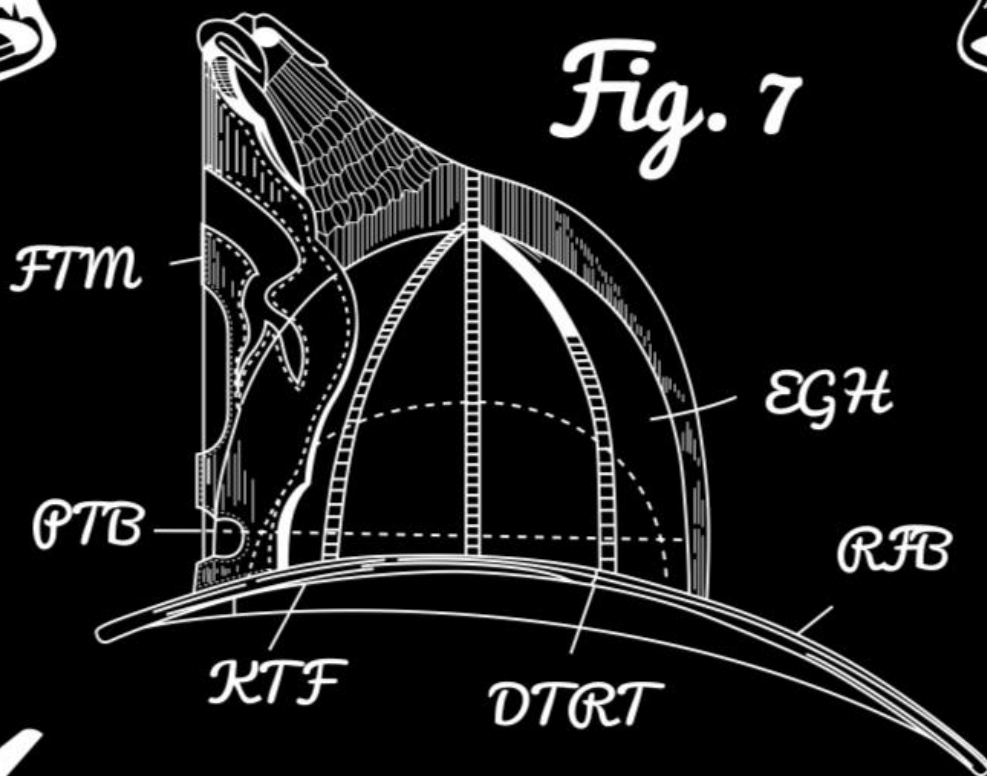


The Rip And Run

DIABLO

Fig. 7



Welcome to the Rip and Run Volume 2. In this edition we are extremely fortunate to receive contributions from our Diablo F.O.O.L.S. President Jason Conner, Vice President Andrew Rozner, and Chief Hadfield of the Rincon Fire Department. Chief Hadfield brings a rich amount of experience from his time through the ranks, his experience with NIST, and as lead instructor of the Firetown Truck Academy. V.P. Rozner is a Hoseman for Contra Costa County Fire and assigned to 81 Engine in Antioch. He is a student of the game and on his way to mastering his craft. I would like to start the Rip and Run off with a message from our Diablo F.O.O.L.S. President Jason Conner. President Conner is a Captain at Contra Costa County Fire and is assigned to 83 Truck in Antioch. With over 20 years of professional firefighter experience and as a second-generation fireman, he would like to share some valuable words of advice.

My ideas of staying safe on the job. KNOW and DO your job!



“Take something difficult and dangerous and make it safe.” -Alex Honnold. This man free solo’d El Capitan. He mastered it. He honed his skills, rep after rep, studied it and was a student of the game. He made sacrifices in his personal life to do what he dreamed of doing. I can guarantee you that he had people that thought he was all kinds of crazy and ridiculous and over the top. Even people that were in the same line of “work” as Alex was. Let’s be honest, it takes work to pull that off. He took that difficult and dangerous task and made it safe. He owned that face of the mountain that day and truly so many days before that.

We are in a profession that is difficult and dangerous. But we can make it safe. We can put in the time, crank out the reps. Study our work and learn from those who preceded us. Master the basics, know your equipment. Keep our heads in the game, give 110% for the citizens we swore we would protect. Stay positive and motivated. Keep that spirit up and believe that what you are doing is the right thing... because it is! Do not let others break you down and make you feel dumb and foolish for wanting to be good at your job. Don’t fall into it the mind set of “8-8 out the gate, payday and 4-days.” It drives me nuts when I hear comments like “what are you doing?” “Why are you doing that?” “We don’t do that here!” “I don’t care what such and such Fire Dept is doing!” Those comments are cancerous within our profession. I’ve been at that end of the spectrum.....I’ve taken some classes, mostly hands on, and would try to bring some new ideas back that could work for our organization and have had co-workers not show any interest in what I might have learned. But I stayed the course and believed in what I was doing was right. I built a network of guys that were like minded and cared like I do. I found co-workers that were mentors and that I could trust, not even of rank. Just motivated and spirited individuals that I could learn from. Those I could have conversations with and bounce ideas off of and not be made to feel like a moron. Go to a Fire Conference and you most likely won’t regret it because you will be around like-minded individuals that want to be there and want to be better. It’s refreshing, it’s a retreat in a sense. A chance to recharge that attitude and that eagerness that you

might be running low on. A chance to sharpen your skills and learn something new. Attitude is everything. I know that sounds so canned but it's the truth. You wake up in the morning with a negative attitude you'll most likely have a negative kind of day. Learn from firefighters that are "all in" and even learn from the dead weight in your organization of what not to be like. Find that balance, trust me, I know "life happens" and things get in the way that we don't always expect. But don't forget we have the best damn job in the world (my opinion) and how bad most of us wanted it. Be students, be mentors, show leadership and professionalism. By having a good attitude, knowing your equipment, knowing your job, knowing your strengths and weaknesses, training every shift in some form or another.....that is going to contribute to being "safe" more than anything. In roughly 8 years I want to walk away knowing that I served a purpose and did the best that I could. That somehow, I paid it forward and left the fire service a little better than I found it. Have no regrets!

J. Conner

Quote of the Day

"Stop looking for the example and start setting it." Ret. Navy Seal Andy Stumpf

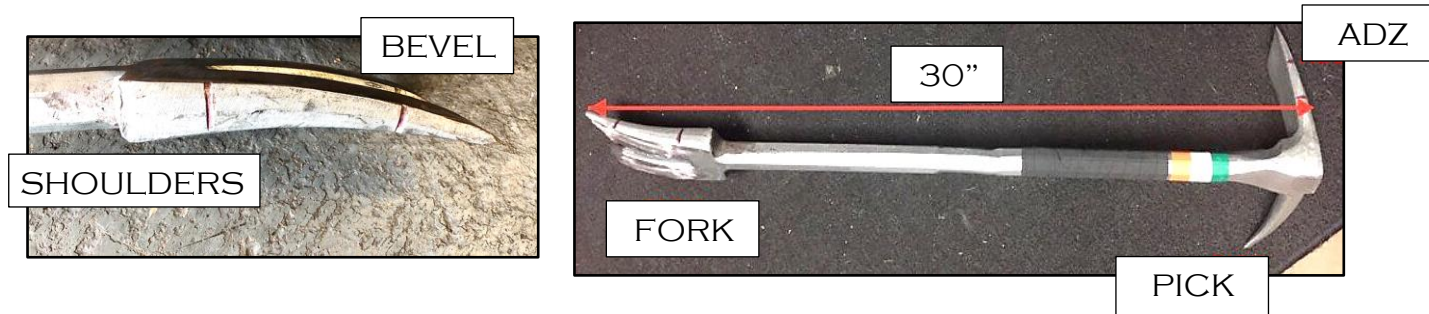


First Ever Diablo F.O.O.L.S Event at Del Cielo Brewery on 08/20/2019

The Halligan Bar

The following information is a brief history, general specifications, and mechanical advantage placed on inward swinging doors provided by Andrew Rozner. Understanding specs and mechanical advantage will help you utilize the appropriate method when forcing doors.

In 1948, Chief Hugh Halligan invented the Halligan Tool. The tool featured the Fork and Pick of the Claw Tool and the 90-degree Adz and inline striking capability of the Kelly Tool. When selecting a Halligan, avoid pinned models and choose one that is of one-piece drop forged steel alloy. Two models that are tried and true are the Pro Bar and the Max Mod.



PICK
Length: 6"



TRIANGLE
Tip - Base: 5"



FORK
Length: 6"
Crotch: 5"



ADZ
Length: 6"
Width: 2"



PICK
Baseball swing
M A: 5-1



TRIANGLE
Fork toward hinge
M A: 6-1



FORK
Forks toward hinge
M A: 13.5-1



ADZ
Forks up or down
M A: 15-1

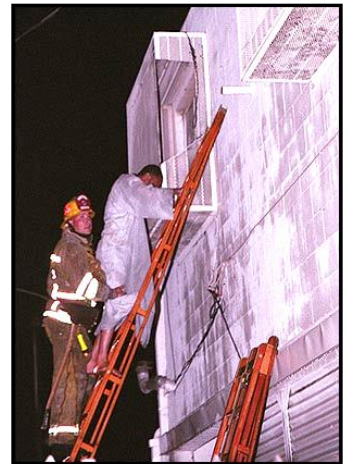
Where Have All The Ladders Gone?

Fire Chief Ed Hadfield

It seems that a certain phenomenon has occurred to the fire service, one which has not benefited the safety and efficiency of our personnel on the fireground.

There is a noticeable lack of ladders thrown at the scene of today's fires. How many times have you arrived on scene of a structure fire to find a single ladder thrown to the roof for Roof Division? Have you ever been told that we don't have the available staffing to throw ladders to windows for rescue or potential firefighter egress on two story occupancies? Better yet, when was the last time you witnessed a company in the field throwing ladders as part of their performance training?

The bottom line remains, the fire service as a whole has gotten away from the tradition of throwing multiple ladders on the fireground and made excuses as to why we have done so. As a rule we always have taught our personnel to throw two (2) ladders to a roof for means of access and egress from that area, yet, how often does that occur? More often than not, the second-due truck will use the same ladder that was thrown by the first-due truck as their means of access to the roof. This should be regarded as criminal.



In addition, we have gotten away from throwing multiple ladders at the scene of working incidents. Although, not a scientific answer, we have added so many other components to our list of "have to do's" on the fireground, we have taken an already understaffed fireground and tasked them with more objectives. Hence, we have cut back on items that have been incorrectly viewed as non-essential in an effort to check the boxes of the things which has deemed to be an essential task on the fireground.

Let's look at a few ways of getting the ladders back as part of our arsenal of safety and efficiency equipment list.

First-Due Trucks & Second-Due Trucks

Ladder Size Up or establishing a Ladder Package is the primary tool for all truck companies. It should be pre-established who throws which ladder and what ladders are thrown based upon the occupancy group i.e. residential vs. commercial, and occupancy type i.e. single family residential vs. multi-family habitational.

It should be well established within your organization that the fastest and safest one person ladder is the aerial, yet, all too often the aerial is seldom used at the scene of the fire until the incident has gone defensive. Generally this is due to the apparatus not being capable of capturing the spot to utilize or set up the aerial for offensive operations. This is a training and procedural issue within the organization. First-due company officers all too often think they

need to position their apparatus with the cross-lay lined-up with the front door. This is a huge mistake. Remember, you can pull an extra 100' of hose. The aerial only has so much ladder and believe me, you will thank the truckies for the fast, aggressive ventilation when the interior clears up and is more tenable to make your attack.

Next, **First-Due Truck Company** personnel not throwing two ladders on multi-story



occupancies is unacceptable, all first-due truck companies should be capable of throwing at a minimum the aerial and a 35' ft ladder to a multi-story occupancy and perform ventilation operations in a timely fashion. The key to success in this operation is known, well established set-up procedures, positional riding assignments, Ladder Packages based upon occupancies and the last but most important item of all is, **TRAINING!**

Most truck companies should be capable of throwing two ladders of any type and accessing the roof in less than 2 minutes 30 seconds from time of arrival. This is an acceptable standard. This includes full use of PPE and all necessary equipment operational on the roof.

Regarding **Second-Due Trucks** or units assigned to assist Roof Division, any company that has been assigned to the roof to assist with roof top operations, shall utilize their own means of access and egress, even if this is a single family dwelling. If things go bad and multiple personnel need to egress off the roof, one ladder per company is the bare minimum. If you are assigned to the roof as a second-due company, and the first due truck was only able to throw a single ladder for access and egress, make it a point to throw two (2) ladders for a total of three (3) on the incident.

Roof Division is responsible to assess the working area and if no **WORKING LADDERS** have been thrown to the operational area, he/she shall call for a complete ladder package. This ladder package includes two ladders thrown in the area in which Roof Division is working on the incident to be utilized in case of need of an emergency egress from the area. This was clearly illustrated recently in which three Sacramento City Firefighters had to lunge for the parapet after the Captain noticed the roof was about to collapse. The three firefighters clung to the parapet and had to wait for ladders to be thrown for their completed egress. For those of you, who are fire historian, remember the Cugee's Fire in Los Angeles and the subsequent death of Apparatus Operator Thomas Taylor. This recent incident brings back those memories, and the need for working ladders to be thrown in the operational area.

A SAFETY NOTE: Never move an established aerial from its original position unless you are the individual that placed the aerial there in the first place or you have made direct contact with the company/individual that did and you have absolute permission to do so.

RIC Companies:

As previously discussed in other articles, a primary purpose of RIC Companies is the elimination of hazards before they become a problem for firefighters on scene. One such method is the proactive placement of ladders for means of access and egress on the structure. If for instance, the first-due truck is operating on the roof with only one means of access and egress, the RIC Company Officer should direct his or her personnel to throw a set of working ladders in the operational area nearest the location of the members on the roof.

In another instance, if the RIC Officer is aware of operations above ground on the second floor, he/she should identify the area closest to the potential of a hostile event or structural failure and have additional ladders placed at windows at a 65% angle for firefighter egress. All members operating in that area shall then be notified via radio communications of the placement of those ladders and what area and division that has been placed upon.



Squads, Rescues and First Due Engineers:

Based upon your response configuration, many organizations respond medic units with two firefighter personnel to the incident as part of the original assignment. If this company is not generally assigned to establish a medical group, they are typically assigned to assist with some other fireground function. Unfortunately, often they are given the task of RIC and never supplemented by a full company. Yet, these two highly motivated individuals can be given the task of laddering the building or throwing additional ladders upon arrival then re-assigned to assist with other task on the fireground, such as, secondary search, assist RIC, extension or medical group. Once again, the Incident Commander needs to think proactively and eliminate those hazards that are glaringly obvious before he needs to deploy a RIC or use a medical group. How many times have you heard an Ole' Crusty Engineer say, "The job of an Engineer is busy for the first five minutes of the fire, then I just sit back and watch." And for the most part they are telling you the truth, but I would also imagine that many of those Ole' Crusty Engineers neglected to tell you they are the primary Safety Officer on the scene of the fire as well.

Many times, I have been assigned to the roof of a single-family dwelling, only to have an additional ladder thrown to the area of operations by the First-Due Engineer. With his keen eye and experience behind him, he knows that once a water supply has been established and lines are stretched and in service, he has a moment to identify specific fireground hazards and take proactive action. One of those tasks could be throwing an additional straight ladder to the roof of a single-family occupancy or the window where personnel may need immediate egress due to deteriorating conditions.

Finally, it's key we recognize the importance of aggressive laddering operations for all personnel, not just our truck companies. All personnel need to be well versed in aggressive ladder placement and ladder packages related to occupancy groups and types. The importance of

providing means of access and egress points on all above ground areas of a structure will greatly increase personnel safety.

Company Officers need to take steps to assure all personnel assigned to their units have the ability to effectively perform laddering operations and have a solid understanding of ladder tactics as it relates to differing type of occupancies. Nothing can take the place of hands-on training and real-world ladder operations in full PPE, not just helmets and gloves. When we start wearing just helmets and gloves to structure fires, then our training should mirror that safe level of PPE.

Since I don't see that as a viable option, train the way you fight fire and train as though your life and the lives of your brothers and sisters depend upon it, because it does.

Fire Chief Ed Hadfield
Rincon Fire Dept

Final Thoughts

Mentorship (n) – The guidance provided by a mentor, especially an experienced person in a company or educational institution.

There are two subdivisions of mentorship; the mentor and the mentee. Something I would like to talk about in a future edition of the Rip and Run is the mentor/mentee relationship. As it's often neglected, let's touch on the mentee. Being a mentee is extremely valuable and you should attempt to stay one your entire career. Choosing wisely as who you want to emulate and who's advice you follow during this short journey will be career altering. The negative, lazy, and unmotivated will try to bring you in. The strong, motivated, team players are waiting for more to join their squad. Pick only those who you respect, have high values, and who've proven their salt day in day out. If you want to be the best you possibly can, you should learn from the best out there. Don't be afraid to have multiple mentors and consult them frequently as this is humble and a high showing of respect.

V. Aiello

If you want to contribute one of your own articles or if you have any feedback, send it to me at VinnyAiello10@gmail.com