In case you were not paying attention, here is a news flash: Times are tough! Many believe that the current state of the economy in the United States, and for the next year or two, may be the worst since the Great Depression of the 1930s. We have seen plenty of economic recessions during the time between the Great Depression and now, but this certainly has the potential to be the worst. It is affecting all walks of life in ways that we would never have anticipated or even dreamed of just two or three years ago.

Certainly, the fire service has not been immune to the effects of economic struggles. The importance of the service and the resources needed to deliver that service safely and effectively seems clear to us. Our governmental leaders, who must look at the greater picture of these tough economic times, may be forced to make some hard choices that will affect our ability to deliver the level of service to which we are accustomed. In more fortunate communities, the budget adjustments to the fire services have been minor and consist of cutting back in some nonessential areas. In other cities, the changes have been life-altering for the fire department and its members. As I wrote this column, firefighters in Tulsa, Oklahoma, were forced to vote on significant wage cuts versus the layoff of 147 members of its 660 member fire department. This would have resulted in a loss of more than 22% of its uniformed members in one day. To their credit, the Tulsa (OK) firefighters voted to take the wage concessions and allow everyone to retain their jobs and maintain the current level of service they provide to their citizens. It is likely that many other places around North America are facing the same difficult choices.

Even when fire departments are faced with making less dramatic cuts than those we mentioned in Tulsa, officials tend to first look at what they consider to be non-street-service, delivery-related expenses such as new apparatus purchases, apparatus maintenance and testing, and training activities. While all of us know that these services are vital to our ability to deliver effective service on the streets, it is viewed by many that cutting back in these areas is better than cutting personnel working the streets. There may be some truth to this.

Other areas from which the first cuts are likely to come cannot be ignored forever — not even for very long. We all have seen case after case of examples of what happens to firefighters operating apparatus that is too old or not properly maintained. Equally, the situations in which firefighters are not properly trained to perform a function they are carrying out can and has had devastating effects on themselves, their fellow firefighters and families, and the public they serve. Training cannot be viewed as a nonessential function, regardless of how bad economic conditions are affecting the fire department.

It is likely that in many places, the days of taking companies out of service for training may be a thing of the past as too many companies have already been shut down. Similarly, the days of sending members to remote training locations for several days of specialized training may also be gone. Financial resources may not allow for the travel that is required to complete these courses. This is why IFSTA/Fire Protection Publications is continuing its 77-plus year tradition of providing the highest quality training materials at the most affordable prices on the market. IFSTA/FPP is building on that tradition by providing high-quality electronic training courses in topics such as company officer, hazardous materials response, and more. These courses allow firefighters to prepare for certification in a number of topical areas from the computers in their fire stations or at their homes. Electronic training fulfills the agency’s needs for their personnel without sending them to out-of-town classes, taking companies out of service, or hiring instructors on overtime.

It has always been our mission to make your training lives as easy as possible, while still providing the highest quality materials so that your members are completely prepared to do their jobs. The IFSTA/FPP electronic training programs will take that mission to a higher level. Check them out! Visit our web site at www.ifsta.org

Keep the faith!

Mike Wieder
Managing Editor, FPP
Executive Director, IFSTA
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Cover Photo Courtesy of Bob Esposito, Pennsburg, PA.
Principles of Vehicle Extrication, Third Edition

By M. E. (Eddie) Pyle RN, NREMT-P

On behalf of my colleagues who participated in the validation process for IFSTA’s new Principles of Vehicle Extrication, Third Edition, I am pleased to see this product in the fire service cadre of invaluable reference resource materials. It truly reflects best practices for extrication methods both on the North American continent and internationally. This manual is pertinent to a variety of large and small fire departments, including volunteer, career, combination, and military. As providers of emergency services, we are responsible and accountable to the public for providing the most effective and safe means of fire suppression, hazardous materials emergency mitigation, emergency medical care, and rescue. Keeping up-to-date on the latest, pertinent information about vehicle extrication techniques, vehicle design (including safety features), heavy machinery, and other types of equipment design allows for more effective incident management, rescue, and emergency medical care.

The changes to Principles of Vehicle Extrication, Third Edition, make this manual very user friendly and allows the reader to quickly navigate through the manual. Each chapter starts with a Divider Page that provides the Chapter Contents, a list of Key Terms and the pages on which they are found, pertinent NFPA® Job Performance Requirements, and applicable Learning Objectives for the chapter. Other outstanding features include a Case History at the beginning of each chapter and Review Questions at the end of the chapter. This manual is easy-to-read in a single-column format with new color photos, graphics, and tables.

The scope and development of Principles of Vehicle Extrication, Third Edition, includes reference to the following NFPA® standards and JPRS (identified clearly in Appendix A):

- NFPA® 1001, Standard for Fire Fighter Professional Qualifications (2008 edition), JPRs 6.4.1 and 6.4.2
- NFPA® 1006, Standard for Technical Rescuer Professional Qualifications (2008 edition), Chapters 4 and 5 (Sections 5.1-5.5), and Chapter 10
Fire and emergency services personnel provide more than just fire protection. Quite often they are called upon to extricate patients from vehicles (automobiles, trucks, buses, trains, etc.) that have been involved in accidents. Occasionally, these extrication incidents involve uncommon locations or situations where the vehicles involved may have entered the water or structures or are hanging from overpasses or bridges. Rescue personnel may also have to extricate patients who have become entrapped in machinery or amusement park rides.

The 3rd edition of Principles of Vehicle Extrication addresses Sections 6.4.1 and 6.4.2 of NFPA® 1001 (2008); Chapter 4, Chapter 5 (Sections 5.1, through 5.5), and Chapter 10 of NFPA® 1006 (2008); and Chapters 4, 8, and 12 of NFPA® 1670 (2009) published by the National Fire Protection Association®.

The 3rd edition of Principles of Vehicle Extrication contains updated information on the hazards presented by extrication operations, vehicle extrication incident management, vehicle anatomy, passenger restraint systems, vehicle extrication tools and equipment, hybrid-powered vehicles, machinery extrication situations and procedures, and emergency medical system considerations at extrication operations.
Instructor Safety Responsibilities for Vehicle Extrication Training

By Ron Moore, Training Chief, McKinney (TX) Fire Department

As IFSTA announces the upcoming release of the third edition of the *Principles of Vehicle Extrication* manual, we will take a moment to look at a safety issue that is very important to extrication instructors but one that is often overlooked: the safety of our vehicles and the training grounds. Have you ever rolled a junk vehicle onto its side for training and to your surprise, gasoline gushes out? How embarrassing is it when a team of students opens the trunk only to call you over because they found something strange or unsafe in the trunk? Trash, old batteries, fuel cans, rodents, or even drug paraphernalia could be in the vehicles which you plan on using for training. These items must be detected and removed before the students begin to train on the donated vehicles.

As an instructor, there is a degree of liability placed on you if you have not properly prepared a safe training vehicle or a safe area for your assistants and the students. No one should be injured if you have identified and removed known hazards and prepared a safe and controlled training environment for the class.

IFSTA assists vehicle rescue instructors by offering a brief checklist form that can be used to ensure that the acquired vehicles are clear of all known hazards, the training grounds offer a safe environment, and that the students will experience a great learning session.

---

**Acquired Vehicle Safety Inspection Checklist**

| Make: ____________________ | Model: ____________________ | Color: ______________ |

It shall be the policy of this department that before conducting any hands-on, practical skills fire suppression, EMS, or extrication training with an acquired vehicle, the Lead Instructor and Safety Officer personnel shall inspect all acquired vehicles and document the following items. Each item shall be checked as completed. The Training Officer and/or Lead Instructor shall maintain this form as an official document and keep it with all training records related to this training session.

- **Evidence of clear title** for vehicle documented
  - Provided by: ____________________________  Date: ______

- **Permission** to use vehicle for practical skills training documented
  - Granted by: ____________________________  Date: ______

- **Location and position** of vehicles is appropriate and safe for practical skills training
  - Training grounds terrain; slope, incline, drop-offs, ditch, holes, etc.
  - Ground conditions; wet, mud, vegetation, nearby structures, etc.

- **Storage areas** of the acquired vehicles inspected and any loose items found in, on, and under the vehicle removed if these materials in any way present a safety concern for participants and instructional staff
  - Glove compartment
  - Center console
  - Instrument panel storage areas
  - Sun visors
  - Ashtrays
Storage pockets on back of front seats
Storage pockets on side-door panels
Trunk, hatchback area
Rear trunk wheel well areas

**Occupant area** interior inspection for hazardous conditions (i.e. insects, rodents, animals, trash, and garbage)
- Front floorboard
- Front seats
- Area beneath front seats
- Rear seats
- Rear-window speaker deck

**Underside** of vehicle inspected and safe for practical skills training

**Vehicle fuel tank** (gasoline, diesel) safe for practical skills training

**Fluids** drained/removed
- Motor oil
- Antifreeze fluid
- Transmission fluid
- Closed containers of any materials removed

**Electrical system shutdown**
- Battery removed
- Battery intact and planned as a practical assignment during the training program

**Air bags**
- All air bags deployed: frontal, seat-mounted, door-mounted, roof-mounted, knee bags
- Loaded air bags scheduled for manual deployment planned as a demonstration during the training program

**Pressurized cylinders** inspected and/or removed
- Hood hinge struts
- Bumper energy-absorbing pistons
- Trunk hinge struts
- Tailgate/liftgate struts

**Vehicle is acceptable** for use during the training program

__________ Yes __________ No

Inspection completed by: _______________________________  Date: ____________

Safety Officer acknowledgement: _________________________  Date: ____________

Lead Instructor acknowledgement: ________________________  Date: ____________
GUEST EDITORIAL

Alternative Fuel Vehicle Extrication
By Shad Cooper

When responding to a motor vehicle accident with extrication needed, first responders face a variety of challenges related to modern vehicle design. Consumer demands have changed dramatically over recent years because of the recent changes in emission controls, escalating fuel prices, and technological advances. In response, auto manufacturers have developed numerous alternative fuel vehicles to meet the changing face of the marketplace. Unfortunately, these alternative fuel vehicles may pose new and unexpected risks to first responders during extrication operations.

In recent years, first responders have been exposed to numerous different makes and models of hybrid vehicles. In response, critical safety features and hazards have been identified, and response guidelines have been developed or updated to ensure the safety of first responders at hybrid vehicle extrications. The emergence of manufacturer-specific Emergency Response Guides for first responders during vehicle emergencies has proven to be an invaluable asset. Many fire departments keep hard-copy, three-ring binders full of Emergency Response Guides for every make and model of hybrid vehicle. This information becomes a pre-plan and a valuable learning tool for first responders to become familiar with before the emergency. These Guides are available by visiting the manufacturer’s web site and downloading the appropriate guide for the make and model of vehicle.

In addition to the hybrid vehicles that have gained so much popularity recently, many other forms of alternative fuel vehicles are also being released in the U.S. marketplace. Natural gas and propane vehicles, which were once thought to be primarily found in large fleet vehicles and a few converted private-use passenger vehicles, are now being found as an available option in many mass-produced passenger vehicles in the U.S. For example, the 2010 Honda Civic GX Natural Gas Vehicle (NGV) runs exclusively on natural gas and is available for sale in all 50 states.

Alternative fuels also encompass the numerous different types of petroleum or alcohol-derivative fuels available on the market. Responders should be aware of common alternative fuels such as Flexfuel (E85) and Biodiesel. Incidents involving these types of alternative fuels may increase the complexity of the incident because of the need for special foam considerations or additional cleanup considerations. Additionally, the burning characteristics of Flexfuel or Biodiesel may be considerably different than traditional gasoline fires or diesel fires responders may have previously encountered.

Additional forms of alternative fuel vehicles such as the 100% Electric Vehicles or the Plug-in Hybrid Electric Vehicles (PHEV) are currently being developing or have already been released by most major auto manufacturers. Examples include the Tesla Roadster, Nissan LEAF, Mitsubishi IMiEV, Chevy Volt PHEV, Ford Escape PHEV, Jeep Patriot PHEV, and the Toyota Prius PHEV. Many of these vehicles represent a significant change over previous hybrid vehicles.

Hydrogen fuel cells are currently being aggressively explored by most major manufacturers as an alternative fuel for passenger vehicles. Numerous technologies are currently being applied...
to create fuel-cell vehicles capable of creating electricity through a chemical process using hydrogen. The hydrogen electrochemically combines with oxygen from the air to create electricity that powers a motor, which then propels the vehicle. Due to the volatile nature of hydrogen, these vehicles may pose serious risks during vehicle fires. Although it will be some time before hydrogen fuel-cell vehicles become widely available to consumers, many prototype vehicles are currently being tested in specific market regions of the country.

With so many different alternative fuels being released into the marketplace, first responders may be faced with difficult or unusual motor vehicle extrication operations in the future. The generally accepted best practices involving traditional vehicle extrications also generally apply to alternative fuel vehicle extrications. As with traditional responses, first responders should perform the following:

- Assess the situation for hazards.
- Identify the vehicle fuel type.
- Recognize specific hazards associated with the vehicle.
- Stabilize and immobilize the vehicle.
- Disable the vehicle.
- Peel and peek before cutting or crimping.
- Access the victim as necessary.

According to the expression “the devil is in the details,” first responders should be familiar with the specific hazards associated with each type of alternative fuel before the incident. Responders must understand how to avoid the risks associated with the various hazards they may face. Additional advanced training specific to alternative fuel vehicles is an absolute must to ensure responder safety and to help identify unknown hazards. Continued research and study of trade magazines, industry web sites, emergency response guides, and advanced training programs are essential to keep up with the continued advancement of technological changes.

About the author:
Shad works for the Wyoming State Fire Marshal’s Office as a Fire Instructor where he provides training for numerous career, combination, and volunteer fire departments. He has created and implemented a variety of different instructional methods to meet the specialized needs of small, rural, and disparate fire departments. He has over 14 years of experience in the fire service and has dedicated himself to providing the highest quality training possible to the fire departments in the state. Shad holds several national, state, and Pro-Board accredited qualifications including Fire Instructor III, Fire Officer II, and many others.
FPP Library Receives Badgett Donation

By Susan Walker

Jimmie Badgett previously donated a large portion of his personal library. Recently, he donated hundreds of additional books, adding an incredible collection of contemporary topics relating to events that first responders in the twenty-first century increasingly face, including school violence, biological warfare, and terrorism.

Added to the FPP Library holdings are numerous titles dealing with historic storms, fires, earthquakes, and hurricanes in the U.S. Esoteric titles include a section on Y2K and, appropriately, another section on survivalism. A number of books deal with al Qaeda, Osama Bin Laden, and the Taliban. Others deal with a myriad of facts and theories concerning 9-11 and the Oklahoma City Murrah Building bombing. The following are just a few of the titles: The Great Earthquake and Firestorms of 1906; The Politics of Disaster; The New Face of Terrorism; The Texas City Disaster; Firestorm at Peshtigo; Level 4: Virus Hunters of the CDC; Inside 9-11; The Third Terrorist; Inside Al Qaeda; Violence in American Schools; and numerous other books about fires and firefighters.

Badgett is currently the Regional Liaison Officer for the Texas Emergency Management Division, a position he accepted after many years as the Dallas County Fire Marshal. Since 1973, he has served on countless IFSTA committees and many terms on the IFSTA Executive Board.

The support of people like Jimmie Badgett is what helps to establish the FPP Library as one of the top five premier fire-related libraries in the world. Yes, the world.

NOTE: Look in the next issue of SOF for the article regarding the Jimbo Schifiliti collection of rare books.

About the author:
Susan Walker is the FPP librarian.

Society for Technical Communications

By Clint Clausing

The Society for Technical Communications (STC) is an international organization that provides professional development opportunities for technical communicators. As the STC representative for Fire Protection Publications (FPP), I enter our materials into STC competitions each year. Before me, Barbara Adams did the same. Entering competitions gathers valuable criticisms of our publications from expert, technical communicators. These criticisms allow us to improve our layout, style, text, organization, and content in future manuals. And, entering competitions also gives us the opportunity to win.

This year, we entered two manuals in the Lone Star STC Chapter’s competition. Lone Star is a large, regional STC chapter based in Dallas, Texas. The results of our entries were as follows:


Materials in the competition can be awarded Merit, Excellence, Distinguished, and Best-in-Show. Materials awarded Excellence or Distinguished are sent to the international competition awarded at the international STC Summit in May. I will keep you informed as to the progress of our materials in that competition. Finally, congratulations to everyone who worked on these impressive and now award-winning IFSTA/FPP publications.

About the author:
Clint Clausing is a senior editor at Fire Protection Publications.
2010 IFSTA Winter Meeting

The IFSTA Winter Meeting was held in Oklahoma City, Oklahoma, January 21-24, at the Skirvin Hilton Hotel.

The IFSTA Executive Board conducted business on January 21, 2010. Most of the Board members were present with two excused absences. IFSTA was honored to have Board member Frank Cotton participate in the meetings because he had been unable to attend in July due to illness.

Three meetings were conducted on January 22, 2010: the IFSTA Board Planning Session, the Delegate Selection Committee, and the Nominations and Election Procedures Committee. A short Opening Session was held that evening where all participants were introduced, and instructions were given concerning the committee meetings that started the following day.

The following IFSTA committees met January 23 and 24:

- Fire Detection and Suppression Systems
- High-Rise Fire Fighting
- Instructor
- Orientation and Terminology
- Strategy and Tactics

Committee members worked tirelessly, some of them late into the evening. IFSTA would like to thank the delegates for their time, effort, and hard work during these meetings. Thanks also to the IFSTA Executive Board Members and the FPP staff members who contributed.

Visit the IFSTA Booth #2450 at FDIC
April 22-24, 2010
Indiana Convention Center and Lucas Oil Stadium
Indianapolis, IN

Mike Wieder, Jason Hanson, and Craig Hannan
Chief Keith Bryant and John Hoglund

Frank Cotton
George Dunkel and Mary Cameli
Almost everything that happens in the fire service has political aspects to it in one way or another. After all, the fire service is tied to elected officials at all levels of government who make decisions and vote on various policy issues, including budgets and other funding initiatives. Many of the regulations and standards that guide the fire service are developed in (what at times) can be a politically rich environment. There are internal political realities that exist within every fire department. Politics come into play within all of the fire service organizations, and politics are a factor in relationships between those organizations. Politics are also alive and well in interactions between and among local fire departments. Yes, politics are practically everywhere…it’s an important part of what goes on…and it’s not a four-letter word. Being successful in any leadership position, in any organization, requires an understanding of politics and the keen ability to navigate the political aspects of a particular environment, situation, or issue. Politics can be rewarding, productive, and interesting and can also be frustrating, ruthless, and unforgiving. Politics are present in everything we do…well, almost everything.

Each year, it is an honor and privilege to attend the National Fallen Firefighters Memorial Weekend in Emmitsburg, Maryland, over the first full weekend of October. It’s a combination of sad, refreshing, and even uplifting emotions to be in that environment. It’s a place and time where politics seem to have a very small role. This wonderful series of events provide the one time and location each year that the entire fire service community comes together to honor its brothers and sisters who have lost their lives in the line of duty; to show respect and give support to its families, friends, and fellow firefighters; and to be reminded how fragile life can be and to celebrate the healing power of love. It’s not a place where we note the politics surrounding the fire service environment because, on that weekend, what’s taking place simply shouldn’t be political in any way, shape, or form. In fact, being there for the services always leaves me wondering why more days can’t be that way…but maybe that’s another article for some other day.

The United States Congress created the National Fallen Firefighters Foundation to lead a nationwide effort to formally remember and honor America’s Fallen Firefighters. Since 1992, the nonprofit foundation has carried out those responsibilities, as well as manage programs to assist their families and fellow firefighters. The Foundation is also a partner with the United States Fire Administration and many other fire service organizations participating in a concerted effort to prevent firefighter line-of-duty-deaths. Each year, the National Memorial Service honors the fallen firefighters from the previous year. At the conclusion of the 2009 services, the plaques surrounding the Memorial, which was established in 1981, contained the names of more than 3,300 fallen firefighters. The Foundation is actively trying to raise funds to expand the Memorial site in a way that would appropriately honor those who lost their lives in the line-of-duty prior to 1981.

The Memorial Weekend includes special programs designed specifically to support and assist the families and co-workers, a beautiful candlelight service on Saturday evening, and the National Memorial Service on Sunday morning. The services are incredibly moving for all who attend or watch on national television. They serve as an opportunity for the entire fire service and others to come together to honor those who were lost, support their loved ones and fellow firefighters, and recommit to the ongoing national effort to reduce the number of firefighter line-of-duty deaths that occur each year. The families are presented with flags that have been flown
over the United States Capitol and the National Fallen Firefighters Memorial, as well as a special medal and a rose. Attendees of the services include the families, co-workers, members of Congress, administration officials and other dignitaries, members from throughout the fire service and our affiliated organizations, as well as Honor Guard and Pipe and Drum units from across the country. It is truly amazing to witness the many volunteers and other workers who gather each year and contribute their talents to making the National Memorial Weekend a success.

If you have never attended the National Memorial Service, perhaps you should make a point to do so in the future. Our nation’s firefighters make a commitment day in and day out to protect others from the ravages of fire and many other life-threatening hazards. Each year, people gather at the Memorial Site in Emmitsburg, Maryland, to pay tribute to those firefighters who paid the ultimate price in the performance of their duties. We owe that honor to those who gave their lives, to their families and co-workers, and to all who make up this wonderful, diverse group we call the fire service. Although politics are a fact of life and play a role in almost everything that happens throughout the year, for some reason it seems to take somewhat of a leave of absence in Emmitsburg during the National Memorial Weekend…and that’s probably just the way it should be.

About the author:
Chief Dennis Compton is a well-known speaker and the author of several books including *Progressive Leadership Principles, Concepts, and Tools* and *Mental Aspects of Performance for Firefighters and Fire Officers*, as well as many articles and other publications. He is also the co-editor of the current edition of the ICMA textbook titled *Managing Fire and Rescue Services*.

Dennis served as the Fire Chief in Mesa, Arizona, for five years and as Assistant Fire Chief in Phoenix, Arizona, where he served for twenty-seven years. Chief Compton is past chairman of the Executive Board of the International Fire Service Training Association (IFSTA) and past chairman of the Congressional Fire Services Institute’s National Advisory Committee. He is currently the chairman of the National Fallen Firefighters Foundation Board of Directors and the chairman of the Home Safety Council Board of Directors.
Everyone Goes Home

The preliminary statistics from the United States Fire Administration have been released for Line of Duty Deaths (LODD) in 2009. The statistics report that 93 firefighters lost their lives while providing service to their communities. While any death is tragic, it is encouraging to see that the number of LODD was reduced from the previous year. However, the real lessons learned may not be available until there is a closer analysis of the data and the causes.

A quick glance indicates that there may not have been any LODD due to ejection from apparatus, which would indicate improvements in driving and the use of seat belts. This is probably the easiest and least expensive ways to prevent LODD. Wear your seat belt every time in case the unexpected happens to you. Your family, friends, and department will be grateful. Think of the impact it would have on them and buckle up for their sake if you will not do it for yourself.

In previous years, there were incidents with multiple fatalities. It appears that 2009 did not share the same experience. This may be just a case of good fortune, but it also may indicate a trend of more situational awareness on the part of all firefighters and better teamwork with everyone taking responsibility for safety of the crews and teams.

Health issues continue to be a significant contributor to the number of LODD. Organizations and individuals must collectively work to improve the firefighter’s overall health through regular physicals, more exercise, and better eating habits. While all incidents cannot be prevented, good health habits will help to reduce the risk.

One year of decreased LODD does not make a trend. Efforts to help protect firefighters must be continued by encouraging participation in fitness programs, improving training, using all protective equipment and safety items, and remaining focused on the challenges that firefighters face.

Firefighters can never let their guard down, get complacent, or become overconfident. The National Fallen Firefighters Foundation is committed to continuing its efforts toward reducing preventable LODD. Other organizations are also making great efforts. With these organizations and the commitment of each and every firefighter, we can continue to work towards our goal so that “EVERYONE GOES HOME!”

Courtesy of Everyone Goes Home® Program.
Other great features of this manual include the following:

- Revised chapter sequencing, which improves the flow of learning.
- NIMS-ICS (Chapter 2) and EMS Rescue Considerations (Chapter 12) that are covered in detail.
- Skill sheets, detailing extrication procedures used on the North American continent, included in Chapters 5-10.
- Useful information on:
  - Safety practices for hybrid, electric, and alternative fuel vehicles
  - Extrication for military vehicles
  - Industrial/agricultural vehicle and machinery extrication
  - Unique extrication situations
- Appendix B provides a list of web sites for online and downloadable resource information and guides for hybrid vehicles.

In addition to these outstanding features, IFSTA has produced a clip-art disc to support the Third Edition.

I applaud IFSTA’s tremendous effort and dedication to seeing this new product through to fruition and encourage rescuers to expand their knowledge base and “tool box” to better serve the public.

About the author:
M. E. (Eddie) Pyle is the EMS/Safety Manager at Louisiana State University, Fire and Emergency Training Institute. mpyle1@lsu.edu
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