

EMSG Meeting Notes

Thursday, 11/12/15

Members present: George Moore, Bobbie Wilson, Bonnie Laffond – Chase, Matt Goodell, Kim Kercewich

We briefly reviewed the following:

- Membership (Matt Saxton has resigned; Priscilla is short term??)
- Police Chief hiring status – *still waiting on the Select Board (SB)*
- EM report recommendations implementation - *have now been added to the “punch list” for the SB and AABC (report was submitted 6/25/15)*
- Return of Equipment from past firefighters – *waiting on SB to send letter out as requested on 10/31/15*
- Door quote update - *pending*
- FD Items in addition to the truck still on our list/timeline for wrap up:
 - Medical - *still an issue. Considered high priority.*
 - Fund raising sources for equipment - *worth a discussion at some point*
 - The combining of the FD and ambulance squad – *low priority*
 - Slow process for paperwork/background checks - *low priority*
 - Needs assessment/SOG review – *medium priority*

Ways to present why we feel it is necessary to replace two fire trucks were discussed. This will be the focus of the next few meetings. In addition to finishing the list, we will need to discuss (not necessarily in this order):

- Why we need to replace the rescue truck
- The Benefits of replacing two trucks with one
- Why we chose a six man cab
- Mutual aid responses
- New vs. used truck
 - NFPA 1901 and 15 year guideline
- Method of presentation
- Why we can't/shouldn't retrofit
- An overall statement on what we are trying to accomplish
- Timeline and meeting schedule

Upcoming meetings, all at the Village Fire House, are currently scheduled as follows: Thursday 11/19, 12/17, and 1/7/16. The FD members are not available on 12/3 but perhaps the rest of us can meet. I am not available on 12/10.

Why do we need to replace Engine??

Safety:

- The truck is old enough that it did not come with shoulder belts, only seat/lap belts.
- There are no air bags in the truck cab.
- The step height is not conventional and people have difficulty getting in and out.
- Storage is at a lower level which presents a potential back safety concern for lifting from these levels
- Air pacs are in a case and not in the cab or seat mounted, as is the current standard. Time is lost getting gear on to respond to the fire.
- The quantity and type of lighting on the truck is poor and not to today's standards. This is particularly true at night. Things you cannot see could be a hazard.
- The structural frame is not to current standards so there is no rollover protection were an accident to occur.

Performance:

- Any firefighter wishing to drive the truck must be able to drive a truck with a manual transmission. "Modern" trucks are automatic.
- On a good run, the maximum speed uphill is 25 mph.
- There is a lack of storage for the necessary personal protection equipment the firefighter must utilize and for fire fighting tools.
- The truck was not built to carry standard equipment such as a vent saw and the Jaws of Life.
- The tank leaks even though it has been repaired fourteen (14) times. This could result in inadequate water to fight a fire.
- The heater does not keep up in the winter and windows frost over. There is no air conditioning. This prevents the truck can from being used for firefighter "rehab" when they need to get out of the elements and the fire.

Repair:

- The pump on the truck was rebuilt in 2012 at a cost of ~\$15,000. It still works but not at the rated capacity.
 - Note that new pumps use a cartridge type system that is easier to repair and would have limited time for out-of-service maintenance.
- Parts for many repairs are no longer available.
- Although the truck has been maintained, it is now rusting from the inside out and repair would be difficult or costly.

Miscellaneous:

- Space is an issue:
 - There is no place to carry a thermal imaging camera, portable gas meter, or portable radios.
 - There is insufficient space to carry the gear of the two-person crew.
 - The truck is infrequently used for training due to the lack of space.
- With only two seats, the truck cannot carry or support a full crew.
 - Note that a typical crew for a coordinated fire attack is six (6) people:
 - Driver (aka engineer/pump operator)
 - Officer
 - Two men in
 - Two men out
 - The majority of trucks built today are standard with a six-person cab.
 - There are safety and liability issues with firefighters responding directly to the scene in their personal vehicles today.
- The National Fire Protection Association (NFPA) recommends a fire truck life span of fifteen (15) years. The pumper is 27 years old and our rescue truck is 31 years old.
- The nature of requirements and equipment for the fire service has changed drastically since this truck was built and purchased.

Rescue truck items:

- Rescue class, or calls that require rescue type equipment, average ???? % in Alstead.
- Weight issue with existing rescue truck