



Tilton-Northfield Fire & EMS



www.tnfd.org

Week of 6/12/2009

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:
21C1@metrocast.net

OLD HOME DAY

June 27, 2009

Parade at 9

**We still need people to help in the
food booth beginning at 1000 hrs.**

**Remember, this is the Relief Associa-
tion's big fundraiser each year!**

**Please come out and support the as-
sociation.**

**Call Lt Harris if you are available:
783-6736**

Chief's Message

Bike Week—Already

Some of you may be aware of my lack of affinity towards the motorized, 2 wheel mode of transportation. Nothing personal to those who ride, of course.

Conversation at the lunch table indicated that you would hardly even know it was bike week (started today). Then someone (last name starts with V) said they always like bike week but they are always happy when it is over. My response was that I could tell them how they could learn to not like it: Work in the Weirs for the whole week for 3 or 4 years in a row.

I did it for 7. Being busy was fun. You got to see a lot—a real lot. But between the lack of sleep, the noise, the exhaust, and some of the people, I prefer not being in the thick of it.

This really wasn't some kind of revelation for me. I never rode. To this day I cannot understand why someone would completely expose themselves to other vehicles and/or the ground. The freedom of riding has never overcome the lack of practicality for me. Again, no offense.

It should

be interesting to see the draw, or lack thereof, that Bike Week 2009 brings to the area. The live pictures of the Weirs at noon show it pretty quiet, but there are bikes around. The economy will have some impact, I would imagine.

We should be prepared for a few motorcycle accidents, increased traffic, and a higher population for the week. Don't forget that everybody that comes needs a place to stay. We have a significant number of beds in the district and I'm sure many of them will be filled.

Please use caution when on the road—whether responding or just driving around town. A minor accident with a motorcycle can cause a lot of damage—property-wise and injury-wise.

Our 3 boys are doing well in C2F2. That's good, because rumor has it that the class, as a whole, is probably one of the worst that has been through the program. Hopefully that will change as they go into the 2nd week. I can't help but think

much of the controversy surrounding the program may have contributed to the poor showing. I think a lot of people really thought C2F2 was going down the tubes. Maybe this prevented some from being well prepared (?). It will be nice to get back to a normal schedule around here after next Friday.

My son, Ethan, turns 10 this weekend. It's milestones like this one that make you stop and think how much has changed in 10 years—personal, professional, technological, politically, etc.

Take a few minutes and think about our department. Who was here then? What was it like? What did we have for equipment? How busy were we in 1999?

It certainly makes you think. For some, it may serve as motivation; always keep looking to the future, moving ahead, getting better. To others, it may be discouraging; not like it used to be, more demanding, changing too fast. In either case, life goes on... that is certain.

So, have a great week. If you ride, please be careful. You still have time to pick out a nice gift for Dad!

Know the vision,
Chief Carrier



UPCOMING TRAINING OPPORTUNITIES

June 15, 2009	0900	Big Box Fires Chief Carrier Center Street
June 15, 2009	Off	No Training!
June 16, 2009	0900	Big Box Fires Chief Carrier Center Street
June 17, 2009	0900	Big Box Fires Chief Carrier Center Street
June 22, 2009	0900	Can't We All Just Get Along... Chief Carrier Center Street
June 22, 2009	1800	EMS Con Ed David Rivers Center Street
June 23, 2009	0900	Can't We All Just Get Along... Chief Carrier Center Street
June 24, 2009	0900	Can't We All Just Get Along... Chief Carrier Center Street
June 27, 2009	0800	Old Home Day Parade / Cooking Park Street / Pines Association
June 29, 2009	0900	Captain Boomer...Company of Y's Chief Carrier Center Street

Turbochargers

The Department currently utilizes primarily Cummins engines (OK that hurts a CAT guy) “just kidding they build a good product”. Engines 1, 3, and Tanker 1 all with different horse powers but all are equipped with a Turbocharger

The purpose of a turbocharger is to compress the air flowing into the diesel engine, this lets the engine squeeze more air into a cylinder and more air means that more fuel can be added. The engine burns air and fuel to create mechanical power, the more air and fuel it can burn the more powerful it is.

In simple terms, a turbocharger comprises of a turbine and a compressor connected by a common shaft supported on a bearing system. The turbocharger converts waste energy from an engine's exhaust gases into compressed air, which it pushes into the engine. This allows the engine to burn more fuel producing more power and improves the overall efficiency of the combustion process.

Good operating practices

Operators and owners can help themselves to get maximum service life from their turbochargers if a few good practices are followed:-

Start Up

When starting the engine use minimum throttle and run in idle mode for approximately one minute. Full working oil pressure builds up within seconds but it is useful to allow the turbocharger moving parts to warm up under good lubricating conditions. Revving the engine within the first few seconds of start up causes the turbocharger to rotate at high speeds with marginal lubrication which can lead to early failure of the turbocharger.

Low Air Temperatures & Inactive Operation

If the engine has been inactive for some time or the air temperature is very low, crank the engine first and then run at idle. This allows the oil to circulate throughout the full system before high loads and speeds are applied to engine and turbocharger.

Shut Down

Before shutting your engine down, let the turbocharger cool down. When an engine runs at maximum power/high torque, the turbocharger is operating at very high temperatures and speeds. Hot shut down can cause reduced service life which is avoidable

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by a minute or two of idling. Most Fire equipment applications include an adequate cooling period during parking.

Allow your engine to idle for 1-5 minutes to allow the high temperatures and speed to reduce and so prolong the life of your turbocharger.

Engine Idle

Avoid running your engine for long periods in idle mode (greater than 20-30 minutes). Under idling conditions low pressures are generated in the turbocharger which can cause oil mist to leak past seals into the two end housings (in the industry we call this slobbering). Although no real harm is done to the turbocharger, as load is applied temperatures increase and the oil will start to burn off and cause blue smoke emission problems (again another good reason to avoid idling).

Safely Home , Everyday , Everyone
Mike Robinson Deputy Chief





Cost to Outfit a Firefighter

- ~~1-1~~
- Breathing Apparatus - \$4000
- Helmet - \$300
- PASS device
- Coat - \$800
- Pants - \$600
- Gloves - \$90
- Boots - \$250

Life of a Firefighter
...Priceless!

