



**DSO ELECTRIC  
COOPERATIVE, INC.**

**DSO**  
ELECTRIC COOPERATIVE

**HEADLINER**

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## Office Hours

8 a.m.-4:30 p.m., Monday-Friday  
Open over the lunch hour

## Payment Locations

**CENTRAL NATIONAL BANK IN  
WALMART SUPERCENTER**

521 E. Chestnut St., Junction City, KS 66441

**FARMERS STATE BANK**

447 Harrison, Lindsborg, KS 67456

## Outage Information

**IN CASE OF AN OUTAGE, CALL  
800-376-3533.** After-hours calls will be  
answered by dispatch and forwarded to  
standby personnel.

## Find Out More



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# Controlling a Controlled Burn

Controlled burns (also known as prescribed fires) can get out of hand and quickly accelerate.

When planning controlled burns, follow these safety guidelines:

- ▶ Do your research before you begin. There are many safety considerations; check with local authorities and fully research all aspects of a controlled burn before implementing one.
- ▶ Be sure to acquire any necessary safety permits and follow local ordinances related to controlled burns.
- ▶ Notify your local fire department and neighbors about the controlled burn ahead of time.
- ▶ Check the forecast for weather conditions, such as wind direction and speed, as well as humidity (generally, relative humidity should be 40% or higher).
- ▶ Do not initiate a controlled burn during a Red Flag Warning, Fire Weather Watch, or any other fire ban.
- ▶ Clear all vegetation and weeds at least 10 feet (15 feet is better if applicable) around the base of any electric utility pole in the affected

**GRASS AND BRUSH FIRES**  
can travel up to  
**15.5 MILES PER HOUR**  
and can spread to tens of  
thousands of acres  
within a few hours of ignition.

SOURCE: NATIONAL FIRE PROTECTION ASSOCIATION



area, then wet the bottom of the poles with water before beginning your burn.

- ▶ After any controlled burn, inspect the electric utility poles for damage. Fire damage is usually evident by blackening or scorch marks; however, even slight discoloration can indicate a serious problem. Sometimes, hot embers can burn the poles from the inside out, and the damage is not immediately apparent.
- ▶ If your fire gets out of control or gets too close to a power pole, or if the pole catches on fire, call 911 and DSO at 800-376-3533.
- ▶ Once a fire breaks out, never spray water near the pole, power lines, or any other utility equipment.  
To inquire about controlled burns near power lines and poles, contact Mike Olberding at 785-655-2011.  
For more information about electrical safety, go to [www.SafeElectricity.org](http://www.SafeElectricity.org).

# My EV Experience, Part II

This is Part II of Adam Vlach's interview of Tim Power regarding EVs.



Tim Power  
CEO

**ADAM** We've established the benefits of electric vehicles, and there are many. Like anything, though, I suspect there have been some challenges or learning curves. Tell me about your learning curve.

**TIM** Sure. I've learned a lot by researching EVs and then by actually having and driving one, but the thing is, with these cars, I had to figure things out on my own for the most part. I think dealerships are getting better now, but when I leased my vehicle, I definitely knew more about EVs than their employees did. And the sad thing is, I didn't know much!

**ADAM** I guess that's the life of an early adopter. What's something you had to learn "the hard way," so to speak?

**TIM** I learned best practices for charging and maintaining the battery, for one. It's like other rechargeable batteries (e.g., your smartphone), but with EVs you generally don't want to run the battery down to zero. At the same time, you don't want to charge it all the way to 100%, either. Both of those practices will cause the battery to wear out sooner. Ideally, it's best to keep the charge between 20% and 80%. So, battery maintenance practices were things I had to learn through my own research. They didn't tell me any of that at the dealership.

**ADAM** Speaking of charging — is it simple to charge up? Tell me more about that.

**TIM** Well, as I mentioned, I've been using Electrify America's charging network. Just like anything, there's growing pains. One thing I found out was that public charging stations aren't the most reliable. You'll go to a station — most have three or four chargers — but one or two chargers will inevitably be down and unavailable for whatever reason. And then sometimes the chargers that are working are being used by other EV drivers, so you have to wait.

**ADAM** Sounds like some growing pains indeed. I know that, like most things now days, EVs rely heavily on phone apps. What can you tell me about phone apps for EVs?

**TIM** There are a variety of apps out there to find charging stations, and some of them have a scheduling function. I can see if someone is using the charger I'm heading to, and then I can reserve the next spot. That part is nice, but let's be honest, most people aren't going to schedule time to charge their car — they're just not going to be that planned out on things, at least in most places. The experience is nothing like your typical car where you can fill up wherever, whenever.

When I pull up to an Electrify America charging station (Level 3), I simply start the app, plug in, and the charger recognizes my account and begins charging the car. If I'm charging from 20% to 80%, it takes me about 30 minutes. The pace of the

**My ID.4 is a great car; I love it — and there's a lot to like about EVs — but the lesson I've learned is that determining the best car for you is very specific to your needs ...**



charge slows down the closer you get to your goal. So going from 75% to 80% charged can take as long as going from 60% to 75%!

**ADAM** Are those public charging stations your only option?

**TIM** No, I can charge at home or at work, but these are Level 2 chargers and they're not as fast. They require 240 volts, like what you plug your clothes dryer into. You can buy Level 2 chargers from a variety of sources online. It takes about seven hours to go from 20% to 80% charged.

You plug the charger into your car and charge whenever you want. You can also use the charger app or your EV's software to schedule when you want your car to charge; most chargers and EVs have that capability. If energy rates are better at night, for instance, you can schedule the car to charge then, or during some other non-peak time. That's what most people do, they plug it in, it charges on its schedule, and then by morning, it's ready to go.

**ADAM** Are Level 2 chargers reliable? Have you ever woken up and it didn't charge when it was supposed to?

**TIM** In general, I would say they are reliable, but there have been occasional issues. I have been able to troubleshoot and get through most of them, but on occasion, charging will stop unexpectedly. And, yes, it's happened when I thought my car was charging overnight, only to find out it stopped charging for some reason in the middle of the night.

I have noticed charging issues mostly during the summer, when the air conditioner or a high voltage load kicks on. I'm guessing those spikes are what's causing the problem. I believe the car needs to sense super "clean" or non-fluctuating power for it to hold the connection. But it's just a guess at this point. It's not a huge issue, as it doesn't happen a lot, but it is an annoyance.

**ADAM** You really are on the frontier of this, having to figure this out as you go. Out of everything you've learned, what are two lessons you feel are most important for a prospective EV owner to know?

**TIM** Well, first would probably be that your range drastically drops when it's cold out. The colder it is, the more time your battery spends just trying to warm itself up. There are some tips and tricks for dealing with this, and you can get battery warmers for some EVs. But even still, in the winter, I've found I usually get

about 60% of the usual range. The colder it gets below freezing, the more dramatic the range loss.

The other thing is my car's remaining battery life (or miles available) calculator shows a range estimate based on a mix of both city and highway driving, and it seems to be based on the expected mileage of the EV, according to the Environmental Protection Agency (EPA). It's important to know that, if you're going to spend most of your time driving on the interstate, you will get less mileage than what that estimate says. Conversely, if you're spending most of your time driving in town, you'll get more than the estimate.

If you want to know the true highway range of an EV, especially before you buy an EV, check out [www.caranddriver.com](http://www.caranddriver.com). Car and Driver is the only organization that puts EVs through a real world 75 mph test, basically traveling on interstate to see how far the battery will take you while driving 75 mph. As an example, my car (2021 Volkswagen ID.4) achieved a result of 190 miles, compared with an EPA combined range estimate of 250 miles.

**ADAM** Wow, that is good to know. Thanks for sharing. So, driving an EV — what's the final verdict?

**TIM** It really depends on your needs. My ID.4 is a great car; I love it — and there's a lot to like about EVs — but the lesson I've learned is that determining the best car for you is very specific to your needs, and an EV with more range or even a plug-in hybrid (powered by both a conventional combustion engine and electric motors) would better fit my needs. If I was driving less than 175 miles total on a trip, then the ID.4 would be perfect, but I often go further and need to charge somewhere along the way. Charging takes time and is a little risky, as the public Level 3 charger might be unavailable for whatever reason. This is the proverbial "range anxiety."

But overall, it appears EVs are coming, whether we want them to or not, as car manufacturers are scheduling to stop producing regular cars soon. We just need more public chargers and we need those chargers to recharge EVs in 10 minutes or less. I think we are getting there.

**ADAM** This has been great! I know you have a lot more to share, but I hope this gives readers a sense of the real-life experiences of operating an EV and provides some things to consider when buying EV. Thanks for your time.

**ADAM VLACH**, is a freelance writer specializing in business and technology trends for *TK Business Magazine* and *The Topeka Capital-Journal*.

## Chainsaw Safety

### - STATISTICS -

**36,000** people each year are treated in hospital ERs for chainsaw-related injuries.

**36%** of chainsaw accidents result in injuries to the legs and knees.



The average chainsaw injury requires **110 stitches**.



The two most common places for injuries are the **front left thigh** and the **back of the left hand**.



**One in five** chainsaw injuries is from kickback.



Kickback is the single greatest cause of injury to **chainsaw users**.



Medical costs for chainsaw injuries amount to around **\$350 million** per year.

SOURCE: CENTERS FOR DISEASE CONTROL AND PREVENTION

### - INJURIES -



Head Injuries  
**3,418**



Upper Body Area  
**2,141**



Arm and Hand Area  
**17,994**



Leg Area  
**16,348**

SOURCE: U.S. PRODUCT SAFETY COMMISSION

## Preventing Chain Saw Injuries

Each year, approximately 36,000 people are treated in hospital emergency departments for injuries caused by using chain saws. The potential risk of injury increases after hurricanes and other natural disasters when chain saws are widely used to remove fallen or partially fallen trees and tree branches.

When trimming trees, do not trim near power lines. Only OSHA-certified line clearance tree trimmers are allowed by law to trim within 10 feet of power lines.

Aside from serious injury or electrocution from contact with or getting too close to an overhead power line or other electrical source, the three most common injuries from chain saws are caused by kickback, binding and pull-in.

**KICKBACK** occurs when the chain's teeth catch on something as they rotate around the tip of the blade. It may also happen when the nose strikes another object, starts to bore a cut improperly or catches the bottom or side of a cut while being reinserted.

**BINDING** (or pinching) occurs when the material clamps down and stalls the cutting chain.

**PULL-IN** happens when the chain at the bottom of the bar stops suddenly due to pinching or striking a foreign object, which can draw the saw forward.

When using a chain saw, always wear protective clothing and glasses. Other basic safety tips include:

- ▶ Read the owner's manual carefully before operating a chain saw.
- ▶ Choose the proper size and type of chain saw for the job.
- ▶ Be sure that bystanders maintain a safe distance from cutting activities.
- ▶ Check for hazards near the job, such as power lines, poles or other cables.

### When Trimming Trees and Branches:

- ▶ Take extra care when cutting branches that have been bent, twisted, hung up on or caught under another object under high wind.

- ▶ Realize that branches and trees react in different ways when they are cut, depending on the type, age and condition of the tree, as well as external factors such as weather and wind speed/direction. Other variables can also exist.

### Here Are Additional Safety Tips to Follow When Using a Chain Saw:

- ▶ Make sure all safety functions on the saw work properly and are in place.
- ▶ Keep the chain clean, sharp and lubricated with the correct oil.
- ▶ Keep the cutting area clear.
- ▶ Work with a partner.
- ▶ Avoid overhead hazards, such as utility lines or dead, hanging limbs that may fall.
- ▶ Be careful of inclines and uneven ground.
- ▶ Stand to the side of what you are cutting.
- ▶ Keep the saw as close to you as possible for better control.
- ▶ Keep both hands securely on the saw handles.
- ▶ Cut at full throttle (i.e., bring the saw up to speed before starting to cut).
- ▶ Let the saw come to a complete stop before reaching for the chain or bar.
- ▶ Turn off the saw or activate the chain brake when carrying the saw.
- ▶ Ensure the saw is well-maintained and in proper working order.

### What Not to Do When Operating a Chain Saw:

- ▶ Do not operate a saw alone.
- ▶ Do not wear loose clothing.
- ▶ Do not use the tip to cut.
- ▶ Do not cut with a chain saw above shoulder height.
- ▶ Do not refuel a hot saw.

The tips provided are not all-inclusive; instead, they are a reminder to keep safety first. Remember, an injury is much more inconvenient, painful and costly than taking the time to do the job safely.