

KIEL HOOK AND LADDER

Butler Volunteer Fire Department

Tower 343 - Operator Manual



Edition 1: Spring 2017
Created by D Morse IV

Kiel Leadership

TOWER 343



Line Officers	Administrative Officers
Chief: William Dunlap-B4	President: William Dunlap
Captain: Douglas Morse IV	Vice-President: William Landon
Lieutenant: Patrick Hall	Secretary: Edwin Vath
Engineer: Edwin Vath	Treasurer: Joseph Usinowicz

Alcohol and Controlled Substance Abuse

Consumption of, or being under the influence of alcohol or Controlled Substances on Fire Department property is strictly PROHIBITED.

The only exception is for any special events including meetings at the firehouse, or during the weekly operation of the Bar. Any member who has consumed alcohol is not permitted to respond to any calls during that time. A member who fails to follow this guideline will be subject to disciplinary actions.

Any time there is a Department function where alcohol is present, there will be a "Duty-Crew" who is not permitted to drink alcohol that will be responsible for responding to requests for assistance. In some instances, such as Department Dinners, a Mutual Aid Company will be scheduled to handle incidents.

Operator Basics

Anyone operating the Apparatus is to have their PPE on the apparatus. Once on scene, the Operator is to don all equipment to ensure their Safety. An operator is responsible for all members who are on the apparatus and should ensure that all members are belted into the apparatus prior to moving. The operator is also responsible for performing the necessary checks prior to leaving the firehouse and prior to leaving any scene, drill or other location to ensure the safety of both the crew and apparatus.

Kiel Hook and Ladder, Tower 343

The Kiel Hook and Ladder Company currently operates a 1991 Sutphen SPH 95 Aerial Tower. This piece of apparatus can carry an Operator, Officer and one other member in the front seat, as well as Two Firefighters in each Jump Seat (One on each Side).

The Tower is about 47 feet long, 9 feet wide and 10 feet tall, weighing in at approximately 55,000 pounds, depending on water weight, crew size and tools.

While in aerial operations, there must be a member on the platform to control the Tower in the event that the Bucket Crew is unable to do so. While flowing water, the Operator must be at the Pump Panel.

While operating, a maximum of 800 pounds can be in the Bucket, unless water is flowing, at which point there is a Two Person limit. The bucket is equipped with two nozzles (One straight, one variable) that can each flow a maximum of 750 GPM for a total of 1500 GPM.

The bucket is also equipped with a 50 foot pony length of 1 ¾" hose that can be connected to enter a structure.

The Tower is the second piece of apparatus to respond to the majority of alarms, with the exception of vehicle accidents. The Tower should be located on the A Side of the building directly in front to allow for operations.

Pre-Trip Checks

Should be done prior to any time the Apparatus leaves the Station.

- 360 Degree Walk-around (compartments, jacks and tires)
- Fuel Level
- Mileage on Mileage Sheet
- Crew Belted and Ready to Roll

Pre-Return Checks

Should be done prior to any time the Apparatus leaves a Scene, Drill or any other location. This will ensure there are no issues with losing equipment and/or striking the Platform against the wall of the firehouse.

- 360 Degree Walk-around (compartments, jacks and tires).
- Tower is completely “Bedded” and all Flies are Retracted Fully.
- Fuel Level (Take for Fuel if less than $\frac{3}{4}$ Tank).
- Crew Belted and Ready to Roll.

In-Station Checks

This should be done once the Apparatus is returned to the Firehouse.

- Mileage on Mileage Sheet and all information is filled out.
- Truck is secure and Air Brake is applied.
- Company Run Sheet has been fully completed.
- Truck is clean from Salt, Dirt, Grime etc.

Guide Lines

1) Eligibility

a. Operator Selection

- i. Candidates must be a member in good standing and be over 18 years of age.*
- ii. Candidates are required to hold a FF1 Certification for a minimum of 3 years prior to being Certified as an Operator Level 3.*
- iii. Candidates must be an "Active Member" and receive the approval of the Kiel Hook & Ladder Captain to begin training.*

b. Instructor Selection

- i. Initial Instruction is to be performed by the Kiel Hook & Ladder Captain or their designee.*
- ii. The Kiel Hook & Ladder Engineer will perform the majority of all Operator Training.*
- iii. The Kiel Hook & Ladder Captain will make recommendation to the Candidate to request a Certification Test at a time when they have completed the necessary training.*

c. Operator Certification

- i. At the recommendation of the Captain of Kiel Hook & Ladder, a candidate may complete an Operator Certification Test.*
- ii. The Chief of Department's designee's will be used to perform the Operator Certification Test.*

2) Training Methods

- a. Approved candidates will be assigned an Instructor by the Captain of Kiel Hook & Ladder.*
- b. An Instructor shall be present at any time a candidate is the "Operator" of the apparatus.*
- c. An approved candidate shall be required to complete three levels of training and must demonstrate proficiency at each level prior to advancing to the next.*

3) Operator Level 1 - "Vehicle Orientation"

- a. Review of Texts and any other documentation required by an operator.*
- b. Cab controls and functions including warning devices.*
- c. Location of all equipment on the apparatus as well as the ability to operate that equipment.*
- d. Knowledge of Departmental procedures regarding driver/operators, response and information set forth by the Borough.*
- e. Vehicle Characteristics and construction (height, weight, length etc).*

Minimum Training Time: 2 Hours

4) Operator Level 2 – “Pump and Aerial Operations”

a. Phase 1 – “Aerial Operations”

- i. Tower Characteristics (Length, Structure, Short Jacking etc)*
- ii. Demonstrate successful stabilization of apparatus on various road conditions and angles.*
- iii. Demonstrate ability to “Spot” the Platform from both the ground and Pedestal.*
- iv. Demonstrate the ability to operate the Tower from the Pedestal and gauge distances from various objects.*
- v. Perform Cone Test from Pedestal.*
- vi. Demonstrate the ability to operate the Tower from the Platform and gauge distances from various objects.*
- vii. Perform Cone Test from Platform.*

Minimum Training Time: 5 Hours

b. Phase 2 – “Pump Operations”

- i. Pump Characteristics (Tank Size, Pump Size, Flow Rates).*
- ii. Hose Couplings (Inlet/Outlet and Sizes).*
- iii. Cross-Lay Information (Size, Length etc).*
- iv. Platform Tip Information (Sizes, Flow Rates).*
- v. Demonstrate ability to pump/flow to Platform, Cross-Lays and Relay pump to other apparatus.*
- vi. Demonstrate ability to run On Board Generator and its functions. Demonstrate ability to run all Power Equipment on the apparatus.*
- vii. Any other additional training as directed by the Captain of Kiel Hook & Ladder or the Instructor as needed.*

Minimum Training Time: 5 Hours

Minimum Combined Training Time: 10 Hours

5) Operator Level 3 – “Driver Training”

a. Phase 1 – “Basic Information”

This training will involve the Instructor explaining the concepts and showing the Candidate the various aspects of this Phase.

- i. Demonstrate basic knowledge of braking systems and shifting*
- ii. Demonstrate knowledge of turning and handling*
- iii. Braking, Slowing, Stopping*
- iv. Backing Up (straight and turns)*
- v. Fueling*
- vi. Parking*
- vii. Platform Placement with turns/pulling off curbs*
- viii. “Slow-Go” Streets*
- ix. “No-Go” Streets*

Minimum Training Time: 2 Hours

b. Phase 2 – “Road Training”

- i. Placing apparatus into/out of service (Pre-Response/Pre-Return Checks).*
- ii. Operating the apparatus in Residential Zones.*
- iii. Operating the apparatus on Highways.*
- iv. Operating the apparatus in tight areas.*
- v. Operating the apparatus through traffic.*
- vi. Apparatus placement in various locations.*
- vii. Apparatus placement in various incident types.*

Minimum Training Time: 5 Hours

c. Phase 3 – “Certification Training”

- i. Demonstrate ability to Drive the apparatus to a location without directions (Complete map of Roads).*
- ii. Demonstrate the ability to Set Up Aerial Operations.*
- iii. Demonstrate the ability to Set Up Pump Operations.*
- iv. Demonstrate the ability to perform all on scene operations necessary.*

Minimum Training Time: 3 Hours

Minimum Combined Training Time: 10 Hours

Minimum Total Combined Training Time: 20 Hours

6) Certification

The Candidate shall be eligible for a road and operational test only after:

- a. S/he has completed driver/operator training at all levels as described.*
- b. S/he has completed the minimum training hour requirements.*
- c. S/he has demonstrated satisfactory performance to the instructor of the skills necessary to operate the particular apparatus. The trainee must demonstrate satisfactory performance to the Captain of Kiel Hook & Ladder on the road and operations performance and receive their recommendation to request a Certification Test to become a Qualified Operator.*

7) Operator Re-Certification

All certified operators shall undergo operator re-certification annually. Re-certifications will be scheduled by the Captain or Engineer of Kiel Hook & Ladder. The Operator must have the ability to:

- a. Show Equipment Locations and how to operate them.*
- b. Explain Departmental Procedures regarding driver/operators, responses etc.*
- c. Note Vehicle Characteristics (height, weight, length).*
- d. Apparatus operations.*
- e. Apparatus Placement.*
- f. Demonstrate the Sufficient Ability to perform tasks in Operator Level 3, Phase 3.*

In addition, the Captain of Kiel Hook & Ladder may require any Operator to undergo re-certification if deemed necessary.

8) Records

It is the responsibility of the Instructor to complete all necessary documentation for all phases of training following the completion of Operator Training. A Candidate is required to keep all of their documentation throughout Operator Training in this handbook.

Following the completion of Operator Training, the Captain will keep copies of all Training Records on File.

Operator Level 1 - "Vehicle Orientation"

- *Review of Texts and any other documentation required by an operator.*
 - *Cab controls and functions including warning devices.*
 - *Location of all equipment on the apparatus as well as the ability to operate that equipment.*
 - *Knowledge of Departmental procedures regarding driver/operators, response and information set forth by the Borough.*
 - *Vehicle Characteristics and construction (height, weight, length etc).*
- Minimum Training Time: 2 Hours**

Candidate: _____

Candidate Signature: _____

Instructor: _____

Instructor Signature: _____

Date: _____

Operator Level 2 – “Pump and Aerial Operations”

Phase 1 – “Aerial Operations”

- *Tower Characteristics (Length, Structure, Short Jacking etc)*
- *Demonstrate successful stabilization of apparatus on various road conditions and angles.*
- *Demonstrate ability to “Spot” the Platform from both the ground and Pedestal.*
- *Demonstrate the ability to operate the Tower from the Pedestal and gauge distances from various objects.*
- *Perform Cone Test from Pedestal.*
- *Demonstrate the ability to operate the Tower from the Platform and gauge distances from various objects.*
- *Perform Cone Test from Platform.*

Minimum Training Time: 5 Hours

Candidate:

Candidate Signature:

Instructor:

Instructor Signature:

Date: _____

Operator Level 2 – “Pump and Aerial Operations”

Phase 2 – “Pump Operations”

- *Pump Characteristics (Tank Size, Pump Size, Flow Rates).*
- *Hose Couplings (Inlet/Outlet and Sizes).*
- *Cross-Lay Information (Size, Length etc).*
- *Platform Tip Information (Sizes, Flow Rates).*
- *Demonstrate ability to pump/flow to Platform, Cross-Lays and Relay pump to other apparatus.*
- *Demonstrate ability to run On Board Generator and its functions. Demonstrate ability to run all Power Equipment on the apparatus.*
- *Any other additional training as directed by the Captain of Kiel Hook & Ladder or the Instructor as needed.*

Minimum Training Time: 5 Hours

Minimum Combined Training Time: 10 Hours

Candidate: _____

Candidate Signature: _____

Instructor: _____

Instructor Signature: _____

Date: _____

Operator Level 3 – “Driver Training”

Phase 1 – “Basic Information”

This training will involve the Instructor explaining the concepts and showing the Candidate the various aspects of this Phase.

- *Demonstrate basic knowledge of braking systems and shifting*
- *Demonstrate knowledge of turning and handling*
- *Braking, Slowing, Stopping*
- *Backing Up (straight and turns)*
- *Fueling*
- *Parking*
- *Platform Placement with turns/pulling off curbs*
- *“Slow-Go” Streets*
- *“No-Go” Streets*

Minimum Training Time: 2 Hours

Candidate:

Candidate Signature:

Instructor:

Instructor Signature:

Date: _____

Operator Level 3 – “Driver Training”

Phase 2 – “Road Training”

- *Placing apparatus into/out of service (Pre-Response/Pre-Return Checks).*
- *Operating the apparatus in Residential Zones.*
- *Operating the apparatus on Highways.*
- *Operating the apparatus in tight areas.*
- *Operating the apparatus through traffic.*
- *Apparatus placement in various locations.*
- *Apparatus placement in various incident types.*

Minimum Training Time: 5 Hours

Candidate:

Candidate Signature:

Instructor:

Instructor Signature:

Date: _____

Operator Level 3 – “Driver Training”

Phase 3 – “Certification Training”

- Demonstrate ability to Drive the apparatus to a location without directions (Complete map of Roads).
- Demonstrate the ability to Set Up Aerial Operations.
- Demonstrate the ability to Set Up Pump Operations.
- Demonstrate the ability to perform all on scene operations necessary.

Minimum Training Time: 3 Hours

Minimum Combined Training Time: 10 Hours

Minimum Total Combined Training Time: 20 Hours

Candidate: _____

Candidate Signature: _____

Instructor: _____

Instructor Signature: _____

Date: _____

On Scene Tasks

Tasks May Be Changed By Command

First Due Truck:

Position – Side Alpha

Responsibility – Ladder the building, Ventilate the building, Perform obvious rescues, Report to the fire floor and carry out normal duties (ventilate, pull ceilings...etc)

Second Due Truck:

Position – Side Charlie

Responsibility – Ladder the building, Ventilate the building, Perform obvious rescues, Report to the fire floor and carry out normal duties (ventilate, pull ceilings...etc)

Additional Trucks:

Position – per Command

Responsibility – per Command

Truck Company Operations

Below are the standard fireground operations to be employed by the truck company and the individual duties associated with these areas of responsibility.

These guidelines are general assignments designed to initiate the truck company's actions on the fireground during the initial stages of the incident.

During fire incidents, truck companies are obligated to perform the following duties:

-Rescue

-The most important duty of the truck – effect obvious rescues first, then a thorough search of the fire building and exposures for victims of the fire. Search and rescue operations will be initiated on every working fire. Report back to the Truck Officer once primary searches are complete.

-Forcible Entry

-Enables the engine company to attack the fire, also to allow the truck company to search all parts of the building.

-Ventilation

-Prompt and correct ventilation is paramount in saving lives and the control of the fire. The amount of damage done in ventilating should be in direct correlation to the severity of the fire.

-Laddering

-The truck will ladder the building at all working fires. Generally the ladders will go to the fire floor first, and then the floors above.

-First Due: Alpha and Bravo Sides

-Second Due: Charlie and Delta Sides

-Fire Extension

-Always keep the truck officer and the fireground commander aware of the fires progress. The check for extension shall be performed as soon as possible and can be combined with many of the other truck duties.

-Overhaul

-Generally, the truck crew will regroup and operate as a team to perform this function. Ensure that the fire is extinguished and the building is structurally safe.

-Elevated Steams

-Truck must be able to switch to master stream operations quickly and be in the right position when needed.

Do not hesitate to take an aggressive approach to your truck duties, but remember the amount of damage done should be in direct correlation to the fire severity.

This standard is established to ensure that the duties and areas assigned to the truck company on responses are dealt with effectively and efficiently, and must be followed by ALL personnel. The Officer of the truck company is the only one other than Command who may vary the standard as they see fit.

Interior Duties:

- Effect Obvious Rescues
- Forcible Entry
- Primary Search and Rescue
- Search for Extension
- Ventilation
- Secondary Search and Rescue
- Salvage and Overhaul

Exterior Duties:

- Effect Obvious Rescues
- Search and Rescue
- Ground Ladders
- Aerial Ladders
- Ventilation
- Elevated Streams

Members of the truck crews are to perform these duties as necessary on all structural fires. Additionally, the crew has assigned areas in which to perform these duties outlined on the following pages.

The Crew will assemble in the Following Order:

- 1- Driver
- 2- Officer
- 3- Can Seat
- 4- Irons Seat
- 5- Vent Seat
- 6- Roof Seat
- 7- Officer 2 (Spare, leave open unless needed)

Driver

Non-Aerial call

Tools: Radio

Job: Assist with any horizontal Ventilation as well as laddering the building with the Officer Side Crew.

Aerial Call

Tools: Radio, Lights

Job: Set up stabilizers with Irons Seat. Ensure Vent Seat has made connections to LDH Intake. Give power to platform (Can Seat) and ensure truck is in pump operations. Prepare for aerial operations and water flow. Also turn on generator and prepare any scene lighting/power that may be required.

Officer

Non-Aerial call

Tools: Tool, Radio, Light

Job: Work with Driver Side crew to find and extinguish any fire as well as any extension that may be present as a result.

Aerial Call

Tools: Tools, Radio, Light

Job: Operate aerial tower and attempt to effect any rescues, ventilation or exterior fire suppression as required by Command. Work with Roof Seat to perform any interior work required by Command

Can Seat

Driver-side Rear Facing

Non-Aerial call

Tools: Can, Light

Job: Find any small fires and extinguish with can. Also work with Irons Seat to check inside any areas where small fires may have been present.

Aerial Call

Tools: Platform, Radio

Job: Operate the turntable platform. Ensure that the operations at the tower level to not put any crew members in danger. Also act as the liason between the tower and the pump operator in the event of radio failure.

Irons Seat

Driver-side Side Facing

Non-Aerial call

Tools: Irons, Radio

Job: Find any extension with small fires inside walls and ceilings. Also work with Can Seat to check inside any areas where small fires may have been present.

Aerial Call

Tools: Radio, Irons

Job: Assist truck operator with setup of stabilizer legs for aerial operations. Following that, act as a primary search crew with Vent Seat unless primary has already been completed.

Vent Seat

Officer-side Rear Facing

Non-Aerial call

Tools: Hook, Radio

Job: Provide any horizontal ventilation as per Command. Also ladder roof/second floor window on two sides of building as per Command. Also work with Roof Seat to perform any additional ventilation per Command.

Aerial Call

Tools: Hook, Radio

Job: Connect large-diameter hose from tower to engine. Ensure all connections are secure. Following connection, work with Irons Seat to complete primary search/or other tasks advised by Command.

Roof Seat

Officer-side Side Facing

Non-Aerial call

Tools: Ax, Light

Job: Work with Vent Seat to ladder the roof/second floor and perform any horizontal ventilation per Command

Aerial Call

Tools: Ax, Saw, Light

Job: Second man in aerial tower. Perform any ventilation as required on the roof. Work with Officer Seat to perform ventilation including roof ventilation/other tasks as assigned by Command.

20 Fair Assumptions about Garden Apartment Fires

1. If you see a plumbing truck/van in front of the building where you are sent to investigate an odor of smoke you can assume the building is on fire.
2. If you find fire in the terrace level apartment you can assume there is already fire in the attic.
3. In the typical garden apartment there are usually 4 apartments per floor, with 2-4 floors that is 12-16 apartments. You can assume someone is home.
4. If the building is on fire you can assume there will be people out screaming on the balconies. What you cannot assume is that they are all in need of rescue.
5. You can assume that the incident priorities remained unchanged: life safety, incident stabilization, and property conservation. Place the first line in support of these objectives. (This means you have to secure the interior stairs and protect the search)
6. You can assume you will need:
 - One line for the original fire
 - One line for the back up line
 - One line for the floor above
 - One line for the attic/cockloft
7. Assuming #6 you can assume that a standard 4 engine, 2 truck, one rescue first alarm assignment will not be enough. You will need to commit four hand lines quickly and you have only four engine companies. (I prefer to call for help in alarm-sized packages)
8. You can assume that every single one of those four hand lines will be going through the front door, you can also assume that someone will be screaming the muffled screams of a tired firefighter in SCBA, screaming for someone to, "feed me some line." Then you will hear the second scream, "which one?"
9. You can assume that once #8 happens, progress will be slow. (*The moral of this story is to not stretch more than two lines through the same opening*)
10. You can assume that someone on the fire alarm will have to stretch a long line. This means that companies should really train hard on deploying long lines, and figuring ways other than the front door to get in the place.
11. You can assume that the front does not look like that back. Ensure that companies due to the rear are giving a size-up including the number of floors in the rear.
12. You can assume that if you "lose" the interior stairwell your ability to preserve life has been severely compromised.
13. You can assume that unless the building is fully involved, and I mean the entire thing is on fire, that a 2 ½" line is going to be too big to move around. The guys with the smaller lines may take a second or two longer, but they will still put the fire out.

14. You can assume that you will only get one shot at proper apparatus placement. Don't get caught up in the drama, take the extra few seconds to get a good spot. You only get one shot at it.
15. You can assume that unexposed fire in the voids will cost more than the damaged drywall in apt 402. (Open the joint up and fast) You can also assume that fire is in the voids.
16. You can assume that the fire will travel to the exposure buildings through the attic/cockloft space.
17. You can assume that someone will declare the "search complete," but not say that they only checked on apartment. It is damn near impossible for one crew of three or four to do a good search of 12-16 apartments in a reasonable amount of time. If you need help searching, ask for it.
18. You can assume that if the fans are started before the voids are opened and cleared, you will need one alarm in addition to what you have on the scene.
19. You can assume that the trench cut will take more time, more people and more saws than you thought, and in my book longer than pulling the ceilings on the top floor. I ain't saying don't use trench cuts, but I usually don't.
20. You can sometimes assume that you will have water supply issues in these complexes, especially those on private loops. Take the time to pre-plan, do some flow tests, develop some station level plans in concert with SOPs, and put the fire out.

You cannot properly and safely respond to a reported structural fire with 4-5 people as your first alarm assignment.

NEVER get off the apparatus without at least ONE tool in your hand plus a light.

Stay low, even the best bunker gear will not protect you when you are STANDING UP in a fire.

When you hear “We have less fires today!?!?” Tell’m “then we MUST have even MORE quality, realistic and aggressive training.” Training is NOT handing someone an American heat video and telling them to watch it... those may be INTERESTING but training must be physically “doing.”

Which line to pull? (general rule of thumb) Residential 1 3/4.” line. Commercial or MultiOccupancy 2 1/2” line with immediate following backups. If you pull ONE LINE, you must ALWAYS pull a second line. They can always be put away. But it sucks when you need the “missing” second line and it’s too late.

Beware of the firefighter who tells you he has survived numbers “real” flashovers and doesn’t act scared.

Beware of the firefighter who “doesn’t need any more training.”

Train and act as if motorists are blind and want to hurt you while on the highway.

Make sure your apparatus is so visible and loud that it annoys people.

When you are told to open up a roof, make sure it is big enough to drive a small car through.

Stay out of the doorway leading to the fire-you are blocking things.

Make sure the door won’t close behind you. Carry wooden wedges.

Make sure garage doors don’t close behind you. Assign a firefighter to it.

Make sure a plier/wirecutter and knife are in your coat pocket-where you can get to it when geared and packed up.

PASS devices don’t work when we have to remember to turn them on.

If UPS can track packages, why can’t we track firefighters just as easily and quick.

Positive pressure works well, AFTER the fire is under control.

An automatic alarm is a FIRE until we get there and determine it's not (If you have good enforcement over false alarms, the problem of false alarms can be minimized. EMS is important, but we can get hurt or killed a lot easier at a fire.

No one determines the status of a fire except the FD. No one cancels the FD except one of our own.

Power tools need regular daily maintenance and checking.

Lay a supply line on EVERY reported fire, you can always put it back.

As Brannigan says, "The building is your enemy" –KNOW your enemy before the battle. There is NO excuse for not having every structure (except residential) pre-planned in the "first due" area. There is nothing BETTER than having it when you have a working fire.

Big Fire? Big Water! Sometimes a handline is NOT the answer. How fast can your FD deploy a ground monitor?

We cannot use single family dwelling tactics on a commercial or large area building fire. Plan, train and practice for those fires too.

Beware of firefighters who have 6 months on the job with a mouth of "22 years of experience."

There are essentially 2 ways to protect firefighters from a flashover. 1-vent, 2-cool with water. It takes adequate staffing to do both. We must remember to Vent early, VENT often and VENT in coordination with the other crews.

Career firefighters? Volunteer Firefighters? Paid-On-Call Firefighters? We have all seen great ones and clueless ones on all sides of the business. The labels mean nothing. It's all performance based.

Firefighters, you joined to serve. So don't try to "customize" the FD to meet YOUR personal needs. Respond quickly everytime the tones go off and participate in training regularly.

Officers: Your primary job is proper size up, quick report and appropriate initial leadership. It is NOT just to blow the sirens, horns and scream on the radio. The safety of your crew is #1. Take the front seat seriously.

Officers: Your absolute primary job is to send your crew home in one piece after the run. Can your crew and their family trust you to do that? Do you have the experience, training and knowledge required to do that?

Officers: Doing accountability AFTER we realize that someone is missing sucks. Firefighters, sometimes you DON'T have to say or input on all decisions. An FD is not always a democracy.

A CO Alarm going off is not a red light and siren run.

Officers should generally be trusted by the Chiefs, but Chiefs should ALWAYS look after the Officers.

Beware of the Chief who doesn't go to fires because he "totally" trust the officers. Sorta like a football coach who doesn't go to the game.

Beware of the Chief who says "we are an EMS department that also, occasionally goes to a fire"

Firefighting is all about the things your mother told you not to do

- Get Dirty
- Break things
- Swear

"A good friend will bail you out of jail, but your best friend will be the one sitting next to you saying 'That was f***ing awesome!'"

"When fear knocks at the door, and you answer, there will be no one there."

"A friend is a person who will have a beer with you, a best friend is one who will be puking in the toilet next to you, but a borther is one who will follow you through the gates of hell, right behind you and do all the above when it is all over."

Anonymous – Infantryman's Journal 1954

Three Rules of Leadership

- 1- When in charge, TAKE CHARGE
- 2- People want you to take charge. When you do, however, your own people will resist you.
- 3- When they do resist-GET OVER IT and move on.

"That's the life, being a fireman. It sure beats being a ballplayer. I'd rather be a fireman." -Ted Williams, Boston Red Sox – 1940

"Let me not pray to be sheltered from dangers, but to be fearless facing them."

"The probability of someone watching you is proportional to the stupidity of your action."

"LET NO MAN'S GHOST RETURN TO SAY HIS TRAINING LET HIM DOWN."

“If you’re not going to wear your turn-out gear properly you need to establish a ‘good-friend agreement.’ I just hope you have a good enough friend who will wipe your ass for you while your burns are bandaged up for six months.” –Battalion Chief John Salka, FDNY

“A certificate does not make you certified. Attitude, performance and commitment to self and team; These and a certificate make you certified.”

Types of Construction

Listed below are the 5 Classifications of Building Construction with Brief descriptions. For more information refer to the NFPA Fire Protection Handbook – NFPA 220, Standard Types of Building Construction – and local building codes

Type I – Fire Resistive

Structure will not contribute fuel to fire; load-bearing structural members protected; fire collapse not a strategic consideration; anticipate rapid fire growth due to big BTU fire load; large open areas; vertical voids; letting an entire floor or floors burn can be a prudent confinement strategy.

Type II – Non-Combustible

Structure will not contribute fuel to fire; due to unprotected load-bearing structural members, fire load and possible early collapse are key strategic considerations; high-rack storage, unprotected steel columns and steel bar-joint trusses are primary considerations; know location of suspended loads; fire load will vary widely by occupancy use.

Type III – Ordinary (Conventional and Lightweight)

Exterior walls will not contribute fuel to fire; how walls are tied to interior of unreinforced masonry is critical information; interior load-bearing members and partitions will contribute considerable fuel to fire; less mass equals less time; identify unprotected steel columns; combustible lightweight floor and roofing systems are common; open stairwells and attic voids are confinement considerations; beware bearing walls removed and replaced by unprotected support systems; multiple interconnected voids will contribute to rapid fire growth; fire load varies by occupancy use; tilt-up with panelized roof system equals ordinary construction.

Type IV – Heavy Timber (Mill)

Basically a Type III building on steroids; exterior walls will not contribute fuel to fire; interior load-bearing members will contribute considerable fuel to fire; more mass equals more time; scrutinize connections; timber trusses are not uncommon; multiple interconnected voids will contribute to fire growth; unprotected steel, suspended loads and open stairwells must be considered; identify self-releasing floor systems at columns.

Type V – Wood Frame

Entire structure can contribute fuel to fire; if not conventional, expect lightweight combustible floor and roof systems; open stairwells and large open attics are primary considerations for confinement and rapid fire growth; create a door for rapid rescue and alternative access/egress (no permit needed); understand fire behavior in older balloon frame; lightweight floor systems can create horizontal balloon frame; offensive benefit from defensive position can be easy.