



KENTLAND VOLUNTEER FIRE DEPARTMENT - STATION 33
PROBATIONARY FIREFIGHTER TRAINING

Probationary Firefighter Record

Congratulations on being brought into the Kentland Volunteer Fire Department. As one of the most respected and aggressive fire departments in the country, you will find your experiences at Kentland very challenging but also very rewarding. Your first task will be to successfully complete your probation. This program is designed to provide you with the knowledge and skills that are necessary to be a Kentland firefighter.

There are six sections, designed to be completed one per month. Additional time may be granted if warranted. You will not come off of probation until all modules are satisfactorily completed – this should be the focus of your “down-time” at Kentland. It is expected and understood that much of this information will need to be taught to you. Your job is to seek out the correct information from senior members of the Department and prepare to be “tested” on it. You will be tested by the membership chairman or an authorized designee, however any knowledgeable member may help you learn and prepare. Good luck and welcome aboard.

Probationer: _____ ID# _____

Date Joined: ____/____/____ Anticipated Completion: ____/____/____

<u>Section</u>	<u>Began</u>	<u>Completed</u>	<u>Officer Signature</u>
1: Introduction	____/____/____	____/____/____	
2: Mini-Pumper	____/____/____	____/____/____	
3: Tower Company	____/____/____	____/____/____	
4: Rescue Company	____/____/____	____/____/____	
5: Engine Company	____/____/____	____/____/____	
6: Comprehensive	____/____/____	____/____/____	

Probationer _____ has successfully completed the outlined requirements and is recommended to come off of probation.

Membership Chair: _____ Probationer: _____

Date: ____/____/____

Being a Rookie at Kentland

The probationary period at Kentland is a strong tradition. Regardless of your previous training or experience, take the next 6 months to learn and be the new guy. You may be the most experienced fireman in the world, but for the next 6 months *you are the rookie*. The members before you did it and the members after you will do it – there is no getting out of it.

Probationers at Kentland are expected to be on their toes. You should be the first one to start doing something and the last one to stop. Many members will form lasting impressions and opinions of you quickly, so make a good impression the first time. Here are some tips:

- 1) When you get here, come to an officer and get a riding position immediately. Put your gear on your spot and check your equipment – even if it was checked minutes ago.
- 2) Walk around the firehouse and make sure things are straightened up and clean. If the trash is full, empty it. If it is dirty, start cleaning it.
- 3) When a call goes out, be the first one up and be fast – even if others are moving slower.
- 4) When the mini-pumper gets a call, be the first one up to be the aide-man.
- 5) If you don't go on a call, get up and do the report. If you do go on a call, when you come back make sure the report was done. **EVEN IN THE MIDDLE OF THE NIGHT.**
- 6) When the house phone rings, be the first one up to answer it.
- 7) If you see a senior man or officer doing something, offer to help.
- 8) Don't touch the red phone.
- 9) Be respectful of ALL senior members and officers.
- 10) Don't be a kiss-ass.
- 11) Learn all the riding assignment, all the equipment, and how to use it.
- 12) We are here to help you - ask for help or instructions where you need it.
- 13) Introduce yourself to everyone you see.
- 14) LEARN THE FIRST DUE AREA. Take the initiative to make yourself a map book.
- 15) BE HERE. If you live here, you should be here 3-4 nights a week. If you are a regular member, you should be here at least 2 days a week. If you are an associate, you should be here at least 2-4 times a month. Contribute as much as you can, and get involved.

Good luck.....

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14 Tips To Start You Off On The Right Foot When You Get Hired As A Firefighter - Part I

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The old phrase "you never have a second chance to make a first impression" is a very important phrase to live by. So many people make their first impression to be a not-so-memorable one, and wish they could have it all over to do again. Unfortunately that usually never occurs. Life is not supposed to be fair, so what we can do is learn from others good points as well as their not-so-good points. Watching others succeed or fail can be very educational if you are able to pick up on what worked well for them and did not work so well for them. Here are some suggestions to get you started off on the right foot once you get hired onto a new fire department as a probationary firefighter:

1. Be aggressive at all times. First to details, last to leave.

When I say aggressive, I mean it in a positive way. Don't be so aggressive that you are annoying, over-persistent, or borderline scary to be around. Be willing to always learn new things, new concepts, and new ways of doing things. Be the first one into the scene on the medical call. Be the first one up in the morning and the last one to go to sleep. Be the first one at the station in the morning and the last one to leave. Be the first one to volunteer for the not-so-desirable jobs or duties (like when you're at the haz mat drill in the middle of the summer and the instructor asks "who wants to volunteer to put on the level A suit," and you are the least senior individual at the drill, be the first one to volunteer to do it.

2. If it is dirty - clean it. If it is empty, fill it.

If you dirty something at the firehouse (dishes, silverware, tools, apparatus, equipment, etc.), take the few minutes to clean it up then and there. I've heard the famous line "I'll get to it" so many times it gets old. If it were easy as that, it wouldn't be a problem. Unfortunately "I'll get to it" usually never happens, and the mess that A shift didn't clean up, B shift gets to clean up the next day. Nice.

3. If it rings, answer it before anyone else does.

I laugh when I see probationary firefighters running for the phone so that they can be the first one to pick it up or so that they can get it before anyone else. That is almost to the extreme. Don't injure yourself or others in the process.

4. Do not be late to anything.

Showing up on time for work is the first start. I remember the first day of my recruit academy when I got hired. It was 0800 hours and the fire chief was giving his welcome to the fire department speech. Well, we were one body short and were starting to wonder where our one classmate that we had met last week was. Well, he comes running in at around 0830 hours walks right through the door that was next to the fire

chief. The fire chief joked about it, but you could tell he wasn't happy. Would you be? That recruit would have been terminated on the spot by many departments. Although he is actually one of our best employees now, he did not make a good impression with the Chief or the Training Staff. He lived about 60 miles away and did not leave himself adequate time to parade through the stop-and-go traffic on the freeway. He should have left so early that he always gave himself an hour of fudge time. When I got hired, the smartest thing I ever did was rent an apartment a block away from our training facility. Even if my car didn't start (which has happened before), I knew I could walk to work and still make it on time.

Also, when the Captain tells you that the engine needs to leave at a certain time for a class across town, don't be in the middle of doing something that can't be easily stopped. Be ready to go at that time. A few months ago, I let the crew know that we needed to leave by 0840 hours so that we could make it to our training facility. It is only a 10 minute drive, but I wanted to leave us a 10 minute cushion because I hate walking in late or arriving late when you have other people (like the Training Chief) waiting for you so they can start the drill. Well, I walk outside to get on the Engine and the probationary firefighter is in the middle of washing the rig, and it is full of soap. Why would he even have started such a project if he didn't have the time? I commend him for taking the initiative, but he should have better prioritized his duties. Wear your watch and set your alarm to give you a five-minute warning if necessary. Be ready to go when your crew is!

5. T.V. will not be watched without permission of your company officer.

When I was on probation, I did everything I could to not even be near the TV, because I knew I would be tempted to watch it. While everyone went to watch TV, I usually took my books to the study room or went to the apparatus room to study something on one of the rigs. This is what is expected in most departments. However, every department is different. I remember hearing from one crew while I was on probation that they thought I didn't like them or their company. I asked them why and they said it was because I wasn't watching TV with them. I politely explained to them that I was on probation (like they didn't know) and that I had studying to do. What was their reaction? Oh, we thought you just didn't like us!

Then, on another occasion I was studying during the Super Bowl and the Captain came up to me (a Captain that is usually strict with probationary firefighters) and asked me to watch the Super Bowl. I politely declined, stating that I had studying to do. He then said that he was ordering me to do so, since it was our local team (San Francisco 49'ers) and that I needed a break. I then made a point to sit at the kitchen table, not the recliners, because knowing my luck, as soon as I hit the recliners I would have taken a nap (and then the camera would have come out and the reputation would have begun)! Since I was not the one that wanted to disobey a direct order from a supervising officer, then I reluctantly obliged. Last thing I wanted to do was get written up for insubordination (I could see the Battalion Chief reading that report "he refused to watch television with the crew"). But the point I'm trying to make is that I didn't initiate watching television on my own, I made the officer order me to do so. That's my story and I'm sticking to it!

6. Use initiative to address work that you see needs completion.

If you see something that needs to be completed, DO IT! You should not have to wait for someone to tell you to do something in most

circumstances. Obviously if you are not familiar with the work that needs to be completed (or the tools/equipment to accomplish the project), then it is best to ask someone how to accomplish your task. Don't wait for someone else to tell you to do something. Personally I like probationary firefighters that are "low maintenance." I shouldn't have to ask you to put up or take down the flags, to check out your equipment on the rig, to do your paperwork, to clean your assigned area of the station, etc. I should not have to micromanage you. Another good thing to do once your duties are completed is to ask your officer is there anything else that needs to be completed. That will show your motivation and drive to be a competent firefighter. Regardless of who caused you to do the work (C shift forgot to do the dishes) doesn't matter. What does matter is that you show the initiative to take the action now and get the job done.

7. Keep busy! Look for something to do. Study if you cannot find a job.

Regardless of what some people say, there is always something to do at the fire station, for the fire apparatus, or for the tools and equipment on the fire apparatus. Now by no means am I advocating busy work just to look busy. I remember having a Captain in a previous department I worked for ask me to clean the windows. I politely advised him that we had done the windows yesterday (since I had also worked at that station the day before). He said he didn't care and that we would do them today and every day if we had to, just to keep busy. His choice, but a ridiculous one in my opinion. I bet if we looked closely, we could have found other relevant things to do that needed to be done. If nothing else, we can always train on something, even if it includes just reading a book to refresh your memory on something relating to the fire service.

I appreciate it when firefighters ask me if there is anything else that needs to be done (after they have completed their assigned duties and responsibilities). Most of the time I don't have anything for them to do; regardless, it is the thought that counts. It shows me they care about their job and their duties.

When I was a student firefighter (a work experience program through Chabot College) with for the Oakland Fire Department, I used to work under an Engineer named Angelo Primas (who I believe is now a Captain) that would always like to go over things after dinner and during the down time of the day. He used to take me out to the apparatus and ask me what certain tools were for. He would spend many hours into the evening hours asking me questions about the tools and equipment. Where is this item carried? What is it used for? How would you use it? One regret I have is not asking him more questions, and not picking his brain more to get to some of that information; he was a wealth of information that obviously enjoyed and understood the importance of passing on his knowledge to the younger individuals that were just starting their careers in the fire service.

Next month's article will have the remaining seven (7) tips to get you started on the right foot as a newly hired probationary firefighter.

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14 Tips To Start You Off On The Right Foot When You Get Hired As A Firefighter - Part II

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This article will continue from where we left of last month. The last article provided the first seven tips to start you off on the right foot when you get hired as a firefighter. This article will provide you with the remaining seven tips to get you off on the right foot when you get hired as a firefighter.

8. When an alarm comes in, be the first one on the rig.

Be careful with this concept, it got me in trouble when I first started in the fire service. I tried so hard to be the first one on the rig (the ambulance) that I was so "worked up" and "amped up" that I had tunnel vision and put myself at risk of injuring myself or someone else on the way to the rig. There is no need to run to the rig (understand that every fire department is different in regards to this idea), a brisk walk can usually suffice. Being the first person on the rig ensures you will have your appropriate personal protective equipment (PPE) on and buckled in your seatbelt when the driver and officer look to see if everyone is present and accounted for.

9. Offer your help to anyone to do anything. One person works, all work.

I remember being on probation and having one of our volunteer firefighters riding along with us. I was doing the dishes and he was watching TV with the entire crew. Now I didn't have so much of a problem with that as I did with his comments afterwards. He started complaining how he wasn't getting hired and gave all of these excuses to why he should be hired. One of the senior firefighters told that volunteer firefighter that he needed to get off of his rear and start working with the probationary firefighter (me) because I obviously knew what it took to get hired and that it wasn't helping his cause sitting in the chair while I was working hard. The person had been a volunteer for over five years and had apparently gotten very comfortable with the crewmembers. Here is a situation where it was not going in his favor. He was so comfortable that he lost that drive and motivation and thought he was one of the crewmembers when in fact, he was still trying to prove to them that he wanted to be one of them. Coincidentally, eight years later, he is still trying get hired full time as a firefighter.

Also, when you see others at the firehouse that are doing work, and you have already completed your assigned duties, ask them if you can assist them with what they have to do. You're not there to do all of their work for them, but you are there to show that you are willing to be a team player when it came to getting things done around the fire station.

10. Respect seniority and rank.

Whether you agree or disagree with this is not the point. The point is that seniority is still regarded very highly in the fire service. In most departments, seniority determines vacation picks, station bids, as well as other important factors. Even if a person has one year of seniority on you, they are still senior to you. Embrace it and deal with it. You will have many senior firefighters

(senior to you at least) giving you advice and their opinion. You don't have to always agree with what they say, but you should always thank them for their advice and show them the respect of their seniority and experience. Remember, it is easy to think that many of the "older firefighters" don't know as much as the younger firefighters do (because sometimes many of the younger firefighters are more educated and more skilled in certain topics such as computers and technology), but remember that in relation to the fire service, they have probably forgotten more than you have learned up to this point.

As for rank, remember that saying "rank has its privileges?" Well, don't forget that. One way it has its privilege is that while I don't necessarily have to agree with my boss on everything he asks me to do, I do have to respect him and follow those orders (assuming it is safe and legal to do so). On a structure fire last month, a firefighter I was supervising didn't agree with what the Incident Commander had ordered us to do. While there can always be a better way to do something (assuming you are open-minded individual), there is a time and place for everything.

On the scene of the fire with fire blowing out of both the second and first floor, that is not the time for me to disagree with the Incident Commander and not follow the orders I was directed to accomplish. I told the firefighter that I understood where he was coming from and I agreed with him to a point, but that now was not the time and place to argue, complain, or try and sway the Incident Commander into what might have been a better way about doing things. Remember, while I don't have to agree with what I'm ordered to do, I do have to do it (unless of course I want to be written up for insubordination). There is an old saying that ties in here "Mine is not do to reason why, mine is just to do or die."

11. Know your job and duties, and know them well.

The Battalion Chief that I worked under has just retired. I'm looking forward to working with my new Battalion Chief since I've worked under him before. He knows his job, he treats you fairly, you know what he expects of you, and he is one of the best Incident Commanders I have ever seen. Getting back to what he expects of you. I once heard a firefighter say that when they started working under this Battalion Chief, he told them one thing would keep them on his good side. That one thing was to just "Do your job!" I know it sounds easy and simple, but if you talk to many Battalion Chiefs, Captains, and Chief Officers, you will find that not every one always lives by those three words.

I think most firefighters will tell you they know their job and duties. How many truly know their job and duties and actually know them well? Good question. Challenge yourself to be that person that doesn't just know their job and duties, but knows them well and is willing to share that positive attitude to others, particularly the individuals senior to you and those new probationary firefighters that will eventually be below you.

12. Keep a low profile. Keep your opinions to yourself.

Every department has the "know it all" and the "I can top that story" or the "I think it is not right that this is occurring" folks. I heard it best from an experienced firefighter when I started in the fire service. He advised me to always be a sponge, to always learn from the good and bad of everyone, and to be careful when I am saying more than I am listening. All good ideas to live by on probation. I know how tough it can be when you first work with a new crew and you want to get to know them, or them to know you and/or your background and experiences. Be careful though, the last thing you want to do is get the reputation as a "know it all" or "person that has an opinion about everything." It isn't worth it.

Many firefighters believe that if you're on probation, you don't have enough time on the job to even have an opinion yet. Think about that thought and realize many firefighters still think that way. Don't offer your opinion unless it is

asked for; even then, be very, very careful with your answer. You never know whom you will offend, create as an enemy, or spread what you just said around the department and to the other firefighters. Beware of the loaded questions (and many of them are loaded)! Many times, if you're being asked your opinion about something on probation, you're being tested. Don't fall for the bait! The last thing you want to do is talk bad about one of your classmates (even if you agree with it).

13. Assist in and around the kitchen, even if you are not assigned there.

As a probationary firefighter, it is always best to offer and assist with cooking and/or cooking preparation every shift. It shows your initiative and it also gets you the chance to get to know your crewmembers a little bit more. Now, I know one Captain in a neighboring department that tells me that he never lets his probationary firefighter cook because their time is better spent studying. I can somewhat agree with that (and that is definitely his choice and right to think that way), however if nothing else, I think assisting with cooking can help break the monotony of studying.

A person can only study so long before their brain goes to mush and the retention factor decreases. I also like the team-bonding/building skills that this can create, establish, or maintain. If you are not a good cook, don't offer to cook (you'll never hear the end of it). By assisting though, you'll be able to increase your knowledge in the kitchen. Also, let them know you want to learn to be a better cook. Many of the great firehouse chefs would probably be happy to show you some basic skills.

14. Remember, the reputation you establish now will follow you forever...

So well put. Remember that you never get the second chance to make that first impression. I tell probationary firefighters that all of the time. That reputations (and nicknames) you usually get are sometimes based on what you have done in your first few months and/or years on the job. If you have the reputation right out of the academy as being a jerk or know-it-all, guess what you'll be known as for the next 25 to 30 years. However, get the reputation of being a hard-worker and a detail oriented individual (and I don't mean in an "anal-retentive" way) during your probationary period and that will follow you around for years. Which reputation would you rather have? The choice is yours and its up to you to make the difference.

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KENTLAND VOLUNTEER FIRE DEPARTMENT - STATION 33
PROBATIONARY FIREFIGHTER TRAINING

Section 1 – Department Introduction

Probationer: _____ ID# _____

Purpose: To introduce the probationer to the Department’s history and familiarize them with the rules, regulations, and basic operations of the Department.

Kentland’s Organization

1. – Briefly summarize the history of the Kentland Volunteer Fire Department.

2. – List the administrative and operational officers for Station 33:

- | | |
|--------------------|---------------------|
| President: | Station Captain: |
| Vice President: | Engine Captain: |
| Secretary: | Tower Captain: |
| Treasurer: | Rescue Captain: |
| Chief: | Station Lieutenant: |
| Deputy Chief: | Engine Lieutenant: |
| Assistant Chief: | Tower Lieutenant: |
| Rescue Lieutenant: | |

3. – Explain the concept and importance of “chain of command”:

4. – If an active member is to miss a monthly meeting, what should the member do?

5. – After how many missed meetings may action be taken against an active member?
6. – How should a member who has entered the firehouse determine where they are riding?
7. – Immediately after receiving a riding assignment, what should the member do?
8. – When a member is leaving or will no longer be riding, what should the member do?
9. – List some basic responsibilities of a probationer at Kentland:
10. – What are your responsibilities upon returning from a call?

Log Book

11. – Where is the station log book located?
12. – What type of information is entered in black? In blue? In red?
13. – Who is responsible for entering reports?

General Orders

14. – What units are dispatched on a box alarm?

15. – Briefly describe the responsibilities of the units on a box alarm:

16. – What units are dispatched on a street alarm?

17. – On a box alarm, what sides of the building is the 1st due truck responsible for laddering?
The 2nd due?

Demonstrate

18. – Basic understanding of riding assignments and locations, and equipment location.

19. – Ability to enter calls into log book and computer.

When the probationer has demonstrated knowledge of the above information, the verifying officer shall sign-off below and submit this sheet to the membership committee so that it may be placed in the member's file.

The above named probationer has demonstrated proficiency in the above information:

Officer: _____ Signature: _____

Member: _____ Signature: _____

Date: ____/____/____



KENTLAND VOLUNTEER FIRE DEPARTMENT - STATION 33
PROBATIONARY FIREFIGHTER TRAINING

Section 2 – Mini-Pumper Responsibilities

Probationer: _____ ID# _____

Purpose: To insure that the probationer understands the responsibilities of the mini-pumper aide and can function as part of a two-person mini-pumper team.

Questions:

1. – What channel is “dispatch” in PG County?
2. – On what type of alarms is channel 1 used for response?
3. – On what type of alarms is channel 2 used for response?
4. – Explain why, when possible, one member of the crew should also monitor channel 1?
5. – As a probationer or low-man in the station, what are your responsibilities regarding the mini-pumper?
6. – What size pump and how much water are on MP33?

7. – List the lengths and size of hose on MP33:

8. – At what pressure are medical oxygen cylinders changed:

9. – Where are spare O2 cylinders located?

10. – If you change the O2 and realize there are less than 3 spare cylinders, what should you do?

11. – Upon returning from a mini-pumper call, what is it your responsibility to do?

Demonstrate:

12. – Ability to operate mobile and portable radio and to use appropriately on calls.
13. – When asked, locate any piece of equipment on MP33.
14. – Demonstrate ability to check-out MP33 equipment.
15. – Given an address in company 33's first due, look up address in map-book and provide driver with directions.
16. – Order oxygen cylinders from vendor.

When the probationer has demonstrated knowledge of the above information, the verifying officer shall sign-off below and submit this sheet to the membership committee so that it may be placed in the member's file.

The above named probationer has demonstrated proficiency in the above information:

Officer: _____ Signature: _____

Member: _____ Signature: _____

Date: ____/____/____



KENTLAND VOLUNTEER FIRE DEPARTMENT - STATION 33
PROBATIONARY FIREFIGHTER TRAINING

Section 3 – Engine Company

Probationer: _____ ID# _____

Purpose: To insure that the probationer understands the functions of the engine company and is able to function as a competent layout-man or lineman.

Questions:

3.1 – What year and make is E331? E332?

3.2 – Identify the different concept of “wagon” versus “pumper”.

3.3 – What is the rated pump capacity (GPM) of our engines?

3.4 – How much tank water do our engines carry?

3.5 – List and identify the lengths and size of all hose carried on our engines:

3.6 – Identify the type, rated GPM, and essential features of the nozzles carried by Engine Company 33.

3.7 – What size ladders are carried on the engine company?

3.8 – Identify the seating location and responsibilities of each riding assignment:

Driver –

Officer –

Lineman –

Layout –

Backup –

3.9 – When does the layout man get off the engine and lay-out? What are the layout man's responsibilities after laying out?

3.10 – What length/size line is typically pulled for a house fire? An apartment? How will you know to pull a different line?

3.11 – Explain the importance of judging how much uncharged line you take inside a building with you.

3.12 – Explain the procedure for advancing a 650' attack line off the rear with a 4 man crew. Include which riding positions do which functions.

3.13 – What is typically used to extinguish auto or dumpster fires?

3.14 – Explain why we use lines from our own wagon whenever possible.

3.15 – To whom may you give our line if you need relief or have a problem?

Practical Demonstration:

3.16 – Successfully advance all attack lines, alone (2 people may be used for the 400’).

3.17 – Successfully rack all lines, attack and supply.

3.18 – Demonstrate a forward single lay, forward dual lay, split single lay, split dual lay, reverse single lay, reverse dual lay.

3.19 – Operate wagon pipe, then setup as portable monitor nozzle on pavement.

3.20 – Operate a 2.5” or 3” line in a defensive position, alone.

3.21 – Successfully extend a line with standpipe rack.

3.22 – Successfully deploy a rack for standpipe operations.

3.23 – Demonstrate the “Shoulder to Cleveland” maneuver.

3.24 – Satisfactorily demonstrate donning of all PPE and SCBA while in the lineman’s seat in under 60 seconds.

3.25 – Satisfactorily demonstrate “masking up” at the door in less than 20 seconds, while wearing full PPE/SCBA and firefighting gloves.

3.26 – Advance the 250’ up a ground ladder.

3.27 – Demonstrate several techniques for feeding line as the backup man.

When the probationer has demonstrated knowledge of the above information, the verifying officer shall sign-off below and submit this sheet to the membership committee so that it may be placed in the member’s file.

The above named probationer has demonstrated proficiency in the above information:

Officer: _____ Signature: _____

Member: _____ Signature: _____

Date: ____ / ____ / ____



KENTLAND VOLUNTEER FIRE DEPARTMENT - STATION 33
PROBATIONARY FIREFIGHTER TRAINING

Section 4 – Tower Ladder Company

Probationer: _____ ID# _____

Purpose: To insure that the probationer understands the functions of the tower ladder company and is able to function as a competent barman, hookman, OVM, or roofman.

Questions:

4.1 – What year and make is TL33?

4.2 – What is the minimum staffing for TL33?

4.3 – Identify the tool assignments and responsibilities of all riding assignments:

Chauffeur:

Officer:

Barman:

Hookman:

OVM:

Roofman:

4.4 – The crew of TL33 is often split into two teams. Identify the members of each team, their leader, and their responsibilities:

4.5 – What is the first responsibility of the hookman? On a 4-man truck crew, what additional duties must the hookman complete?

4.6 – On a 5-man truck crew, what additional duties may the OVM have to perform?

4.7 – When performing horizontal ventilation, the OVM and other members must be careful that their actions do not cause what?

4.8 – In general, horizontal ventilation should be first initiated closest to what?

4.9 – Describe how horizontal and vertical ventilation tactics must change when a line is not yet on the fire.

- 4.10 - What is the initial technique for forcing inward opening doors?
- 4.11 - What are the 4 commands to be given to the axe firefighter when forcing doors?
- 4.12 - List several methods of “recovering” when an inward door is not forced on the initial attempt.
- 4.13 - When forcing outward opening doors, great care must be taken in order to not _____?
- 4.14 - What type of doors is the Hydra-Ram designed for?
- 4.15 - Which member(s) carry the TIC?
- 4.16 - What are the bar FF’s primary responsibilities on the fireground, in order?
- 4.17– In addition to the tools in the bucket, what additional equipment must be taken when going to the roof?
- 4.18– In general, what saw should be selected for a flat roof? For a peaked roof? Briefly explain why.

4.19– Draw a diagram below and label the order of cuts for a 7-9-8 Coffin Cut. What kind of roof is this cut used on? What are the lengths of each side? Which cut should be made across the rafters? Where should the FF be positioned during the cuts?

4.20– Draw a diagram below and label the order of cuts for a louver cut. What kind of roof is this cut used on? What are the lengths of each side? Mark the location of the rafter(s) and FF.

4.21– Describe the sides to be laddered and the area of the building we are responsible for as:

1st Due Truck –

2nd Due Truck –

4.22– Describe the procedure and indications for performing VES.

4.23– If possible, the preferred method of shutting off electric is? What if this is not feasible?

4.24– What is the maximum weight load for the tower bucket when dry and when flowing water?

4.25– When searching in a dark environment, describe several methods a firefighter can use to remain oriented.

4.26– Describe the different types of saw blades carried for both the Cutters Edge and circular saws, including what materials they are designed to cut.

4.27– Briefly describe the difference between PPV and negative-pressure ventilation.

4.28– When may PPV be initiated? How is it most efficiently carried out?

4.29– Prior to cutting holes for vertical ventilation, existing openings should be used. List some openings that can be used.

4.30– Describe two fire situations that would require roof ventilation.

4.31– At what level of carbon monoxide should SCBA be used? Below what level is considered non-hazardous?

4.32 - What is the preferred order of operation for the aerial, when using either the bucket or platform controls?

4.33 - Describe the relationship of the bucket-operator and platform-operator as it pertains to control and operation of the bucket.

4.34 - When placing the tower basket to a roof or flat surface, what must be anticipated and compensated for?

4.35 - Describe the correct approach and position for the tower basket to a window for access or rescue purposes.

4.36 - In what situations should an operator also be present at the platform during basket operations, if at all possible?

4.37 - Describe the appropriate use of the tower basket stang-gun during “heavy-duty” operations. What is the preferred method of attack and resulting bucket placement?

4.38 - Describe the capabilities of the tower ladder for heavy-duty operations at first-floor commercial/industrial fires.

4.39 - What is the minimum distance the tower must be placed from a building for the basket to be placed off the side and to the ground? At this distance what is the maximum basket floor elevation?

4.40 - Describe the in-cab procedures that should precede setting up of the tower ladder.

4.41 - What are the tolerances for side-to-side and front-to-back slopes for 100% capability of the tower ladder?

4.42 - Which portion of the tower ladder has primary responsibility for stabilization during aerial operations? What unusual appearance is possible and acceptable at extreme operation angles?

4.43 - What size tips are carried for TL33's stang gun, and what are the rated flows of each? Which tip should be used by "default"?

4.44 - When should the escape ladder on the tower boom be used?

4.45 - When setting up TL33, what should be pinned during any basket operation? During heavy-duty operations?

4.46 - On uneven or soft terrain, describe options that may allow for a more stable setup of the outriggers/stabilizers.

4.47 - What is the length, width, height, and weight of TL33?

4.48 - In order of preference, over what sides of the apparatus is operation of the tower boom most preferable?

4.49 - Draw a diagram below and label the order of cuts for a cut to be made in a peaked-roof when cutting from the tower ladder basket.

4.50 - When operating the tower basket below a potentially unstable wall, what distance should the basket be from the building?

Demonstrate:

4.51 - Placement of all ground ladders using single man, flat raise and beam raise (35' may use two people), including proper position for window or roof access.

4.52 - Demonstrate 1 and 2 man forcible entry techniques for inward and outward opening doors.

4.53 - Demonstrate thru-the-lock methods for a commercial storefront with or without a k-tool.

- 4.54 - Given several doors, identify the locks and appropriate forcible entry methods.
- 4.55 - Demonstrate appropriate use of the forcible entry saw at various operating positions and heights with proper saw control.
- 4.56 - Identify the different components and styles of roll-down gates and how this may impact the style of cut. Describe or demonstrate the slash cut, box cut, and slat cut.
- 4.57 - Describe or demonstrate several methods for forcing padlocks, including a hockey-puck lock and “earring” lock.
- 4.58 - Describe or demonstrate several methods for forcing gated doors or windows.
- 4.59 - Demonstrate use of water can to control fire and describe situations where this would be indicated.
- 4.60 - Demonstrate several primary search techniques, as both lone firefighter or as a team.
- 4.61 - Demonstrate various drag and removal methods for an unconscious victim.
- 4.62 - Demonstrate proper VES procedure and removal of an unconscious victim via ground ladder.
- 4.63 - Demonstrate correct procedure to shut off gas and electric (at breaker box and meter).
- 4.64 - Demonstrate starting, use, and checkout of all small motor tools on the Tower.
- 4.65 - Demonstrate changing of blades on circular saws.
- 4.66 - Given a fire scenario, describe or demonstrate appropriate vertical ventilation for a commercial building, apartment building, and private dwelling.
- 4.67 - Describe or demonstrate methods for performing a trench-cut.
- 4.68 - Demonstrate use of the life-saving rope for a rooftop rescue.
- 4.69 - Successfully hoist an electric fan, hook, bar, and ground ladder using rope.
- 4.70 - Tie a bowline and a clove hitch (around both closed and open object).
- 4.71 - Demonstrate basic proficiency in “setting up” TL-33 from a parked position.

- 4.72 - Properly place the basket for victim rescue from a window.
- 4.73 - Properly place the basket for FF access to a window.
- 4.74 - Properly place the basket to a peaked roof and a flat roof.
- 4.75 - Properly place the basket for at-grade fire attack.
- 4.76 - While traveling a vertical distance of 30 feet, stay no closer than 6” and no further than 12” from an obstacle (wall or pole) - GLIDE TEST.
- 4.77 - Demonstrate appropriate basket placement and use of the tower stang gun for fire attack.
- 4.78 - Connect lines and prepare the tower for stang gun operations.
- 4.79 - Demonstrate proper cleaning and maintenance of several hand tools (hook and Halligan).
- 4.80 - Satisfactorily perform a “check-out” of TL33.
- 4.81 - Submit an inventory of all TL-33 tools and appliances.

When the probationer has demonstrated knowledge of the above information, the verifying officer shall initial next to the appropriate skill.

Final sign-off shall be completed by the company commander or his designee.

The above named probationer has demonstrated proficiency in the above information:

TL-33 Captain: _____ Signature: _____

Member: _____ Signature: _____

Date: ____ / ____ / ____



KENTLAND VOLUNTEER FIRE DEPARTMENT - STATION 33
PROBATIONARY FIREFIGHTER TRAINING

Section 5 – Rescue Company

Probationer: _____ ID# _____

Purpose: To insure that the probationer understands the functions of the rescue company and is able to function as a competent crew member in a variety of situations.

Questions:

5.1 – What year and make is Rescue Engine 33?

5.2 – What is the minimum staffing for RE33?

5.3 – Rescue Engine 33 is unique because Communications may dispatch it as either:

5.4 – In order to determine if RE33 is running as a rescue squad or engine company, crew members must pay close attention to:

5.5 – The 3rd arriving special service has what responsibility, unless otherwise directed by command?

5.6 – What is the dispatch assignment for an accident with persons trapped on a limited access highway? In what direction on the highway is each of the units to respond?

5.7 – Identify the tool assignments and responsibilities of all riding assignments at a structural fire, as the Rescue Company, NOT acting as RIT.

Chauffeur:

Officer:

Barman:

Hookman:

OVM:

5.8 – Similar to the Tower Company, the crew of RE33 will often split into two crews at a structural fire. Who is on what team and what is their responsibility? Describe for both a crew of 4 and a crew of 5.

5.9 – Identify the tool assignments and responsibilities of all riding assignments at a structural fire, as an Engine Company.

Chauffeur:

Officer:

Lineman:

Layout:

Backup:

5.10 - Identify the basic tool assignments and responsibilities of all riding assignments at an auto extrication, as the Rescue Company.

Chauffeur:

Officer:

Primary:

Secondary:

Stabilization:

5.11 – Identify the lengths and size of all hoselines carried on Rescue Engine 33.

5.12 - With the exception of the chauffeur and officer, all members are to perform what function initially at the scene of an auto accident with persons trapped?

5.13 - Unless otherwise instructed, what will be the order of tasks at auto extrications?

5.14 - Why is it important to disconnect a vehicle's battery and what is the preferred method? Which cable (positive or negative) should be disconnected first?

5.15 - If it is necessary to cut the cables of a battery, what should be checked first?

5.16 - Prior to beginning extrication, what measures will be taken to protect the patients?

5.17 - An un-deployed air bag should be considered “live” for up to how long after power is disconnected?

5.18 - Explain the importance of removing interior trim prior to cutting.

5.19 - Why must the cribbing-base be wider as the distance between the ground and the vehicle increases?

5.20 - What are two important considerations in selecting a site to place cribbing or other stabilization devices?

5.21 - What is the difference between a “dash roll” and “dash lift”?

5.22 - Prior to lifting with airbags, it must be insured that what is complete?

5.23 - When lifting with airbags, who will give the order to begin and to stop?

5.24 - While lifting with airbags, it is vital that what occur simultaneously?

5.25 - As an airbag is inflated, what happens to its contact area? Why is this important?

5.26- Where should the stop-valves be placed when using airbags? Why?

5.27 - Prior to inflating, an airbag should be as close to the object as possible. What can be done to take up space between the two surfaces?

5.28 - Describe several applications for the air chisel.

5.29 - What is the rated capacity of the winch on RE33?

5.30 - List the rated capacities of the come-a-longs on RE33.

5.31- The blades of the whizzer saw are designed for what types of materials? List several situations where this may be useful.

5.32 - What is the rated capacity for 1” tubular webbing?

5.33 - What is the rated capacity for ½” static kernmantle rope?

5.34 - Explain the difference between the rated capacity of rope and its safe working load. What is the safe working load for ½” static kernmantle rope?

5.35 - Explain the concept of a “bomb-proof” anchor point?

5.36 - What are the two greatest hazards while operating at a METRO incident?

5.37 - Identify the three types of METRO stations and give an example of each that we may respond to.

5.38 - What is the “third rail” and where is it located? How many volts does it carry?

5.39 - Before any personnel enter the trackbed area, it is absolutely essential that what task be performed?

5.40- Where would you find chain markers in the METRO? How far apart are they?

5.41 - What do the letters and numbers on chain markers indicate?

5.42- Where would you find emergency lighting and outlets in subsurface tunnels?

5.43 - Where are standpipes located in the METRO and how are the Siamese connections marked?

5.44 - Define the term “Blue Light Station”.

5.45 - Explain the procedure for shutting down third-rail power. How do you know what area of the third-rail has been shut down?

5.46 - After third-rail power is shut down, it will be verified by and monitored by what means?

5.47 - At a minimum, how many WSAD's are required at METRO incident? Where can we obtain additional units?

5.48 - Explain the hazards associated with pick-up shoes on a METRO car. Where are they located?

5.49 - When accessing or evacuating a METRO car, what door(s) should be used and why?

5.50 - When directed to assume RIT, where will the crew and equipment assemble?

5.51 - List the initial equipment to be assembled for the RIT.

5.52 - If the RIT team is activated, will all members proceed immediately into the building? Explain.

5.53 - While standing by as the RIT team, explain some fireground functions that the crew can accomplish.

5.54 - Upon reaching a downed fireman, what is the most important initial function?

5.55 - Complete and submit an inventory of all equipment on RE33.

Demonstrate/Explain

5.56 - Demonstrate stabilizing an upright vehicle with various cribbing methods (step, box, etc.)

5.57 - Demonstrate stabilizing a vehicle on its side.

5.58 - Demonstrate stabilizing a vehicle on its roof.

5.59 - Demonstrate the methods taken to protect an entrapped patient during extrication.

5.60 - Demonstrate the “vertical crush” method of door removal and describe situations where it is not indicated.

5.61 - Demonstrate other techniques using hydraulic tools to remove doors.

5.62 - Demonstrate the steps for performing a “total sidewall removal”.

5.63 - Demonstrate methods for stabilizing an upright vehicle.

5.64– Demonstrate the procedure for performing a “dash roll” and “dash lift”.

5.65 – Setup the air chisel and whizzer saw with both the air cart and a portable bottle.
Demonstrate its use.

5.66 – Setup the airbags and demonstrate basic safe lifting practices.

5.67 - Tie the following knots: figure-8, 8 on a bight, tracer-8, water knot, bowline, clove hitch, munter hitch.

- 5.68 - Wrap a prussic cord to the lifeline.
- 5.69 - Identify several acceptable anchor points for a rope rescue operation.
- 5.70 - Successfully package and lace a patient into the stokes basket.
- 5.71 - Appropriately don a Class 2 and a Class 1 harness.
- 5.72 - Demonstrate use of the saw-zalls with or without batteries, including changing the blades.
- 5.73 - Demonstrate use of a hot-stick to check third-rail power.
- 5.74 - Demonstrate setup of a WSAD.
- 5.75 - Demonstrate methods to breach a wood-frame or concrete wall.
- 5.76 - Demonstrate proper packaging of a downed fireman.
- 5.77– Demonstrate procedures for overcoming various SCBA emergencies using your SCBA and the RIT pack.
 - a. Missing facepiece.
 - b. Out of air.
 - c. Equipment failure.
- 5.78 - Demonstrate several methods for dragging, carrying, or lifting a downed fireman.

When the probationer has demonstrated knowledge of the above information, the verifying officer shall sign-off below and submit this sheet to the membership committee so that it may be placed in the member’s file.

The above named probationer has demonstrated proficiency in the above information:

Officer: _____ Signature: _____

Member: _____ Signature: _____

Date: ____ / ____ / ____