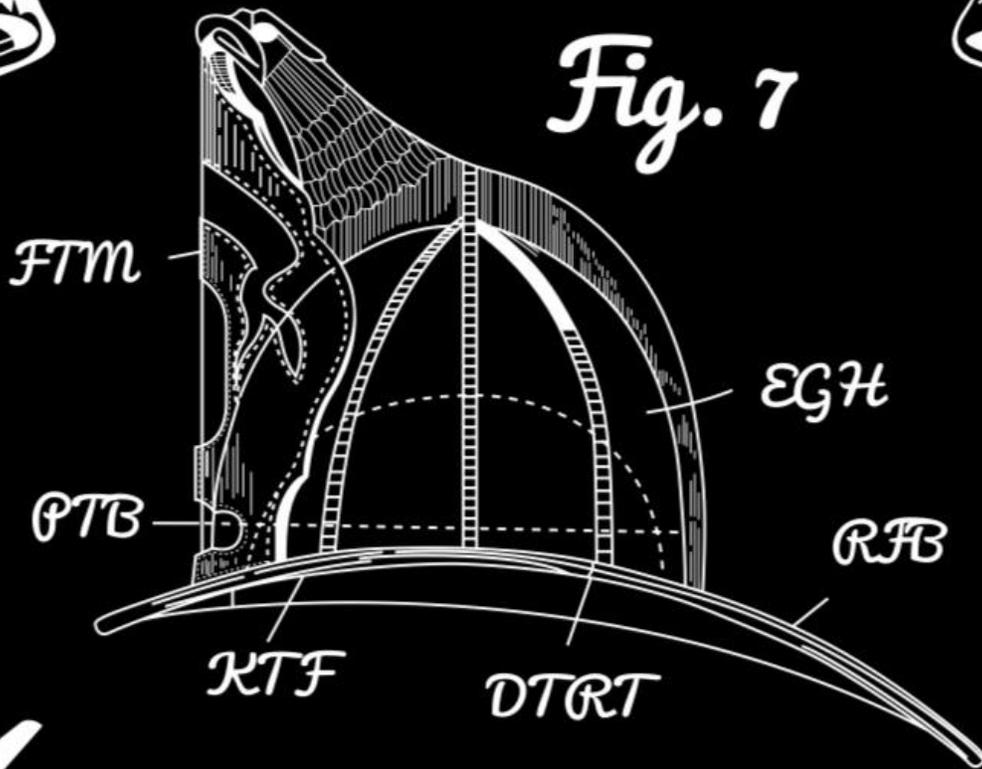


The Rip And Run

DIABLO

Fig. 7



Welcome to the Rip and Run Volume 3. Before we get started, I would like to extend a congratulations to one of our founding board members on his recent promotion. Diablo F.O.O.L.S Webmaster Billy Small (Contra Costa Fire) has been promoted to the rank of Captain. Congrats Capt and great job. We are fortunate to have received multiple written contributions in this edition of the Rip and Run. Its these contributions that spread the workload while spreading the knowledge. I would like to start this off with a message from Captain Small where he shares some words from his 15 + years' experience.

What Are Your “Why’s”

Billy Small – Captain Contra Costa Fire



Why’s. It’s the reason we do anything, in all facets of life. If you really think about it and get down to the nitty gritty there is a reason, the why, for every decision, every thought, every action or even inaction that is made. I’m no shrink so I’m not going to talk about your home life or even mine but let’s talk fire, let’s talk about your fire life. In my opinion your why’s dictate what you do on every fire response; they do for me. What are those?

Well I can tell you my whys start with the citizen. It starts with their safety and their worldly possessions wellbeing or at least the attempt of. It starts with training, whether it’s true to form pulling lines in a non-IDLH environment or during a live fire class, the reps gained as a crew or crews will be instrumental when you’re dealing with the real deal. When driving around I do mental size ups on buildings, looking for hazards or anything that could affect our placement or pull. Medicals are the same way. I take mental notes of the house, inside and out. Pre-planning any possible fire. I talk it out with my crew or crews around me. Scenario after scenario. This gives way to great communication that keeps everyone on the same page. The expectations are laid out there and if any questions arise, they come up in a non-stressful environment. The citizen can expect a well-orchestrated machine. I know things happen, every fire isn’t the same but the more prepared you are the more likely it’s going to run smooth without a hic-up.

The why’s are the reason for the decisions I make. They are the reason why I choose to believe that every house is occupied until the primary and secondary search is complete. The why’s are the reason I follow a rescue profile vs a survivability profile (I’m not god nor do I pretend to be, but I can tell you if I can make a rescue or not). The why’s are the reason I believe fighting fire from the interior and aggressively is the safest and best practice for THEM as well as for us. Remember smoke kills, steam burns. The why’s are the reason I believe putting a nozzle between THEM and the unburned is what we are there to do. The why’s are why I choose to split my truck company if afforded the opportunity. Aggressively ventilating while completing a primary search is paramount on any fire and should be made a priority. Basically, what I’m saying is we should always put THEM and THEIR needs first. THEY are my priority and I am responsible to do whatever it takes to help mitigate the situation. When people tell you “it’s just

things, it's going to get torn down who cares" I can tell you from personal experience that their things are very important to them. Their things are their life, their life's work and every memory along the way. It shouldn't be lessened because it's not ours. They are my why's, what's yours?

Stihl Circular Saw Troubleshooting and Maintenance Tips

Karl Taugher – Fireman Contra Costa Fire



- When inspecting the saw, check that all the diamond segments are intact and that the blade is installed correctly. You can confirm the blade is true and installed correctly by looking down the side and slowly rotate the blade by hand.
- When replacing the blade, ensure the bushing gets placed on the arbor when installing. This prevents the blade from being off center. You will immediately know if the blade is off-center when running the saw because the blade will wobble. The blade should spin in a tight circle not wobbling motion. If the blade is not in a tight circle, the bushing needs to be checked/adjusted.
- Internal combustion engines need 3 main things to run: Fuel, Air, Spark. These are all things the user can quickly remedy.

Fuel: Good clean fuel is especially important for 2 stroke engines. Tru-Fuel is preferred because it has no ethanol and has a long shelf life. The shelf life of standard pump gas can be as short as 30 days. If the fuel is in question, dump it out and replace it with known good fuel. Fuel is also where flooding comes into play. Flooding is when the saw gets too much fuel causing the air mixture to be too rich for combustion. If you choke a hot saw or try to start it too many times with the choke on it will more than likely flood. The sure-fire way to clear a flooded saw is to ensure it is set to run, choke off, and hold trigger at full throttle and pull start it 10-12 times. This seems counter intuitive but it lets more air than fuel in the engine which helps to clear the flood. Once the saw is running you will need to feather the throttle and work your way up to full throttle. Smoke and carbon will be seen coming out of the exhaust until it is fully cleared up. Alternatively, you can pull the spark plug, clean it, pull the starter cord a few times to clear the excess fuel, reinstall plug and then run the saw.

Air: Make sure the air filter is clean, remove side cover and knock the air filter out to clean it. If it is really dirty gently blow compressed air from the **INSIDE** of the filter to the outside. **NEVER** use compressed air on the dirty side it just forces the dirt further into the filter.

Spark: The ignition system on the saw contains 3 major components: coil, kill switch, and spark plug. The latter of the two are parts the end user can remedy in the field. Make sure the kill switch is set to run. If the saw is having problems running smooth or idling, try cleaning or replacing the spark plug. The spark plug has a specified gap. Gap: .02 in. Spark plug type: Bosch WSR 6 F, NGK BPMR 7 A.



Coffee and Tactics on 10/3/19 was our first lecture event. We filled the coffee shop with 60+ in attendance. Thanks to Retired Contra Costa Captain Jack Verderame, Richmond Captain Dan Kennedy, and Diablo F.O.O.L.S. President Captain Jason Conner.



Career Development

Greg Sawyer – Captain Contra Costa Fire

Let's talk about career development. I know it's not as sexy as slaying the dragon, but it's extremely important, and most firefighters are terrible at it. If your department doesn't lay a path out in front of you to follow, you're not alone. My department doesn't have a formal career development program or document that spells out what one should do in order to be successful in each rank of the fire service. Don't let that stop you from developing yourself. I made my own

guide which some of you have seen before. For those of you who haven't seen it, it's basically just three lists that fit together on one page.

CAREER DEVELOPMENT PROFILE

CAREER/LIFE GOALS

- 1.
- 2.
- 3.

TRAINING NEEDS (Things I need to work on, or weaknesses)

- 1.
- 2.
- 3.

EDUCATION AND DEVELOPMENT NEEDS (Things I need to do and experiences I need to have in order to eliminate my training needs and achieve my career/life goals)

- 1.
- 2.
- 3.

Fill it out. The bottom list should be the longest. It's a "living" document. Put it somewhere where you will see it often. Maybe inside your locker door. At least once a year (my crew and I do it on the first shift in January) sit down and take a look at it. Be honest with yourself. Look yourself in the mirror. Can you cross anything off the bottom list? Have your goals changed? Make the adjustments and take control of your future. Of course, you need to have a healthy work/life balance, but that's the point of the document. Without a career development guide, it can be very easy to go 3-4 years without improving yourself or sharpening your job skills. Don't wait for your department to spoon feed you training. Let's face it, your department doesn't require much out of you, but what does the fire service require from you? What does any-town USA require of a FF, engineer, or captain? That is the standard you should hold yourself to.

Luckily, the Joint Apprenticeship Committee (JAC) program has made it basically free for you to go get all the training you could ever want. Con Fire is fortunate that its JAC program has over \$250K in it. Each member can get \$1K per year in reimbursed logistical expenses. That's right, free flights, hotels, food, parking, Uber, etc. We use the state's per-diem rates for maximum limits. Google it. Each member can also get an additional \$1,500 per year in tuition reimbursement for classes of ANY kind. The practice has been to reimburse tuition for anything over \$1,500 if there is money left over at the end of the year (there is always money left over). I got over \$6K back each year while going to college to get my bachelor's degree. So, go travel to fire conferences, symposiums, take state fire marshal classes, attend promotional seminars, or go back to college. Find out if your department is using JAC, Palo Verde, or any other reimbursement program. If not, find out how to start one.

It's promotional test season. This isn't a push or call for you to promote. You can be a leader in no matter what rank you hold. This is a push to make you live up to the oath you took when you got hired. The easy part was getting the badge, the hard part is living up to what it represents. Everyone has their own unique career path and unique work history. I wouldn't change mine a bit. Don't let others pressure you into promoting or into staying in your current rank. Do what you know is right. Let me tell you a secret. You'll never be ready to promote. Nobody is ever ready. That's why using a career development guide is so important. No matter what rank you hold in the fire service, you can only learn the job by doing the job. So, firefighters that are acting up to drive on a regular basis are ready to test for engineer. Engineers that are consistently giving the captain advice and direction are ready to test for captain. Regardless of rank don't forget that you are responsible for your crew. You are responsible for the public, and you are responsible for the future of your organization.

Quote of the day

“Success is never owned, it is rented, and rent is due every day” Rory Vaden

AFTER ACTION REPORT

Jason Flaum – Captain Richmond Fire

Preliminary Details

Location: Chesley Ave, North Richmond

Alarm: 1730 hours

Response: E62, E70, Sq70, E67, E66, T68, BC7, BC64

Dispatch: Residential Structure Fire. 12 y/o inside unable to get out. Fire blocking her escape

Distance: Approximately 5 blocks from quarters (E62)

Initial Actions

En route: E62 crew identified hydrant location at 3rd and Chesley. Engr 62 to get own water supply.

Report on Conditions: 1 story, single family house. Fire showing from the A-side window. Chesley IC, passing command to E70. E62 commencing fire attack.

On Scene: Capt 62 tells FF 62 to pull crosslay #1 with Fog nozzle. CCSO on scene (and blocking access) confirms from family that 1 child is inside. Capt 62 attempts forcible entry on locked security screen. The security gate was difficult to force due to space constraints. After 2 attempts, Capt 62 orders FF 62 to break the window adjacent to the front door and quickly knock down the fire. FF 62 climbed through the window and unlocked the front door. While FF 62 was extinguishing the remaining fire, Capt 62 started primary a search. There was a smoke condition throughout, but little heat.

The house is a common “Shotgun” configuration. There appeared to be another fire in the front room that turned out to be a gas fireplace. Capt 62 continued to search down the hall. Capt 62 encountered 1 locked door on the right side of the hallway. There was one bedroom, 1 bathroom on the left side of the hallway. At the end of the hallway was the Master bedroom. The door was unlocked and Capt 62 located the victim. The victim was motionless, prone on the ground. The victim appeared unconscious and was unable to follow commands. Capt 62 was able to deadlift the victim onto his shoulder and walk out. FF/PM 70 established PT care and transferred the PT to AMR for transport.



Lessons Learned: Don't be afraid to be unconventional. Forcible entry was difficult and identified early. The security door had a narrow jamb and the halligan had a poor purchase. The decision was made to break the double-paned window and knock the fire quickly to increase occupant livability. Proper ConFire protocol was to announce “Working Fire” to trigger Inv 20, Breathing Support 61, and Utility support (not done). “Rescue Mode” was not declared. Radio announcement of found victim was not made. Water supply self-sufficiency was not announced. The sliding door in the master bedroom had a double keyed security door preventing escape. Ultimately, there was a small amount of fire creating a lot of smoke. The decision was made to do a quick and dirty grab. Familiarity and trust with ConFire E70 contributed to quick actions. District knowledge, including a fire next door earlier in the year, contributed to orientation. The new ConFire policy of a dedicated dispatch channel eliminated extraneous radio traffic, but tac channel E4 is Channel 7 on Richmond radios, and was cumbersome to find. Radios should be changed so that RMD 4 is adjacent to ConWest. Positive outcome with victim resulting in minor injuries.

Final Thoughts

Ground Ladder Selection

When it comes to laddering the roof with aluminum ground ladders, there are really two main players in the game if you ask me, the two section 24' and two section 35'. Although straight ladders are lightweight and quick, you must be certain of what you are getting into with a ladder that doesn't extend. There are a few construction varieties that may cause a selection mistake when choosing straight ladders including:

- Homes/buildings on a hillside or slope
- Homes on a foundation/basement/cellar
- One story commercial
- Saltbox construction
- Gables
- Steep driveways

Now I'm not saying straight ladders are a bad choice, conversely, they may be a perfect ladder for the situation you are in. Just remember, you only get a split second to size up your building and what ladder you will need. That brief snapshot isn't carved in stone either. The fire may change, the box may change, the wind may change, or your skipper may want a different ladder location after their 360. When you are alone and any of the above happens, having the versatility of a 24' ladder on your shoulder gives you more options than any straight ladder. The 24' two section extension ladder is a great ladder that is light, balanced, and extends up to 10' longer than its bedded length.

The 24' ladder, although great for a one story, is limited on two story roofs. The minimum rungs you want above the roofline is three, but I always shoot for five. 99/100 you will not be able to achieve five rungs above the roofline on two story homes. This is simply concluded by the numbers: average 20' gutter line and 1' length loss due to the angle only leaves you 3' of ladder or three rungs. This is in a perfect world, add on any of the list above and the 24' ladder will definitely be too short.

The 35' ladder is also a great ladder but has one drawback, it requires two people to raise. Whether you have 3, 4, or 5 on your truck company, finding a second person to help you raise the big ladder can be difficult if not well orchestrated. With fire showing, splitting crews, and multiple missions being assigned, the back of the truck can be a lonely place. Preplanning of neighborhoods is always the best method for being prepared. If that area/building isn't known, make a ladder plan before the crew leaves the truck as this may be the last time you are all together. Don't be afraid to go to the building for some quick recon before you commit to a certain ladder. Neighboring houses may also offer some intel.

For me my plan A is simple:

One-story roofline = 24'

Perfect condition two-story house roofline = 24'

Everything else two-story roofline = 35'

When it comes to ladders, go big or go home. Too much will always be better than not enough. Having the ability to be versatile with the ladder you are carrying will prevent an unnecessary trip back to the truck. Seconds count, and we need to be pro with our ladders. Ladders are an avenue for work and not the work themselves. Knowing the bedded lengths of our ladders, ladder reach capabilities, and window/roof heights in ours and neighboring areas will set us up for success prior to the bells going off. Selecting the correct ladder with a smooth raise will allow us to perform our job quicker and more efficiently resulting in increased safety for all.

Vinny Aiello

Our goal is to host our first hands on training in the spring so stay tuned. If you want to contribute one of your own articles or if you have any feedback, send it to me at Vinnyaiello10@gmail.com