



Tilton-Northfield Fire & EMS



www.tnfd.org

Week of 5/8/2009

Phone: 286-4781

Vision

SAFETY

PROFESSIONALISM

**CUSTOMER
SERVICE**

Mission

DELIVER:

EFFICIENT,

PROFESSIONAL,

HIGH QUALITY,

COST EFFECTIVE,

AND TIMELY

**FIRE
SUPPRESSION,**

RESCUE,

**EMERGENCY
MEDICAL
SERVICES,**

FIRE PREVENTION,

**PUBLIC SAFETY
EDUCATION, AND**

**CODE
ENFORCEMENT.**

Chief Carrier's e-mail:
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C2F2

If some of you don't know, C2F2 stands for Certified Career Firefighter. This is a 2 week—10 day course that is mandated by the Fire Standards and Training Commission to be successfully completed within one year of hire for all full time NH firefighters. The course includes a skills review, Driver/Operator, cultural diversity, firefighter safety and survival, and other basic firefighting skills and knowledge. All new hires must attend this class. In fact, FF Sevin, FF Mercaldi, and FF Gilman are all scheduled to begin their C2F2 class on June 8.

C2F2 has long been a bone of contention—really since day one! When it was originally rolled out, C2F2 had a residency component with it. That was the beginning of the controversy (although I believe there was a fair amount even when the curriculum was being conceived in the Visiting Committee!). Since then, it has been in and out of Visiting Committees and tossed around the FST Commission table like a hot potato.

As a Commissioner, I must admit that there have been times when I wished that the program did not exist. It has made for some trying debates laced with emotional testimony. And, today (Thursday), we are in the midst of 2 public hearings on the Commission's recent vote:

“To consider the elimination of the Certified Career Firefighter (C2F2) program and mandate Firefighter II Certification to be the preparatory program of training approved by the commission as outlined in RSA 21-p: 29 I and to hold 2 public hearings on May 7, 2009 and make a final vote at the Commission meeting on June 4, 2009.”

This morning we heard testimony from 15 different people. 7 were for keeping the program, 7 were for eliminating the program, and 1 was unsure, but gave some opinions that were germane to the conversation. As you can tell, split; right down the middle. This has been the theme right along. However, the organization that I represent, the Fire Instructors and Officers Association of NH, has a much higher percentage of members in favor of continuing the program. My numbers were 17 to keep, 6 to eliminate, and 2 unsure.

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Chief's Message

It's Friday!

Ever had a week when it feels really good to reach Friday? Well, I'm into my 2nd one! But, enough whining! Such is life...

You could be our own Tim Joyce. He just begun C2F2 as part of the 2009 Recruit School at the NH Fire Academy. Basically, he is approaching the end of Firefighter I, Firefighter II, and C2F2—all given in an intensive format over a number of weeks. So intensive that sometimes he just spends even his nights at the Academy!

Tim is doing great. I received some positive feedback from a couple of important people at the Academy stating that Tim was a great student. He

also spoke, on behalf of the current C2F2 students at last night's public hearing on the possible elimination of C2F2. He did a nice job verbalizing the value of the course and the concerns of the new firefighters for the future of the course, as well as the future of fire training, in general.

Good Job, Tim!

Kudos also go out to our other current students: Jon Ober (EMT), Liam Jewell (FFI), and Joe Keeler (FFI). All are doing well and loving their respective classes.

We finally got an inspection sticker on the ladder. The steering box was resealed and it is as good as new (isn't it?!). Seriously, though; it is road worth

and inspect-able.

We are working on the air conditioning on A1. Hopefully we can get it taken care of next week. It looks like the compressor might have to be replaced. We were hoping for a recharge!

Wash you hands! Cover your cough! Wash your hands! We aren't out of the woods, yet, on this H1N1 thing. We are working regionally, even though this bout of flu is winding down, on preparing for a possible resurgence of flu in the fall and early winter. There is historical evidence of this type of activity in the past.

Keep up the good work!
Chief Carrier



RAY MONGEAU/CITIZEN
PHOTO

FIRE CAPT. David Hall of the Tilton-Northfield Fire Department climbs the water tower in Gilford to prepare for Sunday's height rescue training.

UPCOMING TRAINING OPPORTUNITIES

May 11, 2009	0900	Is Our BB Stuck? Chief Carrier Center Street
May 11, 2009	1800	Departmental Meeting Chief Carrier Center Street
May 11, 2009	1830	Company Training Company Officers Park Street
May 12, 2009	0900	Is Our BB Stuck? Chief Carrier Center Street
May 13, 2009	0900	Is Our BB Stuck? Chief Carrier Center Street
May 18, 2009	0900	Closing With The Enemy Chief Carrier Center Street
May 18, 2009	1800	Tanker Shuttle Captain Hall Meet at Center Street
May 19, 2009	0900	Closing With The Enemy Chief Carrier Center Street
May 20, 2009	0900	Closing With The Enemy Chief Carrier Center Street
May 21, 2009	1800	TNFD Commission Meeting Commissioners Tilton School

(cont. from page 1)

The main push to eliminate the program, this time around, seems to be coming from the NH Association of Fire Chief and from the Professional Firefighters of NH. The Chiefs are bemoaning the financial impact of the program and the fact that, in some ways, this is the Fire Academy dictating who they can and cannot hire. The Union is citing the impossibility of extending one's probation past 12 months, as noted in State RSA's, and the general uncomfortable possibility of hiring a firefighter, putting him "on the line", and then having that firefighter possibly fail out of C2F2. Both viewpoints were put forth this morning and were well-stated. I'm sure we'll hear some more of the same tonight.

It was stated by one of the speakers today that "we would not be here today if nobody has ever failed C2F2." I believe that is a true statement. If everyone passed, if there was no controversy, and firefighter's jobs weren't on the line; everyone would be happy. But the fact of the matter is that some of the new firefighters are attending C2F2 without the ability to perform very basic, although very demanding, firefighting skills. Things such as pulling and re-packing hoselines, carrying and throwing ladders, performing a primary search, and connecting to a standpipe. Basics! Isn't that what we read about in the trade journals and on the "Secret List"? So, anyway; some firefighters fail and it puts their job on the line. This puts the fire chief in a position of having invested a good deal of time and money into a firefighter that can't get through a review of his/her skills and it has to become somebody's problem. If that firefighter has been performing admirably for a number of months and is a good person, the chief is in a precarious position. It is never an easy thing to do, but I believe that the right answer is: FIRE HIM/HER for failing to meet the training requirements for a full time firefighter. That is never easy, but in this case it is necessary.

Let's face it; if a firefighter made it through FFI + II and is on the job for a while, receives all of the job sheets 6 weeks prior to the class start, and attends the orientation, they should be able to pass all of the objectives, which are directly taken from the FFI + II curriculum. Which brings up, potentially, another issue: What is the quality of our FFI+II programs? Is it the same across the State? Is it the same no matter who the instructor is? Is it the same if it is taught to middle-aged adult volunteers as it is if it is taught to Lakes Region Community College students? And, I don't think I've mentioned this, yet; those who wish to eliminate C2F2 are considering making FFII the only prerequisite for becoming a full-time firefighter in the State. Consider that for a few minutes...

In any case, it is a difficult issue which breeds healthy debate. I think you can read between the lines and know my point of view, but I'll reserve further comment until tonight's public hearing...

Well, tonight's public hearing has come and gone and now it is tomorrow. Only 4 people spoke last night; all were for keeping the program. I concur. I am clearly in favor of keeping the C2F2 program as it exists. I questioned one of the instructors of the program, who spoke last night, and asked if the program had improved. There has been a great deal of work done to get this program to where it is. I, personally, believe that a lot of the negativity surrounding the program is being based on old information and that we need to give the "new and improved" program a chance to work. The answers I got were "absolutely" and "1000 times". That is pretty impressive to me. Well, hopefully it stays and our 3 new guys can attend and receive some quality training. The vote will be on June 4th. Don't be afraid to contact me or any/all of the other commissioners if you have any opinions or comments.

The amount of air required to properly inflate a tire depends on the size and type of tire, the vehicle application (size and weight), vehicle loading (normal or extra loading), and driving conditions. A tire that is properly inflated will provide safe driving, maximum traction, good handling and optimum tire life.

Increasing tire inflation pressure beyond the recommended amount will reduce rolling resistance, thereby improving fuel economy. But the trade-off is a harsher ride and increased risk of tire damage when encountering bumps.

Excessive tire pressure may distort the tread to the point where it bulges like a donut, reducing contact with the road and increasing wear in the center of the tread. Under no circumstances should a tire ever be inflated beyond the maximum rating as indicated on the sidewall.

CAUSE OF MOST TIRE PROBLEMS IS UNDER-INFLATION

By far, under-inflation is a more common and serious problem. Reducing inflation pressure increases a tire's rolling resistance and hurts fuel economy. Plus, an under-inflated tire flexes more, which leads to increased and uneven tread wear

. As a rule of thumb, tire life decreases 10 percent for every 10 percent it is under-inflated.

Under-inflation also makes a tire run hot. Increased flexing of the sidewall increases the temperature of the tire, which in turn increases the risk of a tire failure and blowout.

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A low tire can cause other problems as well. The amount of air in each tire affects weight distribution between the wheels. An under-inflated tire does not carry its full share of the load. This, in turn, affects chassis loading, traction, steering, alignment and braking. It may also cause a noticeable steering pull when driving or braking.

An under-inflated tire can also break traction more easily than one which is properly inflated, which can cause skidding during braking or hard cornering, or wheel spin when accelerating.

If your vehicle has a Tire Pressure Monitoring System (TPMS), it should turn on a warning light if tire pressure in any tire drops 15% or more under the factory recommended inflation pressure.

HOW MUCH TIRE PRESSURE?

How much air is the right amount to use? It depends on the application, the vehicle, the size of the tires and how much weight is on the tires. The simple answer is to follow the recommended inflation pressures specified by the vehicle manufacturer. The tire inflation specifications are generally listed in the owner's manual or on a decal in the glove box or door jamb.

For many passenger cars and light trucks, the recommended OE tire pressure may range from 28 up to 34 psi. Recommended pressures for front and rear may also vary, and higher pressures may be recommended for towing or hauling loads.

Keep in mind that recommended inflation pressures are for COLD tires. This means tires that have not been driven on for several hours (ideally overnight). It also means tires that are at a normal outside temperature of about 70 degrees F.

To accurately inflate a tire, you have to compensate for changes in temperature. For every 10 degrees F change in ambient temperature, tire pressure will change a little more than half a pound.

A tire that contains 32 psi of air at 70 degrees F will have a little over 35 psi at 100 degrees F - even if the vehicle has not been driven. Take a quick drive down the freeway and heat up the tires even more, and the pressure may read 38 to 40 psi.

Likewise, when seasons change and temperatures drop, tires lose pressure. They have not lost any air, but the air is not exerting as much pressure as before. The same tire that held 32 psi at 70 degrees F will have only about 28 psi when the thermometer hits 32 degrees F. And when temperatures are in the subzero range, the loss in air pressure will be several pounds more.

Altitude will also affect tire pressure. For every 1,000 feet in elevation above sea level, atmospheric pressure decreases about a half a pound. As a result, tire pressure goes up an equal amount. A tire gauge that reads accurately at sea level will read about 3 psi too high at an elevation of 6,000 feet.

Let's learn what the tire pressure should be on our vehicles and maintain them for the safety of all department members and equipment.

Safely Home, Everyone, Everyday
Mike Robinson Deputy Chief