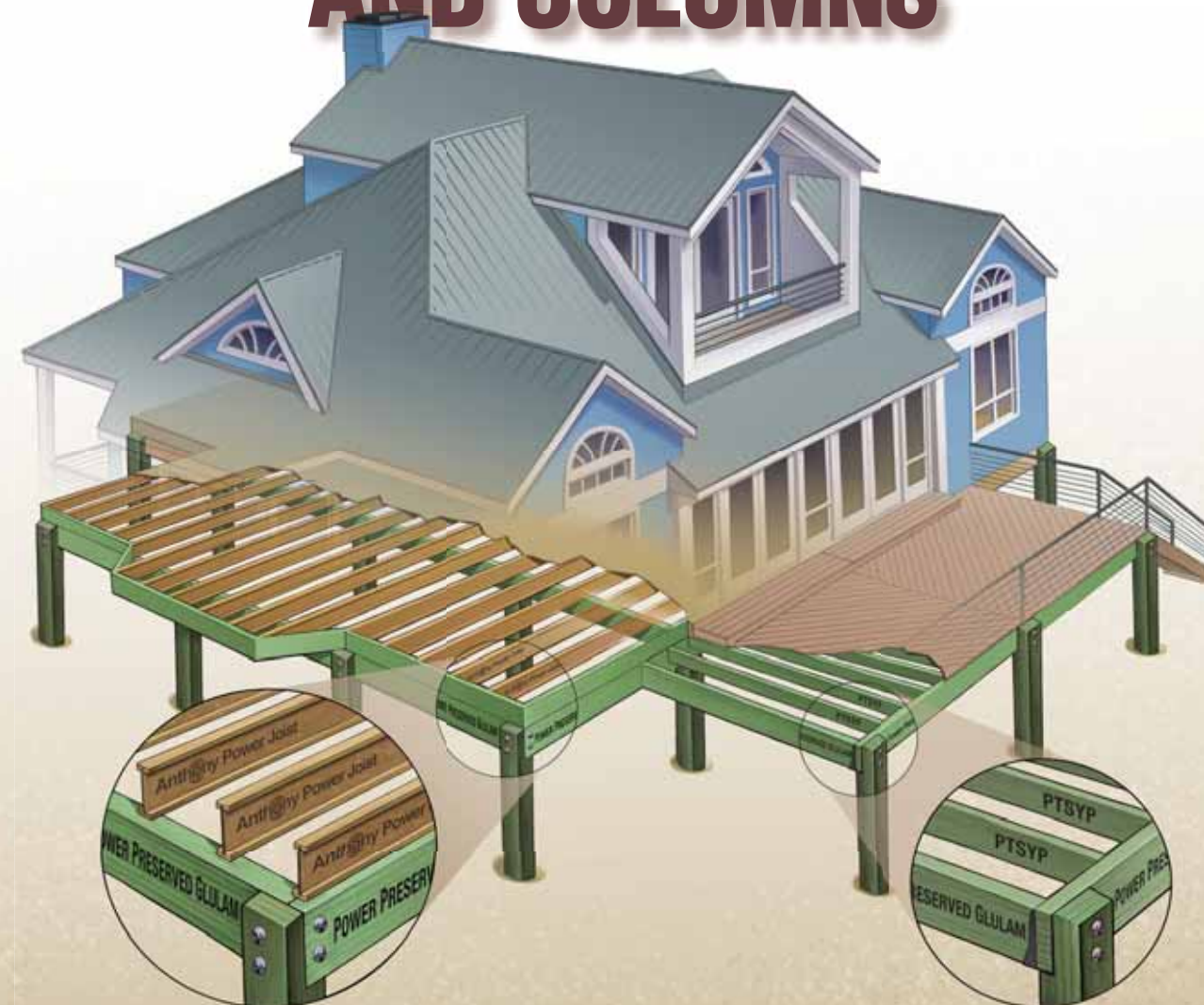
We need to make one more assumption for the purpose of calculating forces. This is the value of a nail driven at an angle at the very end of a board. For the purposes of this article, a 50 percent reduction in capacity for this "end nail" condition has been assumed. The NDS gives no guidance on this type of connection: the actual capacity is just one bit of valuable information the SBC Research Institute (SBCRI) may be able to provide to the industry in the future.

Common Types of Lumber Splices & Approximate Capacities

Typically, two nails are used to secure each brace at every truss intersection. The following values should be used as a comparison from one method to the other.

Continued on page 54

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Truss Brace Splicing Methods

Continued from page 52

- 1.) Overlaps of 28" or 52" min for 2' and 4' on-center spacing respectively: **4 nails * 106#/nail = 424#** (See Figure 1.)
- 2.) Overlaps of 24" or 48" for 2' and 4' on-center spacing respectively: **4 end nails * 53#/nail = 212#** (See Figure 2.)
- 3.) Butt end to end: **2 end nails * 53#/nail = 106#** (See Figure 3.)
- 4.) Butt end to end with a scab block: **(8 nails * 106#/nail) = 848#** (end nail contribution ignored) (See Figure 4.)

Obviously, the application of a scab block yields the greatest capacity of the four connection details examined. It does not increase the capacity of the connection to the web (i.e., the lateral force in the web must be less than 212#); however, it does increase capacity across the web.

Usage example

As an added benefit, this type of installation can save over 2-1/2' of lumber per splice. The following list gives the amount of lumber needed for each type of splice previously discussed for one row in a 100-foot building with trusses 2' on-center.

more nails added if more load transfer is required in certain circumstances. This connection makes the most use of the lumber and makes use of small blocks that in many cases can be salvaged from the scrap pile.

Proper bracing and the splicing of that bracing into long runs is essential for trussed roof systems and should always be given proper attention. In many situations it is a good idea to seek the advice of a structural engineer to help with the design of the overall truss bracing system. **SBC**

Ken Watters II is a 1994 graduate of Penn State University with degrees in Structural and Mechanical Engineering. Prior to opening KW Engineering in 2004, Ken worked for several different component manufacturers and was the engineering manager for one of the mid-Atlantic region's largest turn-key framing companies. Ken has experience with many diverse projects including single-family homes, multi-family homes, commercial buildings, and special structures. Ken helped create WTCA's BCSI booklet.

Patrick Phillips, P.E., has a Bachelor's and Master's degree in Agricultural Engineering from Virginia Tech. He has worked in the component industry since 1995. He is the owner of Phillips Wood Truss Engineering in Taneytown, MD, which specializes in the design and repair of metal plate connected wood trusses.

It is not uncommon to have thirty rows or more of bracing in some buildings. Alternately, it is not uncommon for a residential house to have 4 or 5 rows of bracing; however, that same house can be built 100 times a year.

- End to end – 98 lineal feet (see #3 above)
- End to end with block – 120 lineal feet (see #4 above)
- Min overlap – 132 lineal feet (see #2 above)
- Recommended overlap – 156 lineal feet(see #1 above)

Conclusion

End to end splicing or the minimum overlap splicing may not be able to develop the required capacity needed in a particular bracing system and should be avoided. Butting braces end to end with a scab block, recognizing that this is a continuity connection across the web because the brace forces are cumulative, results in the greatest capacity of the connection details discussed. The block length can be increased as required and

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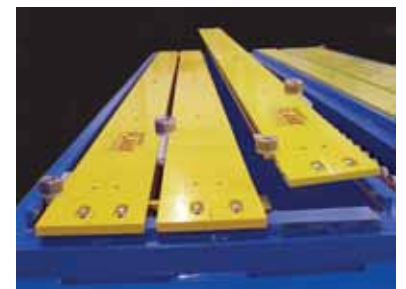
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Chapter Corner

For more information about WTCA Chapters and how to become more involved, contact Anna L. Stamm (608/310-6719 or astamm@qualtim.com) or Danielle Bothun (608/310-6735 or dbothun@qualtim.com). Contributions to Chapter Corner, including pictures, are encouraged. Submissions may be edited for grammar, length and clarity.



Chapter Spotlight

Reaching the Fire Service Through Truss Plant Tours

by Chris Smith

On Tuesday, September 18, LaValley Building Supply, Inc opened its doors and welcomed members of the New Hampshire State Fire Academy as well as two local fire officials. We started with a presentation on the history of trusses and some basic truss and plate information, plus information on the ASTM E119 fire test. The next stop was the design office to show where the process starts, then on to the plant. We were also pleased to present a live fire demonstration made possible by the Carbeck Structural Components Institute—the Fire Barrel Demonstration of Metal Connector Plates. With the help of our chapter, the WTCA–Northeast, we were able to provide lunch for everyone; and, with the assistance of WTCA and WTCA–Northeast, we were able to provide each person with a packet stuffed full of information about trusses.

The tour went very well and the results far exceeded my expectations. Many members of the group asked if we would be willing to come to the local fire departments with the same information as well as deliver a presentation for training officers and inspectors at the State Fire Academy. The contacts we have made from this one tour will be invaluable.

Our chapter and my company have tried for years to start building a relationship with the fire service and I feel we have done just that. Between our persistence at the local level and the resources available through WTCA and Carbeck, we are able to make a difference. Thank you to everyone who helped with this event and I look forward to future presentations. **SBC**



Chapter Highlights

California Engineered Structural Components Association

The back-to-back California Chapter meetings in August began with a tour of Simpson Strong-Tie Co. in Brea for CalESCA–South. Members viewed a robotic welding station, a Turret Laser work station, a 500 ton press in action and a cyclical test demonstration.

High on the meeting agenda was the Safety Zone for Off-Loading Components. The chapter spearheaded WTCA's industry-wide approach to a new guide on how to safely off-load trusses and its members reported on their beta-testing of the Safety Zone signage. Next up would be creating the documents to act as guidelines for drivers, which will be based on the CalESCA–South experiences.

At both the CalESCA–South and CalESCA–North Chapter meetings, the members reviewed and approved a bylaws change that will open up the officer rotation process between the North, Central and Southern Regions and allow for variations from the schedule as necessary. Also, associate members will be eligible to serve on the Board of Directors and hold officer positions with the exception of the presidency.

At the CalESCA–North meeting, the main topic was transportation. Over the past few months, several wall panel manufacturers have had their transportation permits cited and even revoked by two CHP officers for hauling wall panels horizontally, and the chapter tackled this problem head-on. After several meetings with stakeholders, CHP, Caltrans and the Governor's Office, it was determined the only solution was to pursue a legislative change to the California Vehicle Code. In the end, they were able to convince Assemblyman Pedro Nava (R-Santa Barbara), the Chairman of the Assembly Transportation Committee, to help. He agreed to amend a bill he was sponsoring (AB 1612) and help guide it through the legislative process in the final two weeks of the California Legislative Session. The provisions contained within AB 1612 will go into effect January 1, 2008, and the chapter is continuing to work with the CHP and the Governor's Office on how enforcement will be handled for the rest of 2007.

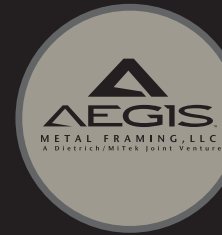
Georgia Component Manufacturers Association

The July Georgia Chapter meeting opened with a discussion of meeting times and topics. The general agreement was that lunch meetings were preferable, so the chapter will plan accordingly in the future. Everyone was encouraged to attend the next Joint Alabama/Georgia/Kentucky/Tennessee Chapter meeting on January 24, 2008, since it is always a very worthwhile and educational event.

The presentation at the July chapter meeting was given by Sean Shields of WTCA staff. Focusing on today's component industry and a look to the future, the presentation encouraged members to pursue new innovations and improve efficiency as they weather the economic

Continued on page 58

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Chapter Corner

Continued from page 56

downturn. It also emphasized the many programs and resources available from WTCA to support component manufacturers. The presentation concluded with a lengthy discussion and Q&A on the new Structural Building Components Research Institute (SBCRI). Everyone at the meeting was very excited about the opportunities the new testing facility presented to the industry

Mid South Component Manufacturers Association

The Mid South Chapter combined its summer meeting with a tour of Hood Industries in Waynesboro, MS. The chapter's mailing project directed to all engineers in Mississippi and Louisiana was the number one item on the meeting agenda. While reviewing copies of a draft letter on MSCMA letterhead, everyone agreed that it should be done in a style to catch the engineer's eye, using colors and photos. They also agreed that a roster of chapter members should be included. Rather than mail copies of the letter with flyers on BCSI and *SBC Magazine*, the group decided to create a self-mailer. This could be done with a tear-off section to return for engineers to sign up for *SBC* and the free copy of BCSI, compliments of the chapter. It was agreed that staff would propose a mailer format for the chapter members to review at their October meeting at BCMC. Since the mailing will be sent to 3,000 engineers, the chapter plans to maximize the bang for the buck, and everyone is very interested to see how many engineers reply to receive their free copy of BCSI.

Under current issues, the members discussed the incorrect use of shear walls. The attendees also noted that shear walls seemed to be overused in some construction and underused in other, depending upon the builder and the area.

The drawing was held for the first winner of one free individual access to TTT Level I or II. This raffle was begun to encourage meeting attendance, and the day's winner was Walt Hamilton of Frierson - Bailey Lumber & Supply.

Southern Nevada Component Manufacturers Association

At the July Southern Nevada meeting, the members were pleased to hear how well the chapter's May seminar and appreciation luncheon was received by the Framing Contractors Association (FCA). This was the second such event for the FCA and it will not be the last. The chapter has also had interest from Clark County for educational seminars and started setting up a presentation for early 2008. By request, WTCA staff will develop a Truss Technology Workshop (TTW) to assist building officials in determining what merits their attention on an inspection and what does not. This presentation will differentiate between critical items such as cut members and less significant things like dents and wane.

On the subject of the building code, the members discussed various questions following the adoption of the 2006 IBC/IRC with the Southern Nevada Amendments by the Clark County Board of County Commissioners. Plans submitted after April 30, 2007 must conform to these new codes. Members talked about possible software implications, too.

The members also discussed the progress on the new research and testing facility in Madison, WI. A founding sponsor, the chapter donated \$3,000 towards the SBC Research Institute (SBCRI) and they were pleased to see the photos from the Open House as well as hear more about the testing set up and possibilities.

Wisconsin Truss Manufacturers Association

The Wisconsin Truss Manufacturers Association held its third quarter membership meeting and annual outing this year at the Town & Country Club in Sheboygan, WI on August 9. A fun and relaxing time was had by all. The membership conducted its regular quarterly meeting in the morning and then departed for their activity of choice, golf or fishing, shortly after. Some

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Wisconsin Chapter members socialize after a long day on the golf course.

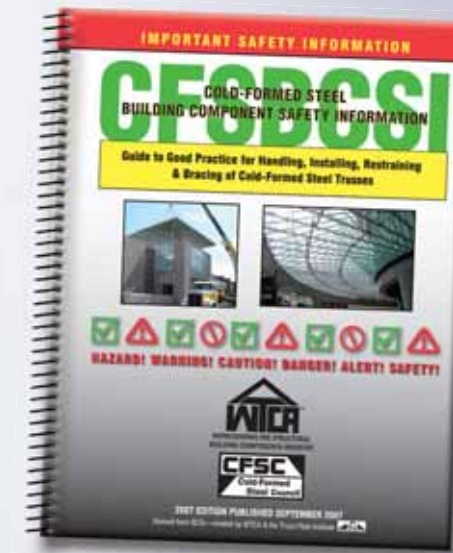
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- CFBCSI-B3 - Permanent Restraint/Bracing of Chords & Web Members
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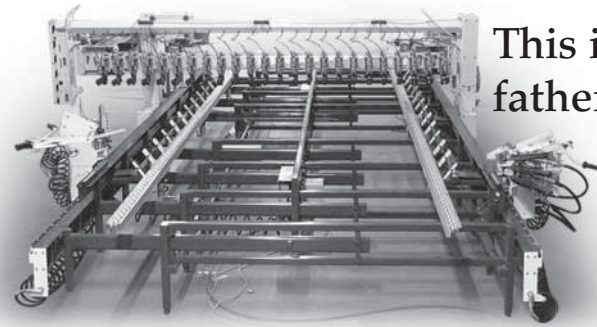
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Chapter Corner

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of the issues that were discussed at the meeting were: Wisconsin code updates in the works, FSC certified lumber requirements, WTMA members becoming more involved with other trade associations such as local builders associations, and how to request and handle donations from the WTMA to groups in need.

After the meeting, members went on to their favorite pastime events. Most members golfed though some took to Lake Michigan for charter boat fishing. The general consensus was that the fisherman did much better than the golfers. The proof was in the catch of fish, which was proof positive vs. the tall tales of great golf shots on the course! Special thanks goes out to Merle Nett and Gene Geurts of Richco Structures for organizing the golf, Dave Sprangers of Valley Truss for organizing the fishing and Darrell Graf of Custom Components Co. for handling the lunch goodies during the day. We would also like to thank our sponsors for helping us put on this special event: Rich Edwards of USP Structural Connectors, Joe Newby of ITW Building Components Group, Doug Oomens of Simpson Strong-Tie Co., Corey Bailey of Robbins Engineering, Bill Howard of MiTek Industries, and Don Simon of Nordic Engineered Wood. See view more photos, visit the chapter's website at www.wiwtca.com.

The next Wisconsin Chapter meeting was scheduled for November 8 at the Holiday Inn in Fond du Lac, WI.

Wood Truss Council of Michigan

The Michigan Chapter's June meeting began with an update to the officers and Board of Directors. Eric Lundquist agreed to fill the position of Treasurer in addition to Vice President. With Marjorie Schaaf and Rick Wyble leaving the Board, Mike Staples and Tom Kopydlowski were voted onto the Board. The updated chapter bylaws were approved.

A central topic at the June meeting was education. Dean DeHoog reported that the event for the Central Michigan Building Officials Association went well. The members discussed contacting state building and fire officials, and they agreed a good group to organize a tour for would be the State Fire Marshalls' Association.

Unfortunately, the big news over the summer in Michigan was the complete loss of the Trussway facility in Sparta to fire. The chapter members discussed the relocation of the Trussway employees at their September meeting, since that company decided not to rebuild in Michigan.

Also in September, the members reviewed the new WTCA *Tech Notes* developed for the Michigan market on Architectural Specifications on: Design of Diagonal Bracing, Design of Lateral Bracing, Design of Entire Roof or Floor System, Permanent Lateral Bracing Design, and HIB-91 Bracing. With one additional *Tech Note*, "Dealing with Architectural Specifications in a Two-step Market," the number of *Tech Notes* for Michigan rose to 11.

At the September meeting, a motion was made by Denny Metiva to establish a Memorial for Phil Luneack of Bear Truss, who served three terms as Chapter President until his death in 2004. All in attendance at the meeting thought that it was

a very good idea to honor Phil's memory in some manner. The chapter members also thought that voting on this at this meeting was premature without getting input from all members, looking at the association's financial commitments, considering the by-laws and association mission and how best to integrate this into meeting that mission, and considering more memorial concepts. Given this, the motion was tabled to be taken up again at the December 13 chapter meeting after a survey was conducted.

Wood Truss Council of North Carolina & the South Carolina Component Manufacturers Association

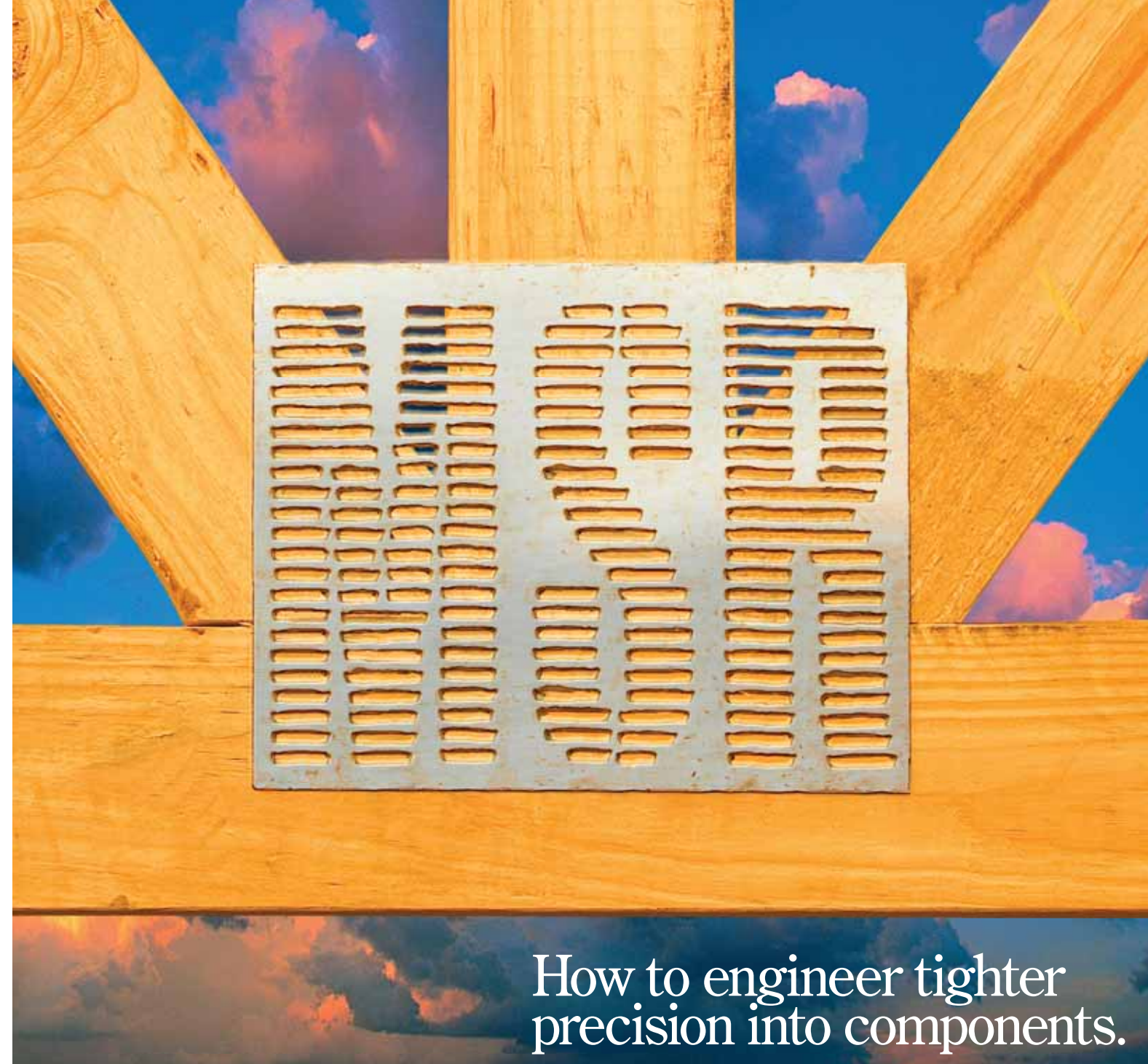
The North Carolina and South Carolina Chapters held their second joint meeting of the year in September. Following up on a topic addressed at the June North Carolina Chapter meeting, the guest was Wanda Lagoe of the North Carolina Department of Labor (NCDOL), Division of Occupational Safety & Health. NCDOL has asked the chapter to join with it to be proactive about preventing workplace accidents and encourage members to voluntarily invite inspectors into their plants. This would require some cross-training between inspectors and component manufacturers to become familiar with each other's procedures.

NCDOL proposed a three-year trial period initially, after which they could explore a formal alliance. The members in North Carolina who have participated, including Stock Components and Universal Forest Products, have had generally positive experiences. Ms. Lagoe was attending to provide more information on the program and give members a sense of what the agreement would entail and what they are looking for in terms of voluntary inspections.

Under new business, the members at the joint chapter meeting discussed wind speed maps. Since North Carolina Chapter members have benefited from having a wind speed map for their state, next up will be the creation of a map for South Carolina. The North Carolina map is posted on the chapter's website, www.wtcnc.com.

The next meeting dates were confirmed for November. The North Carolina Chapter meeting will be held in conjunction with a plant tour at Jordan Lumber on Wednesday, November 14. The South Carolina Chapter meeting will be held in Columbia, SC on November 13.

Continued on page 62



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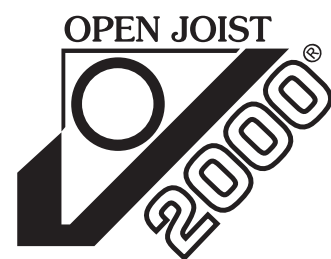
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Chapter Corner

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WTCA Canada Chapter/Chapitre canadien de la WTCA

The development of the new WTCA Canada Chapter (Chapitre canadien de la WTCA) made steady progress this summer. In August, an invitation was sent to all WTCA component manufacturer members in Canada as well as all nonmembers in Canada welcoming everyone to participate. Since 95% of what WTCA does for component manufacturers applies to all component manufacturers no matter where in the world they produce and sell trusses and related structural building components, the goal of the Canada Chapter is to take advantage of all the work that has been done and modify this work to better meet the specific needs of WTCA Canadian membership, whenever and wherever that is possible.

Among the projects accomplished the past few months, a new WTCA Chapters logo was created that includes Canada. The interactive map on the WTCA website that allows visitors to locate a member was updated to include the Canadian provinces in addition to the US states. A Canada Chapter page was also created on the WTCA website at www.sbcindustry.com/chapters/canada.php.

Most importantly, an English/French version of BCSI B1 was created and reviewed at the Canada Chapter meeting on October 4 at BCMC. Special thanks are extended to the members of the subcommittee who assisted in the translation to "Canadian French." Next up, English/French versions of B2, B3 and B4 will be created to form the basis of a WTCA Canada JOBSITE PACKAGE. The members are also interested in converting Truss Technician Training (TTT) and Technical Assessment Tests Online (TATO).

Presently, the members of the Canada Chapter Board of Directors are: Rob McLellan, Rockett Lumber and Gary Lalonde, Locke Truss Company representing Ontario; Steve Toner, Timber Top Trusses representing the Atlantic Provinces; Warren Bracken, Manu-Fab Building Components representing Manitoba and Canadian Florida; and Michel Beauchamp, Distribution Toiture Mauricienne Inc. representing Quebec. The seats for representatives from British Columbia and Alberta remain open. Rob McLellan is serving as the Chapter President.

WTCA-Illinois

The Illinois Chapter held a special quarterly meeting in September and traveled to Madison, WI to tour the new SBC Research Institute (SBCRI) and watch a testing demonstration (see picture at right). Especially for anyone unable to attend the June Open House, this meeting provided an opportunity to see the testing capabilities of this unassuming yet impressive new facility. The members were also able to discuss the testing priorities as defined by WTCA member feedback and learn a little more about upcoming projects. All agreed it was well worth the trip.

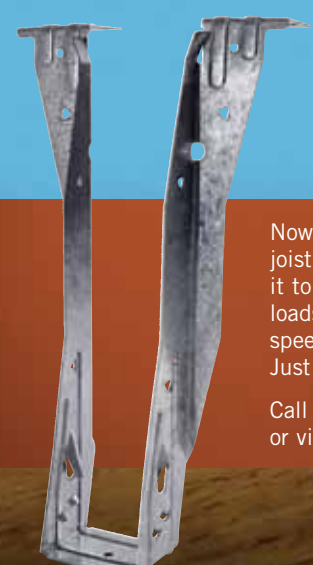


Also at the chapter meeting, a quick recap was given on the educational programs the chapter has been pursuing. The Illinois Fire Inspectors Association (IFIA) invited the chapter back to the next IFIA Trade Show, so the members will be participating in the annual Fall Safety Seminar in Addison, IL on November 14. The Arlington Heights Fire Academy requested a tour, so that was being arranged with a member near this Chicago suburb. As for the chapter's relationship with Safe Home Illinois: the June seminar on wind mitigation was cancelled, but the chapter continued to monitor upcoming projects with this initiative by the Illinois Red Cross and the Illinois Emergency Management Agency. Everyone was encouraged to let the chapter know if there were

Continued on page 71



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Calendar of Events

Check out WTCA's web site at www.sbcindustry.com for the most current calendar information.

November

- **13:** Central Florida Component Manufacturers Association (CFCMA) Chapter Meeting. For more information, contact Dani at WTCA, 608/310-6735 or dbothun@qualtim.com.
- **13:** South Carolina Component Manufacturers Association (SCCMA) Chapter Meeting. For more information, contact Anna at WTCA, 608/310-6719 or astamm@qualtim.com.
- **14:** Wood Truss Council of North Carolina (WTCNC) Chapter Meeting. For more information, contact Anna at WTCA, 608/310-6719 or astamm@qualtim.com.
- **15:** Minnesota Truss Manufacturers Association (MTMA) Chapter Meeting. For more information, contact Chapter President Tom Nomeland, 507/872-5195 or tnomeland@ufpi.com.
- **15:** South Florida WTCA (SFWTCA) Chapter Meeting. For more information, contact Dani at WTCA, 608/310-6735 or dbothun@qualtim.com.
- **15:** Wood Truss Inspection Checklist Truss Technology Workshop (TTW) for the Building Officials of Western Massachusetts, sponsored by WTCA's Northeast Chapter. For more information contact Melanie at 608/274-4849 or mbirkeland@qualtim.com. **SBC**

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Technical Q&A

Continued from page 14

Point #4: *When an inspection is called for, it is usually passed.*

The inspection process is the last line of defense for a properly built structure. The building official has the following responsibilities per the 2003 IRC:

SECTION R104: DUTIES & POWERS OF THE BUILDING OFFICIAL

R104.4 Inspections. The building official is authorized to make all of the required inspections, or the building official shall have the authority to accept reports of inspection by approved agencies or individuals. Reports of such inspections shall be in writing and be certified by a responsible officer of such approved agency or by the responsible individual. The building official is authorized to engage such expert opinion as deemed necessary to report upon unusual technical issues that arise, subject to the approval of the appointing authority.

SECTION R109: INSPECTIONS

R109.1 Types of inspections. For onsite construction, from time to time the building official, upon notification from the permit holder or his agent, shall make or cause to be made any necessary inspections and shall either approve that portion of the construction as completed or shall notify the permit holder or his or her agent wherein the same fails to comply with this code.

R109.1.4 Frame and masonry inspection. Inspection of framing and masonry construction shall be made after the roof, masonry, all framing, firestopping, draftstopping and bracing are in place and after the plumbing, mechanical and electrical rough inspections are approved.

SECTION R110: CERTIFICATE OF OCCUPANCY

R110.1 Use and occupancy. No building or structure shall be used or occupied, and no change in the existing occupancy classification of a building or structure or portion thereof shall be made until the building official has issued a certificate of occupancy therefore as provided herein. Issuance of a certificate of occupancy shall not be construed as an approval of a violation of the provisions of this code or of other ordinances of the jurisdiction. Certificates presuming to give authority to violate or cancel the provisions of this code or other ordinances of the jurisdiction shall not be valid.

Exception: Certificates of occupancy are not required for work exempt from permits under Section R105.2.

The questions posed by this inspector and others have served as the catalyst for the creation of WTCA *Technical Notes*. The goal of WTCA *Tech Notes* is to provide commentary on key industry technical issues to help clarify the intent of language, provide a truss industry perspective, and help educate the marketplace as structural building components are deployed. All Tech Notes can be viewed online at: www.sbcindustry.com/technotes.php. Contact rdexter@qualtim.com if you have a topic that could be covered in a *Tech Note*. **SBC**

To pose a question for this column, call the WTCA technical department at 608/274-4849 or email technicalqa@sbcmag.info.



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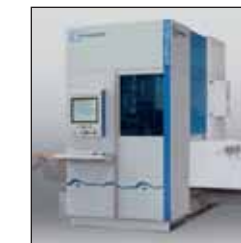
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—Kent Pagel, WTCA Legal Counsel

WTCA has created a new level of recognition for those insurance brokers who very aggressively serve our industry in such ways as assisting in the creation of pertinent WTCA training and certification programs, participating in industry meetings and programs, as well as promoting WTCA membership and our tools for lowering risk. Our "EXPERT" partners go the extra mile.



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—Kendall Hoyd, President
Idaho Truss & Component Co., Meridian, ID

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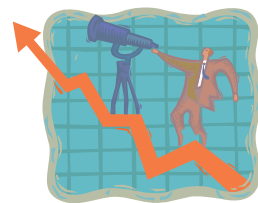
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Consumer Price Index

[an index measuring the change in the cost of typical wage-earner purchases of goods and services expressed as a percentage of the cost of these same goods and services in some base period - called also cost-of-living index]

Expenditure Category	Changes from Preceding Mo.			Compound annual rate 3-mo. ended Sept 07
	July	Aug	Sept	
All Items	.1	-.1	.3	1.0
All Items Less Food & Enery	.2	.2	.2	2.5

Source: Bureau of Labor Statistics

Unemployment Rate

June	4.5%
July	4.6% (r)
Aug	4.6%
Sept	4.7%

Source: Bureau of Labor Statistics

Producer Price Index - Customized Industry Data

An inflationary indicator published by the U.S. Bureau of Labor Statistics to evaluate wholesale price levels in the economy.

Engineered Wood Mem. (exc. truss) Mfg.	July	Aug	Sept	Truss Mfg.	July	Aug	Sept
	Eng. Wood Mem.	95.1(P)	94.7(P)		93.5(P)	Truss Mfg.	109.7(P)
LVL	114.2(P)	114.2(P)	114.2(P)	Wood Trusses	105.6(P)	105.9(P)	106.3(P)
Other	112.2(P)	111.5(P)	109.5(P)	Primary Products	105.6(P)	105.9(P)	106.3(P)
				Secondary Products	101.3(P)	100.8(P)	100.6(P)

Source: Bureau of Labor Statistics

Producer Price Index General

% changes in selected stage-of-processing price indexes

Month	Total	Ex. Food & Energy
June	1.1(r)	0.2(r)
July	0.6	0.1
Aug	-1.4	0.2
Sept	1.1	0.1

Source: Bureau of Labor Statistics

U.S. Prime Rate

Month	2007	2006	2005
June 1	8.25%	8.00%	6.00%
July 1	8.25%	8.25%	6.25%
Aug 1	8.25%	8.25%	6.25%
Sept 1	8.25%	8.25%	6.50%
Oct 1	7.75%	8.25%	6.75%

Source: Federal Reserve Board



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Industrial Production Index

The industrial production (IP) index measures the change in output in U.S. manufacturing, mining, and electric and gas utilities. Output refers to the physical quantity of items produced, unlike sales value which combines quantity and price. The index covers the production of goods and power for domestic sales in the United States and for export. It excludes production in the agriculture, construction, transportation, communication, trade, finance, and service industries; government output, and imports. The IP index is developed by weighting each component according to its relative importance in the base period. The information for weights is obtained from the value added measures of production in the economic censuses of manufacturer and minerals industries, and from value added information for the utility industries in Internal Revenue Service statistics of income data. The weights are updated at five-year intervals to coincide with the economic censuses. The current index base year is 1992. (r=revised)

	June	July	Aug	Sept
Industrial Production Total Index (% change)	0.5(r)	0.6(r)	0	0.1
Capacity Utilization Total Industry (%)	81.8	82.2(r)	82.1	82.1

Source: Federal Reserve Board

CM News

SHELTER SYSTEMS DONATES PRODUCT FOR FIRE SERVICE AWARENESS

Shelter Systems has donated product samples for an educational effort aimed at bringing awareness of wood building components to the fire service. The project was part of a joint effort by the American Wood Council and the United States Fire Administration. Eight wood display cases—each containing truss samples made by Shelter—were given to fire training institutions across the U.S. for use in curriculum development.

Joe Hikel, COO of the WTCA member company located in Westminster, MD, said he was happy to contribute to the project. "Through the Capital Area Chapter [of WTCA], our company has been proactive in reaching out to the local firefighting community with educational tools from the Carbeck Structural Components Institute. We're passionate about working with firefighters to help them understand truss performance on the fire ground." The wood display cases were built by students at C.S. Monroe Technical Center in Leesburg, VA. Other components of the display

cases included product samples from Open Joist 2000 and the Weyerhaeuser Company. The cases have been distributed to the state fire academies that participated in the cooperative agreement.

Hikel said Shelter recently pledged to provide 25 additional sets of product samples for display cases to be given to other fire academies. "My hope is that our efforts in this area will ultimately result in a plant tour for the fire service," Hikel said. "We're eager to work with them." [Source: WTCA, September 2007]

PRO-BUILD NAMES TECHNOLOGY EXECUTIVE

Pro-Build Holdings has announced the appointment of David Walstad to the position of vp-advanced component technology, where he will oversee the exploration of new technology, including robotics, into the pro dealer's component manufacturing division.

A former vp-manufacturing for the Strober Organization, Walstad has also served as president and chief operating officer of U.S. Components, the company's manufacturing division. Before joining Strober, Walstad served two years as vp and general manager for Metal Components in Atlanta and 10 years as division manager for Stock Lumber in Green Bay, WI.

In his new role, Walstad will oversee the construction of Pro-Build's fully robotic truss assembly plant, slated to open in 2008. [Source: www.homechannelnews.com, 9/14/07]

Announcements

NEW OFFICERS TAKE HELM AT SFPA

The Southern Forest Products Association (SFPA) Board of Directors elected officers, including the association's first-ever female chair, during its Annual Meeting earlier this week in Charleston, S.C. They are Chair Lynda Anthony of Anthony Forest Products, El Dorado, AR.; Vice-Chairman Patrick Horgan of Harrigan Lumber Co., Monroeville, AL.; and Treasurer Adrian Blocker of West Fraser Inc., Germantown, TN. Outgoing Chairman Pat Patranella of Temple-Inland

Continued on page 70

Housing Market Index 2006-07 (HMI)

The HMI is a weighted, seasonally adjusted statistic derived from ratings for present single family sales, single family sales in the next 6 months and buyers traffic. The first two components are measured on a scale of "good" "fair," and "poor," and the last one is measured on a scale of "high," "average" and "low." A rating of 50 indicates that the number of positive or good responses received from the builders is about the same as the number of negative or poor responses. Ratings higher than 50 indicate more positive or good responses.

Nov	Dec	Jan07	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct
33	33	35	39	36	33	30	28	24	22	20	18

Source: National Association of Home Builders

Housing Starts

September housing starts decreased 10.2%, to 1.19 million (SAAR). The 33.4% decline in multi-family starts was the main reason as single-family starts were off a more modest 1.7%. Permits continue to slide, down 7.3% to 1.226 million SAAR as builders focus on reducing inventories.

U.S. Housing Starts

Millions - Seasonally Adjusted Annual Rate (SAAR)

U.S. Totals	Sept	Aug (rev.)	% Change
Starts	1.191	1.327	-10.2%
Permits	1.226	1.322	-7.3%
Single Family			
Starts	0.963	0.980	-1.7%
Permits	0.868	0.934	-7.1%
Multi Family			
Starts	0.228	0.347	-34.3%
Permits	0.358	0.388	-7.7%

Starts and Permits By Region:

Region	Starts	Permits	% Change
NE	0.141	0.097	45.4%
SE	0.141	0.147	-4.1%
MW	0.174	0.243	-28.4%
SW	0.207	0.201	3.0%
W	0.514	0.515	-0.2%
W	0.612	0.627	-2.4%
W	0.257	0.286	-10.1%
W	0.266	0.347	-23.3%

Analysis & Outlook: The housing correction continues: Both total starts and single family starts are off 31% from year ago levels (Sept 2006). Inventories of new homes for sale remain at 8.2-month supply (August) while existing homes have a 10-month supply. The total inventory is 529,000 new homes and 4.56 million existing homes—that's 5.1 million homes for sale—about double the typical inventory over the past decade. Until that inventory comes down, there will be little incentive for builders to increase the pace of building homes. To date, new home prices are coming down faster than existing homes, probably because there is more incentive (inventory carrying cost) for the builders to unload bloated inventories. A common problem, however, is that many of the potential buyers of new homes are owners of existing homes and in most cases; they need to find a buyer for their home before they buy a new home. That means existing home prices have to come down quite a bit and that would make them more affordable, eventually reducing inventories, and this would support a turnaround in the "new home market," which is so critical to building material manufacturers (i.e., lumber, OSB, plywood). When will things get better? There is an excellent report in NAHB's *Builder* magazine (Oct., pgs. 186-189), outlining recent "forecasts" by industry experts. The consensus is that there was too much overbuilding in 2004-06, plus a relaxation of lending standards and regulatory oversight and this resulted in the bloated inventories we have today. Prices are still too high in many regions of the country, particularly when factoring in higher interest rates and tighter lending standards which reduces the potential pool of buyers. The consensus forecast is for a "bottom in second half of 2008, with modest recovery beginning in 2009." **SBC**

This housing starts report is provided to *SBC* on a monthly basis by *SBC Economic Environment* columnist Al Schuler. Visit www.sbcmag.info for more economic news.



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Industry News

Continued from page 69

ForestProductsCorp., Diboll, TX, will serve as Immediate Past Chairman. The officers assume their new roles immediately.

Anthony follows in the footsteps of her father, Clary Anthony Sr., who served as SFPA chairman in 1993. "This is an historic occasion—the first woman chair and the first father-daughter legacy of the SFPA," she said. In addition to her father, Anthony's uncle, Bruce W. Anthony, also previously served as SFPA chairman as did a cousin, Steven Anthony, who is a current member of SFPA's board.

"On behalf of the members and staff of SFPA it is my pleasure to welcome Lynda Anthony as the first woman to chair the Board of Directors," said SFPA President Digges Morgan. "Lynda's commitment and leadership will be of great benefit to the association, and I know her father is pleased to witness her achievement."

The board also reelected Morgan as SFPA president and Tami Kessler as corporate secretary. [Source: SFPA Press Release, 10/3/07] **SBC**

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retirements

Pat Shugrue • Bama Truss & Components



After 33 years of tireless dedication and service to the structural building components industry, Pat Shugrue, former owner of Bama Truss & Components (now Builders FirstSource, Inc.) in Shelby, AL, is hanging up his business suit.

Shugrue got his start working for a small truss company, and then after eleven years of getting his feet wet, he decided to dive in all the way. And so Bama Truss & Components was born in 1985.

He nurtured the company and was alongside every step of the way as it grew. Joe Odgers, longtime co-worker and friend, shares what he feels made Shugrue such a great businessman: "He was great at making decisions on when to grow and when to be conservative." These instincts came into play in November of 1996, when Shugrue sold a portion of Bama to a group of investors in the Northeast; although he continued to manage and be involved in everything that went on in the business. In 2002 he purchased it back and has been the Owner/President ever since.

Odgers has nothing but respect and admiration for Shugrue. "Pat has been a great mentor," he said. "His management style and fairness to customers are beyond belief." Shugrue's beliefs about personnel and HR practices made the company a great place to work. "Pat has taught me that it is important to give back to the community and to pray about all decisions," Odgers remembers. "We have quarterly meetings for all employees where we have an inspirational speaker come in and I have seen many lives changed."

Another notable aspect of his career is his 22-year relationship with WTCA, which he became involved with in 1985. He has been an active member of the Alabama Component Manufacturers Association from its beginning and served as Chapter president. In 2000 he was elected to the WTCA Board of Directors, serving on both the QC Committee and E&T Committee. He was also instrumental in the formation of WTCA's Cold-Formed Steel Council (CFSC).

Over the years Shugrue has witnessed his company achieve many things. One of the most recent accomplishments took place in May when Bama became SCORE Leader certified.

As for life after work, when Shugrue isn't spending time with his wife Sharon and his son JD, he can be found satisfying his love of wine by nourishing the collection in his "incredible" wine cellar. He also plans to spend time traveling and enjoying the view from their vacation home in the mountains of Gatlinburg. **SBC**

Retirement announcements can be submitted to editor@sbcsmag.info.

Chapter Corner

Continued from page 62

additional educational sessions and events they would like to pursue.

WTCA-New York & WTCA-Northeast

Continuing with a tradition begun last year, the New York and Northeast Chapters held a joint summer meeting in Springfield, MA. Since several members had asked about mold treatments, the guest speaker was Dave Wirth of BluWood Northeast. A discussion took place on the current state of above ground wood framing protection against the effects of mold, fungi and wood ingesting insects, as well as limiting moisture absorption. The members appreciated the interesting presentation.

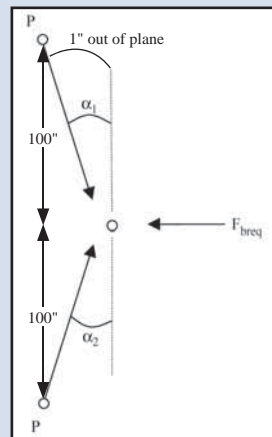
The other central topic on the meeting agenda was education. The Truss Technology Workshop (TTW) resources from WTCA were

reviewed: live seminars, online courses, web-based presentations and plant tours. The Northeast Chapter members discussed the current slate of educational programs in their states: Structural Engineers Association of New Hampshire (SEANH), Southern Massachusetts Building Inspectors, Building Officials in Athol, MA, and the annual presentation and booth at the University of Massachusetts—Amherst building officials conference in the fall. [See also the Chapter Spotlight.] The New York Chapter members reviewed their educational programs in the works, too: the Capital District and Rockland Chapters of the New York State Building Officials Conference (NYSBOC) and a program for architects and engineers in Hauppauge, NY. **SBC**

For more information, about WTCA Chapters, contact Anna L. Stamm (608/310-6719 or astamm@qualtim.com) or Danielle Bothun (608/310-6735 or dbothun@qualtim.com).

Readers Respond: Correction

In the September/October issue of SBC, we printed an article about the system stability of wood trusses. On page 95, a sidebar about the 2% Rule was included to explain how the model determines how much load is necessary to prevent a column from buckling. However, as one reader pointed out, the story height was reported as an assumed length of 100". Such an assumption would give incorrect values in the calculation of the 2% Rule. The article should have stated that the column consisted of two segments at an assumed unbraced length of 100" each, for a total height of 200". **SBC**



where:

- P = column load (pounds)
- F_{br} = restraint force
- α_1 = angle between brace and vertical plane
- α_2 = angle between brace and vertical plane

Force Balance

Assuming pins at column ends and at point of restraint attachment:

$$F_{br} = P \sin(\alpha_1) + P \sin(\alpha_2)$$

When α_1 and α_2 are small and equal, $\sin \alpha$ approximately equals $\tan \alpha$. From Throop (1947), $\tan \alpha$ was assumed to be 1/100, therefore:

$$F_{br} \approx (1/100 + 1/100) P$$

$$F_{br} \approx 0.02P, \text{ or } 2\% \text{ of } P$$



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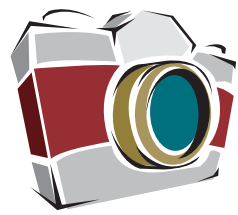
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Don't miss the third annual **Supplier Showcase** polybagged with this issue. New this year, the Showcase contains a complete **Supplier Directory**. Learn more about many of the suppliers you saw at the recent 2007 BCMA show. If you find this supplement valuable, please email us at editor@sbcmag.info.



Parting Shots

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As depicted in these images, the Iowa Truss Manufacturers Association (ITMA) and members of the Iowa fire service met on August 25 in Ames for a live structure demonstration and truss plant tour. Led by members Al Esch and Andy Green (both volunteer firefighters), a small ITMA group built the enclosed 8' x 15' structure on site at the Illinois Fire Service Training Bureau. A 15'9"x12" metal plate connected floor truss assembly was installed on the right side, while a 2x10 joist was installed on the left.

Despite challenges like shifting wind direction and the "first time factor," the group of ITMA volunteers pulled together to put on a professional, information-packed presentation for the group of nearly 30 firefighters representing 18 departments across the state. Chris Wendell from Badger Fire Department

commented, "Excellent class and demonstration. Very informative."

Speaking with both firefighter and truss manufacturer hats on, Esch said one of the most important things is that "this live demo reinforced the uncertainty of fire conditions," and noted that the information gained from the burn will be very helpful to the service in making tactical decisions on the fire ground. Green said he got good feedback from contacts he made at the event: "Everybody that I talked with was very positive and said they were walking away with some valuable information."

Following the demonstration and educational program, attendees toured Lumber Specialties, Ltd., and were especially interested in the truss design process and the level of quality involved in manufacturing. An educational program based on pictures and video footage from the event is currently under development. **SBC**

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