**CAPITAL AREA FIRE DISTRICTS ASSOCIATION**



**Bulletin**

**your fire district news source**

**june 17th, 2023**

***Editor – Tom Rinaldi***

[***tom@rinaldi1.com***](mailto:tom@rinaldi1.com)

***Information to make you think and to learn from others!!***

**the capital calendar:** [**www.afdca.org**](http://www.afdca.org)

**Thursday July 13th Board of Director’s Meeting 7PM**

August, No Meeting

Thursday September 14th, **General Membership** Meeting 7PM, All are invited or to zoom in

Thursday October 12th **General Membership**/Nominations for Officers & Directors

Thursday November 9th, 7:00pm **General Membership,** dinner served at 6PM/Elections

December, ***No Meeting***

Saturday, January 6th **General Membership Breakfast** Meeting 9am, 2024 Organizational Meeting

***Printable Calendar – See Last Page***

**capital area fire districts assoc. news:** [**www.afdca.org**](http://www.afdca.org)

##### Secretary and Treasurer’s Positions Split

We wish to welcome Terry Briscoe as the Secretary of the Capital Area Association, she can be reached at: [caaofd@gmail.com](mailto:caaofd@gmail.com)

Tony Hill has just one responsibility as Treasurer and can be reached at : [cafdatreasurer@gmail.com](mailto:cafdatreasurer@gmail.com), CAFDA PO Box 42, East Schodack, NY 12063

##### Long Way to Travel to Meetings? Join remotely using Zoom!

***It’s our desire that every member district have the opportunity to attend Capital Area meetings. We know we cover a large area, in 8 counties and beyond, and wish to give all of our members a chance to participate in the general membership meetings. You have a voice, and we would like to hear it. Join us at our next meeting either in person or via Zoom. The link will be sent via constant contact prior to each general membership meeting. Thank you for being a member and we hope you will join us.***

##### CAFDA FALL WORKSHOP: Put it on your calendar

**Saturday, November 4th, 2023 8:00 AM Fall Workshop Verdoy Fire Department**

**SUBJECTS TO BE COVERED:**

**Harassment Challenges – Discipline as a result of Harassment Charges**

**How to SHOP for insurance, What Coverage Should We Have?**

**Removal of Fire Company Members**

**Ask the experts: CPA, VFBL, Attorney, Insurance, Candle Stick Maker**

##### Training Coming to the Capital Area Fire Districts

* Fire District Secretary’s Training September 19th
* PESH vs NFPA, Law vs. Standard September 12th
* Fire District Treasurer’s Retreat Early Spring 2024
* CAFDA Conference May 2024

***We want to thank the Clifton Park – Halfmoon Fire District for allowing us to use their facility for the Capital Area meetings.***

##### You Are Invited to Become a Member of the Capital Area Association!

**The Capital Area Association has voted to amend its By-laws to allow both individual and regional or county Fire District Associations to join. The updated By-laws are posted to the AFDCA.org website.**

**Individual membership fee will be $50 annually, fire district association fees will be $300 annually.**

**Download THE APPLICATION HERE:** [**https://afdca.org/wp-content/uploads/2022/08/2022-Application.doc**](https://afdca.org/wp-content/uploads/2022/08/2022-Application.doc)

**Benefits of membership include meeting attendance, receiving the Bulletin, access to legal advice**

***The Capital Area has logo ware available, long and short sleeve polo shirts. Contact Secretary/Treasurer Tony Hill to purchase shirts.***

***If nothing else read the articles PRECEDED by* \*\***

**Capital shorts:**

* Happy Father’s Day to all you dads, grandpa’s, and dads in heaven, you are the reason we have the life we have today.
* Fire Department Breakfasts are back, Gansevoort Fire Department holds theirs on the 3rd Sunday of each month except for July and August. Clifton Park Fire Department is every other month with the next breakfast on the first Sunday of October. (IF ANY OTHER DEPARTMENT WOULD LIKE TO NOTIFY READERS OF THEIR ACTIVITIES PLEASE LET US KNOW THROUGH THE OFFICERS OR DIRECTORS.)
* Firefighters in Albany County will be receiving new towers to help with fire training. The county legislature approved $900,000 to build new towers in both Guilderland and Colonie. The money will also help upgrade the tower in hill towns in East Berne. Officials said the tower will help with training firefighters throughout the county. They also said Albany County firefighters respond to 39,000 calls a year.

***If you no longer wish to receive the Capital Bulletin you have the option to “unsubscribe” at the bottom of the introductory email.***

**mutual aid help request**

* The Averill Park Fire District is looking for a template for a medical leave policy. Email Commissioner Ron Berti at rberti@nycap.rr.com
* The Wilton Fire District is looking for policies regarding Driver Certification, send to Megan Washburn, District Administrator at [mwashburn@wiltonfiredept.org](mailto:mwashburn@wiltonfiredept.org). Thank you.
* The Arvin Hart Fire Co is looking to see if anyone has a written swift water mutual aid agreement on top of their county mutual aid agreement, holding the other participants harmless?
* The Northumberland Fire District (Gansevoort FD) is looking for a template for a contract between the fire district and the fire company for service. Reply to [tom@rinaldi1.com](mailto:tom@rinaldi1.com)

**state association news:** [**www.afdnys.org**](http://www.afdnys.org)

##### State Fire Districts Announces a move back to a Fall Annual Meeting

***Another change of venue***, the Fall Conference for 2024 will be held at Turning Stone on a Sunday - Wednesday time frame October 20 – 23 in 2024.

**training appropriate for your entire board/secretary/treasurer**

**Mark your calendar for Saturday, November 4th 2023 for the Capital Area Fall Leadership Workshop, being held at the Verdoy Fire Station on Troy-Schenectady Road. Tentative subjects are Harassment in the Fire Service and Applying Discipline, How to SHOP insurance for your fire district, Expert’s Panel.**

##### Barista pouring cup of coffee Upcoming Coffee with Commissioners

[**Thursday, June 29th @ 7:00pm** Understanding Vehicle Values and Insurance](https://archcapgroup.zoom.us/webinar/register/8916842583708/WN_JHD9DqWwQqavzfFLXATQ5g)

[**Saturday, July 22nd @ 9:00am** Firefighter Behavioral Health with Jill Holland](https://archcapgroup.zoom.us/webinar/register/2016842584304/WN_jq1MG16BRxKUHFOvUNB1-w)

[**Thursday, August 31st @ 7:00pm** Fire District Budget Process](https://archcapgroup.zoom.us/webinar/register/2416842585089/WN_dPKTjF5sSrWjQJHqL-boVA)

[**Saturday, September 23rd @9:00am**Current Trends and Concerns](https://archcapgroup.zoom.us/webinar/register/7616842585656/WN_yJaEaok5R0mUDkvjhozf_A)

***Click on Each Announced Date to Register***

**THE LATEST FROM ALBANY**

##### The 2023 legislative session has ended, rumor has it the Assembly will be back in Albany on the 20th and 21st to tie up loose ends. Please view the Score Card to see the results. Remember that bills introduced for the 2023 session will carry over to the 2024 session when it begins in January.

##### The 2023 legislative Round Up

##### ISSUES OF UNITED CONCERN LEGISLATION:

##### TIMELY ADOPTION OF UP-TO-DATE BUILDING CODES, passed Senate still in Assembly Governmental Operations Committee. This is the only IUC bill to pass in at least one Chamber.

##### CANCER COVERAGE COST RELIEF, never made it out of committee

##### PROVIDES INCREASED STATE INCOME TAX CREDIT, never made it out of committee

##### PROVIDE VFBL/WC PAYMENT PARITY, never made it out of committee

##### DESIGNATE EMS AS ESSENTIAL SERVICE – PROVIDE BENEFITS FOR EMS STAFF, never made it out of committee

##### STRENGTHEN PENAL CODE IN RELATION TO ILLEGAL BUILDING CONVERSIONS, never made it out of committee

##### FINANCIAL INCENTIVES FOR ACCESSORY DWELLING UNITS, sponsored only in Assembly, controversial since it usurped local zoning regulations

##### IMPROVE TAX BENEFITS FOR FF & EMS VOLUNTEERS, no Assembly sponsor

##### ESTABLISHES THE NEW YORK STATE VOLUNTEER FIRE PROTECTION EMERGENCY REIMBURSEMENT ACCOUNT, Included in Budget and Revenue bills, awaiting OFPC rules and regulations

##### RECOVERY OF 54-G FUNDING TO STRONGLY SUPPORT CODE ENFORCEMENT EFFORTS, never made it out of committee

##### ANALYZE FINDINGS FROM THE NYS DHSES RECRUITMENT AND RETENTION TASK FORCE, no bill sponsors in either chamber

##### CONTINUE TO IMPROVE TAX BENEFITS FOR VOLUNTEER FIREFIGHTERS, Senate sponsor only.

##### Consult the Score Card for the status of other fire service related legislation.

##### $31.5 Million In State Budget For Volunteer Firefighters

New York State's 2023-2024 budget includes significant funding for volunteer firefighters. Of the total, $25 million was allocated for departments' capital upgrades to equipment and facilities. $6.5 million has been allotted for firefighter training stipends.

The firefighter training stipends are given out in either $750, $1,000 or $1,250 increments after completion of training. The amount given out is dependent on the status of the volunteer, whether that's firefighter 1, firefighter 2, or fire officer training. This will allow firefighters to be compensated for spending time off work attending classes. We will have to watch OFPC for any developments in rules or regulations.

**FROM THE PRESIDENT**

This past week I had the sobering experience of attending the wake and funeral mass of my good friend and fellow officer, Ken Preston. From diagnosis to his unfortunate passing was only 5 months. Ken was not only a victim of cancer but a very aggressive form of cancer, he was only 78 years old. His brother Eugene delivered a very moving and human eulogy of his little brother “Bones” which broke the ice of the sadness of the moment. It was good to see many old friends including officers and directors from the State Association, Monroe Co and Onondaga Co associations.

Ken lit up the room with a smile and a handshake, always doing something productive and making things happen. The curse of growing old is losing old friends while you continue to walk on God’s earth. Ken is free from his pain and his life altering affliction. His wife Donna and his children are left behind in remembrance of his legacy, we pray for them and hope the wounds of loss heal with time. As Donna said at the wake, remember all the good times we had! Rest in peace brother Ken, we’ll take it from here.

A person in a suit and tie

Description automatically generated with low confidence

**The attorney’s office**

##### Kansas City (MO) Fire Truck Crash Avoidable; Conflicting Policies on Red Lights Led to Crash, Lawyer Says

Mike Hedricks, The Kansas City Star

Kansas City taxpayers have spent $2.1 million and may be on the hook for another $1.5 million to settle lawsuits in connection with a crash 18 months ago that killed three people ***when a fire truck ran a red light in Westport***.

The tragedy and expense — **but for a state law limiting damage awards, it would have been much more** — ***might have been avoided had the Kansas City Fire Department learned from a similar crash that occurred months earlier***, according to a lawyer who represented the woman who was critically injured in that wreck. The Star has also learned that had officials taken a good look at what happened in the Northland crash that permanently disabled now 79-year-old Huda Saad in June of 2021, ***they would have discovered that their own rules and policies were in conflict over when fire trucks were required to stop at red lights***.

“What is so unfortunate is that Mrs. Saad’s collision and serious injuries occurred six months before the Westport tragedy, and both involved a KCFD firetruck going through an intersection on a red light, which is prohibited under 4.13 of the KCFD rules,” attorney Douglass Noland said.

Because Saad survived, however, her wreck garnered little to no public attention following the initial news coverage. *Nor did the fire department act to prevent a similar occurrence until after the Westport crash that killed SUV driver Jennifer San Nicholas, her passenger, Michael Elwood, and pedestrian Tami Knight.*

***On Feb. 10 of this year, Interim Fire Chief Ross Grundyson issued a directive instructing drivers of fire apparatus to come to a complete stop at intersections before proceeding through a red light when on emergency calls***. That has long been the industry standard under the National Fire Protection Association guidelines.

The requirement that trucks come to a complete stop at red lights is not new for the Kansas City Fire Department, either. Drivers of Kansas City fire trucks have long been required to stop before proceeding through a red light, “unless all lanes can be accounted for by the driver during an emergency response,” according to the rule Noland cited.

***However, the department’s general operational guidelines were in conflict and did not require a full stop at a red light under most circumstances.*** Grundyson’s directive was aimed at eliminating that confusion, department spokesman Jason Spreitzer said Tuesday.

**Critical injuries**

Noland’s criticism came in the wake of the city council’s vote last week to approve a $488,755 payment to settle his client’s lawsuit. Saad sued the city and the driver of the fire pumper truck that T-boned the driver’s side of the 2015 Nissan Altima she was driving shortly after noon on June 9, 2021.

That is the maximum the city was obligated to pay under the state’s sovereign immunity law that limits liabilities for local governments. The payments to survivors of victims of the Wesport crash and the owner of a building damaged in the crash were also capped at the statutory maximum, which was $459,893 when they were settled last year.

The truck that hit Saad’s car was southbound on North Oak Trafficway when it hit her eastbound sedan near the middle of the intersection with NE 96th Street. She had the green light and, according to the lawsuit, did not hear the siren or see the truck until it hit her.

***According to the pumper’s on-board data recorder, the truck was going 23 mph at impact. Seconds before it was going twice that speed on what turned out to be a false alarm.***

Pumper trucks loaded with water can weigh 19 to 30 tons. A Nissan Altima weighs between 1½ and 2 tons. The impact caused so much damage to the front half of Saad’s car that she was extricated from the rear of the vehicle after the door was cut off, the police report said. Seventy-seven year old Saad was taken by ambulance to a hospital in critical condition. Her back, jaw, pelvis and a rib were broken, according to the lawsuit. She suffered a concussion and an aortic valve to her heart required surgery. Noland said she required weeks of hospitalization and rehabilitation, resulting in more than $500,000 in medical bills and an unspecified permanent disability.

The driver of the pumper truck, now 49-year-old John Pisciotta, and three others on the crew were treated for minor injuries.

Pisciotta was not disciplined. He and the other firefighters are still on the job, according to department spokesman Jason Spreitzer.

***Dominic Biscari, the driver of the truck in the Westport wreck, is suing to get his job back*.** The city council last week authorized the city legal department to engage in further settlement negotiations with survivors who claim the city should be responsible for Biscari’s potential liability. *The city had declined to represent him in court*.

The Saad case was set for trial in September. According to Noland, the settlement saves “all parties considerable expense and anguish that would come from replaying the tragic event of June 9, 2021.”

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**STEP into tHE CHIEF’S Office:**

##### Chief Insights: ‘Spin Something Negative Into A Positive’

Joanne Rund

**What was the incident or person in your career that put you on the path to becoming a chief?**

I credit the path I began as a firefighter when my lieutenant saw potential in me and gave me the opportunity to learn from him. When I was a young firefighter only 5 years on the job, he provided me the opportunity to run the floor and assign duties. He guided me and mentored me, and as I grew, he encouraged me to take the next step to become a lieutenant myself.

As a lieutenant, my captain at the time was thinking of retiring, so he began teaching me what he knew and encouraged me to take the next step to become a captain. This is where it gets interesting: Our department experienced an outside chief for the first time, and that chief saw potential in me as well, encouraging me to take the next step for battalion chief and allowing me to begin building the Health and Safety Bureau for the department.

Then the challenge began when another outside chief came in and did not like me, so he decided to take apart everything I had built and put me in a corner. That is when a good friend stepped in and encouraged me to keep focused and stay the course – that I would make a good fire chief one day. Who me? I never thought about that until that time – the lowest time in my career.

I began courses and focused on that while I studied and got involved in as many programs as I could to spin something negative into a positive.

FESDI gave me the leg up I needed. I read Lamont Ewell’s book “Reaching for the Gold: How to Successfully Prepare for Police and Fire Chief Interviews.” I followed it to the letter, and that is what I credit for where I am today.

**Looking back, what did you want to accomplish, improve or make better in your first 30 days, 6 months and year as chief?**

I built a 30-, 60-, 90-day plan. I was coming in from the outside, so I needed to learn policies, procedures and, honestly, how this department ran.

* 30 days: Visit all the stations and meet everyone (54 stations and approximately 2,500 personnel, both career and volunteer).
* 60 days: Provide a written report for my boss on my initial evaluation of the department and begin to design a vision plan to move forward.
* 90 days: Meet with the command staff and tell them where we are heading and my expectations moving forward.
* 6 months: Evaluate what we have accomplished and update the plan.
* 1 year: Have improved programs in place to pilot.

We are now cresting the 4-year mark and are developing a strategic plan for the department to have a document to work off and continue when I am no longer here.

**What is the best advice you would give chiefs in their first 30 days on the job?**

If you are from the outside, do your SWOT analysis before you discuss what your plans are. Focus on meeting your people and understanding what the actual needs are compared to what you are being told.

If you are being promoted from within, the fire chief position is very different from other levels of the department, and relationships are a large part of what you do. Take time to build and foster those relationships, especially with your boss. Make sure they understand that you need the autonomy to do your job and the supporting funds to accomplish any needed changes you may have.

**If you could go back to your rookie/probie self, what would you tell them?**

Shoot for the stars and become good at what you do. Find your niche and excel!

**LIGHTNING ROUND LEADERSHIP**

* **What is a leadership book, podcast or seminar you’ve found invaluable?**Lamont Ewell’s book “Reaching for the Gold: How to Successfully Prepare for Police and Fire Chief Interviews”
* **How do you organize your schedule and stay on schedule?**I have a multi-step approach: Your admin has to be tuned into what you do. Take them with you and teach them when you first start working with them. That will help them understand your needs. In my case, calendar with time built in for project completion, and open time for unexpected items that come up throughout the day. I touch base with my admin early in the morning and late in the day for any discussion items needed. Your success depends on your organizational skills and ability to overcome and adapt. So, calendar update twice a day and everything goes on my calendar, even reminders for project deadlines, etc.
* **If you knew the budget request would be approved, what’s a big purchase you’d make for your department today?**New academy with the staff to cover our needs
* **At the end of the workday, how do you recharge?** I do yoga twice a day, first in the morning to start my day and in the evening to wind down. If I don’t have time to do yoga and I am exhausted, I just get into my PJ’s and watch mindless TV or read.

**fire district finances…..Its taxpayer’s money!!**

Nothing this week.

**our changing fire service –challenges & opportunities!**

##### OPPORTUNITIES:

##### [State Program In Maine Wants To Address Volunteer Firefighter Shortage By Funding Retirement](https://www.dailydispatch.com/DDR/index.aspx?st=NY&ddv=1&ddid=174893&typ=1&it=958201)

Two Maine firefighter organizations hope to enroll volunteers from the state's more than 400 departments in a new retirement program by the end of this year. Three quarters of the state's fire departments are run by volunteer fire chiefs, who along with other volunteers, are not eligible for retirement benefits because they do not work as full-time firefighters, according to the Maine Fire Chiefs Association. If the Maine Legislature's Appropriations Committee funds the $2.5 million price tag in LD 588, An Act to Promote Public Safety and Retain Essential First Responders by Funding the Maine Length of Service Award Program, volunteer firefighters, who must receive training just like their full-time counterparts, will be able to receive retirement benefits. Volunteer firefighters and emergency medical services personnel, paid-by-call volunteers and per diem volunteers would be eligible for the Length of Service retirement program.

The number of volunteer firefighters in Maine has declined by half since the 1980s, when the total was approximately 12,000 people, Gillespie said. There are 433 fire departments in Maine and 338 are run by volunteer fire chiefs, according to the Maine Fire Chiefs Association.

The average age of volunteer firefighters across Maine is at least 40 years old, he said. And although the Length of Service retirement program has some money, only about a dozen departments have joined so far this year. He estimated that 8,000 volunteers would be eligible to join the program.

The Maine Fire Chiefs Association and the Maine State Federation of Firefighters have been collaborating with most fire departments across the state for the past five years to get the retirement bill before the Maine Legislature. LD 588 has passed and awaits Appropriations Committee funding before the Legislature adjourns Thursday.

“This program is beneficial because we can leverage the people that are already trained,” said Fred Brewer, trustee for the Damariscotta Fire Department. “It reinforces the things we think are important, which is attendance at calls and trainings.”

Brewer also serves as a member of the Length of Service Award Program board, which is appointed by the governor’s office. The program awards fire and EMS volunteers service credits for attending meetings, training and calls in the community. Individual towns or counties can contribute to the retirement funds as well, Brewer said.

##### Oregon Recruits State Troopers by Promising They Can Be Nozzleman at Highway Truck Fires

Oregon State Police launched a recruiting post on Facebook, showing how rewarding the job can be.

Using a photo from an accident scene involving a semi truck, the agency highlights how a trooper and a volunteer firefighter teamed up to extinguish a fire, with the trooper filling in as nozzleman.

“This incident highlights how being a Trooper is more than what meets the eye. It takes courage, adaptability, and a willingness to go above and beyond to protect and serve our communities. Do you have what it takes?

Wonder what OSHA will say, no ppe, no training?

##### CHALLENGES:

##### Another Tesla Plows Into Fremont (CA) Fire Engine at Crash Scene

A Tesla ran into a Fremont fire truck at the scene of a multi-vehicle crash on Interstate Highway 680 Wednesday.

The fire engine was on the northbound lane of 680 at Auto Mall Parkway at about 1 p.m. when the Tesla Model Y struck the apparatus. No firefighters were injured in the crash, but the Tesla driver had to be transported to the hospital. The fire engine was disabled and had to be towed from the scene. It’s unknown if Tesla was in self-driving mode at the time of the crash.

##### VA Highway Ladder Truck Blows Tire and Overturns, Sends Two to Hospital

Virginia State Police say a blown tire caused a fire truck in transit from New York to Georgia to overturn on southbound Interstate 95 early Friday night, injuring two people and slowing traffic for a few hours. The wreck happened around 6 p.m. near Carson (South of Petersburg, VA) , state police said.

The truck, a 1999 Spartan, had been purchased by the Waynesville, Georgia Fire Department **from Granville, New York**, and was being driven home when the crash happened. State police said a rear tire blew on the truck, causing the driver to lose control, the report said. The truck ran into the median, then back onto the highway when it flipped over on the driver’s side, state police said. *The driver and passenger, both from Brunswick, Georgia, were thrown from the truck*, the report said. The driver, a 34-year-old man, was taken to a local hospital with serious but non-life threatening injuries. The passenger, a 28-year-old woman, was airlifted to a hospital with serious injuries, the report said. An investigation into the crash is ongoing.

##### \*\*Used Fire Apparatus Market Heats Up; ‘Pumper-Tankers for Sale Are Like Gold’

Supply chain issues in the past couple of years have made a big impact on the production schedules for fire and ambulance apparatus, with some manufacturers reporting two-to-three year delivery times, compared with a year or less not long ago. Fire departments are increasingly turning to used fire apparatus dealers for relief from supply chain issues, with the used apparatus market heating up considerably and drying up supply.

Jacob Keltner, apparatus sales manager for Jon’s MidAmerica Fire Apparatus Inc., says that pumper-tankers are the most popular used rigs going out the door recently. “Right now, pumper-tankers are going crazy,” Keltner observes. “If you have one to sell, it’s like having gold, especially with the price of new fire apparatus skyrocketing, and the time it takes to build and deliver a new pumper or other apparatus.”

Keltner notes that a lot of departments are seeking a rig that can be utilized for multiple uses. “They want a truck that they can do almost everything with,” he says. “They might have a lack of staffing or money, but they want a truck with big water and a big pump on it that will allow them to handle most situations. For example, we recently sold a Toyne pumper-tanker built on a Freightliner chassis and cab with a 1,250-gallon per minute (gpm) pump and a 2,500-gallon water tank to Solway (MI) Fire Department, and it was exactly what they were looking for.”

And while sales of rescue trucks and aerial ladders and platforms have slowed, mostly because of a lack of vehicles for sale, Keltner notes that, “If you can find a good aerial device, they sell very quickly. We recently sold a 2012 HME 75-foot aerial ladder quint with a 1,500-gpm pump and 300-gallon water tank to Ozark (MO) Fire Department, and they were pleased to get it.”

Billy Claunch, vice president of sales for Brindlee Mountain Fire Apparatus, believes that used fire apparatus are at the mercy of what’s available on the market at any one time. “New fire apparatus are not being delivered as quickly as in the past, so there are not as many used fire trucks being released by departments,” Claunch says. “Used apparatus sales companies are the last domino in the used supply chain.”

But even with supply chain issues, tankers and pumper-tankers still have proven to be popular in the used fire truck market, Claunch says. “They often are purchased by rural fire departments that do not have a municipal water system,” he observes. “Also, they likely don’t have a lot of structures in their coverage district, so the tax base isn’t large, so they are looking to buy a vehicle that can handle what they need and keep it for 30 years or more.” Claunch says that Brindlee Mountain built a digital Fire Truck Finder system that can match a potential buyer with a used fire truck. “A potential buyer signs up and loads the specs of what they want,” he says. “It’s a carbon copy of the real estate Multiple Listing System. Five to six thousand people in our system receive notification of the listing specs, and when the truck gets interested hits, the department gets a text and email about it.”

Longer lead times for new fire apparatus also has driven a bit of business in the rental market, Claunch believes. “We’ve seen an uptick in the rental of fire apparatus,” he says. “I think it’s been driven by the longer lead times for new fire rigs.”

Jim Campbell, owner of Fenton Fire, says his company has been selling used apparatus from chiefs’ vehicles to pumpers, tankers and ambulances. “The supply chain issues and long lead times for the delivery of new fire apparatus has brought fire departments to the used market,” Campbell says. “As always, tankers and pumper-tankers are the most desirable type of fire apparatus right now, usually with 2,000-gallon water tanks or more. Generally, the bigger the water tank, the more desirable the apparatus is.”

Campbell notes that the “used aerial market is as strong as it’s ever been. “We have been selling more quints than straight trucks this past year or more,” he points out. “And used ambulance sales are very strong right now.” Campbell believes that the robustness of the used apparatus market is due to the supply chain choke points that are affecting new fire apparatus manufacturers. “OEMs (original equipment manufacturers) have a huge backlog of builds,” he says. “We heard of two-to-three years delivery time for some manufacturers. Fire departments need trucks right away, so they are turning to the used apparatus market.”

##### Pennsylvania City Approves Decertifying 117-Year-Old Fire Department

A roomful of Arnold residents appeared to go through many of the seven stages of grief before the city’s council voted Tuesday to decertify the older of its two volunteer fire departments.

Residents were in shock and angry that council was considering decertifying the 117-year-old Citizens Volunteer Fire Company No. 1, commonly known as the Arnold No. 1 fire department.

The decertification immediately prevents the department from responding to fire calls. It passed on a 3-2 vote.

The department’s membership has declined, he said. Life members are running its club, but others who had been asked to step up on the fire side quit.

“People in my organization know that I didn’t want to come back as fire chief, because I didn’t have time,” former Chief Brian Gouza said. “To be a volunteer fire chief, it’s a thankless job and it’s a ton of hours. It’s a full-time job that you don’t get paid for. I do not have that time, especially because of the lack of membership, that’s even more responsibility.” “There’s nobody left,” he said. “We could sit here and recruit all day long. Good luck. You don’t think other fire companies are recruiting with minimal results?”

Chris O’Leath, a spokesman for Arnold No. 2, said No. 1 has not had a working fire engine since October. It has been borrowing an engine from New Kensington, which he said would not count as Arnold’s equipment in determining its readiness and insurance rates.

Gouza said he is grateful to have served the community for as long as he did. “You might be having this conversation in five more years about No. 2, or 10 more years,” he said. “I hope not.”

**purchasing a new piece of apparatus?**

##### Apparatus Purchasing: Specify Enough Ground Ladders

Bill Adams

There are too many variables. This article addresses a recommended ground ladder complement on a generically designed straight ladder truck—not a quint. My recommended apparatus can access—by itself—the roof in two places and one upper-floor window on four sides of 2½-story residences as well as two-story and perhaps three-story commercial buildings found in many urban and suburban communities. It can perform adequate ladder company duties in other environs. For this article, multiple blueprints were referenced to formulate a layout most, if not all, manufacturers can meet. Weight ratings; materials; and technical details of the cab, chassis, aerial device, body, and compartments are, at this point in the process, at the discretion of the manufacturers (OEMs). This abbreviated specification is analogous to prebid wishlists apparatus purchasing committees (APCs) disseminate to OEMs saying, “This is what we want. If you can build it, provide your proposed wheelbase, curb-to-curb and wall-to-wall turning radii, recommended chassis components, and suggested purchasing specifications.” In the real world, after evaluating OEM responses, APCs decide—based on local requirements and restrictions—which recommendations and suggestions to incorporate into purchasing specifications. The objective herein is just compliance to the aerial device, specific ground ladder complement, and general layout.

**BASIC DESIGN**

It is a minimum 100-foot four-section rear-mount aerial without prepiped water, platform, pump, or tank. It has a maximum 140-inch overall height to fit through 12-foot doors, only a six-seat

custom cab, and an approximately 235- inch wheelbase and 510-inch (42-foot 6-inch) overall length. The stowed aerial shall not extend beyond the front bumper. H-style out-and-down stabilizing jacks, which consume the most space on the rig and operationally, were factored in but are not specified. The vertical distance between the turntable and stowed jacks determines the space available for side ladder storage. The side jacks’ horizontal separation determines possible ladder lengths. Dual turntable access can be via permanent recessed steps or out-and-down access ladders located on either side, the rear panel, at “angled” rear body corners, or any combination. Jacks and turntable access are at the OEMs’ discretion. The body design incorporates a fullheight transverse compartment behind the cab; driver’s side (LHS) full-height fulldepth compartments ahead of, behind, and over the wheelwell; and officer’s side (RHS) low compartments ahead of and behind the wheelwell.

**GROUND LADDERS**

The ladder complement, exceeding NFPA 1901, is nonnegotiable. All are compliant with NFPA 1931, Standard for Manufacturer’s Design of Fire Department Ground Ladders (2020 ed.). Extensions shall be two-section, and roof ladders have double hooks. When stowed, like size ladders from different manufacturers can vary in length, width, and banking dimensions. Ladders can be from different manufacturers, and styles can be truss, solid beam, or a mixed combination to maximize storage space. Priority is making all specified ground ladders fit. The ladder complement is one 45-foot, one 24-foot, two 35-foot, and two 28-foot extension ladders; two 20-foot and four 16-foot roof ladders; two 6-foot wall ladders; one 10-foot folding/collapsible ladder; one 8-foot/13-foot combination step/extension ladder; and one 10-foot Fresno-style attic extension ladder. Why so many? A ladder company is supposed to gain access by climbing up into, down into, to the top of, and over buildings and obstacles—some of which may be inaccessible from the aerial device.

**LADDER STORAGE**

Provide rear storage for the 45-, the 24-, one 28-, and both 35-foot extension ladders; both 20-foot roof ladders; the 10-foot folding/collapsible ladder; and four pike poles. Ladder tunnel heights and widths under the turntable through the torque box vary among manufacturers. Roll-up and hinged doors and hardware can reduce usable door openings. Provide a removable vinyl/hook-and-loop cover. Mechanically secure ladders internally. OEMs can store ladders vertically, horizontally, or both ways. (See photos 1 and 2.) Store two 16-foot roof ladders, one 28-foot extension ladder, and the 10-foot attic/extension ladder above the RHS compartments. The 8-foot/13-foot combination step/extension and two 6-foot wall ladders slide into the transverse compartment accessible from both sides. Mount a 16-foot roof ladder and pike pole on each side of the aerial’s base section.

**SPECIFY**

Specifications should include the following:

■ Minimum 4-inch rear bumper.

■ Adjustable shelving tracks in all compartments. Purchase shelves and slide-out trays later only as needed.

■ Open or closed coffin-style compartments in the available space above the LHS compartments and the RHS ladder storage for a removable ladder pipe and hose or a stokes or tools for “roof” work.

■ Portable generator. Don’t specify a permanent generator “just because you’ve always had one.” This is a ladder truck, not a heavy rescue. Besides, the trend is for battery-powered smoke ejectors and power tools.

■ Multiple 12-volt LED scene and work lights.

■ Removable panels in body compartments to access rear ladder storage modules for future modifications.

**POINTS TO CONSIDER**

Approximate wheelbase and overall length dimensions were specified allowing OEMs leeway in designing the apparatus. Custom cab and chassis dimensions vary. Two manufacturers’ blueprints of similar ladder trucks have around 225-inch wheelbases and 41-foot overall lengths. Neither featured a design requiring only two-section extension ladders, a minimum rear bumper length, and the ladder tip protected by the front bumper. This rig may not work for departments with unique challenges such as congested urban environments, restrictive travel height and weight limitations, and fire loads requiring frequent use of elevated master streams. It should, however, meet my objective of accessing roofs and upperfloor windows as previously described. Don’t diminish a rig’s capabilities to meet subjective whims such as wanting a ladder truck just like your neighbor’s, purchasing the brand the chief’s brother-inlaw sells, or buying one with a single rear axle just because it looks good. Prioritize wishes, needs, and necessities. Don’t reduce the ground ladder complement for extra compartmentation to carry “stuff” that will never be used to reach trapped victims or firefighters. Don’t self-design ladder storage modules down to the millimeter. Apparatus and ladder manufacturers have specific requirements and recommendations for storing ladders. Work closely with them. NFPA 1931 compliant overwidth and nonstandard length extension and roof ladders are available from ground ladder manufacturers. Don’t overdesign a $1 million fire truck around a ladder that can be customized for a couple hundred bucks. If a 35-foot extension ladder doesn’t fit, will a 34-foot fit without compromising operational capabilities?

One roof ladder banked inside another with an oversized width takes up less space than banking two separately. Banking thicknesses can increase from 30% to 40% when going from two-section to three-section ladders. There’s adequate length in this recommended rig’s ladder tunnel but limited width and height. Extension and ground ladder widths can vary by two inches among models and manufacturers. What are the widths of your existing ladders? This proposed design will exceed NFPA 1901’s requirement for compartmentation. Bear in mind that NFPA 1901 has “shall have” and “recommended” lists of ancillary equipment. Choose wisely. Don’t get bogged down arguing about small things like paint schemes/colors, compartment lights, sirens, warning lights, lettering and striping, etc. Take care of the big stuff first. If the apparatus doesn’t carry enough adequately sized ladders to do the job, it doesn’t matter what color it’s painted or how loud the siren is.

**recruitment successes! what is your fire company doing?**

##### \*\*[Adams Fire Company Is Coming For You](https://www.dailydispatch.com/DDR/index.aspx?st=NY&ddv=1&ddid=174979&typ=1&it=958545)

Adams Fire Co. (Niagara County) needs volunteers – and it's going out of its way to find them. Fire Chief Don Lauer said when the open houses didn't draw enough new recruits, the company decided to bring its plea to the neighborhoods. "It's a new idea," Lauer said. Adams Fire Co. isn't the only one with the problem. An initiative called "Recruit New York" was falling short. Statewide, ***people weren't coming to the fire stations for open houses***, according to the Firefighters Association of the State of New York (FASNY). "So we thought it would be more convenient if we visited their neighborhoods," Lauer said. The fire company's membership was 100% behind the effort. ***The program is called "14 Neighborhoods in 12 weeks." Volunteer firefighters visit neighborhoods either at 6 p.m. Saturdays or 1 p.m. Sundays.*** The visits continue through Aug. 27. For a schedule of planned visits and for any updated information on the program, see the company’s Facebook page: <https://www.facebook.com/adamsfirecompany/>.

“If we don’t set up in your neighborhood or on your street, please come to the nearest neighborhood we visit,” Lauer said in his news release. “We will have some fun things for your children to do while we talk to you about joining Adams Fire Co.”

He added, “I’m trying to make an effort as the fire chief to come out and talk to the adults and tell them my story and tell them what the process is for becoming a member.”

He said there’s already one new applicant and another potential member who came forward out of gratitude for what the fire company had done for his family: “He’s interested in giving back to the fire company” because they responded to his parents’ house when they were in need.

Lauer listed some of the perks of volunteer firefighting, in a news release.

“We provide free training, all the gear needed, and a LOSAP (length of service award program) retirement program, college assistance and a $200 tax credit to help you want to volunteer in your community,” he stated.

“Also in the works is a school tax and county tax reduction if you volunteer,” he said.

But some of the rewards in volunteering aren’t tangible.

Once people join, there are more benefits, Lauer said. “They’ll find out that the camaraderie between all the members is like one big family that works together with each other when people are in need.”

Next year, the fire company celebrates its 100th anniversary – a century of helping the community.

Lauer said a survey has shown that “One out of every hour people are interested in joining a fire company but are too afraid of joining; two out of every four people are interested in volunteering to give back to the community.”

There is a role for would-be volunteers – perhaps senior citizens – who don’t see themselves as capable of fighting fires but still want to help, he said.

“There’s jobs for everybody, all ages,” Lauer noted. “We have a fire police team that consists mostly of our senior members that have been with the fire company for over 40 years, that don’t want to be interior firefighters any more or exterior firefighters that support the scene.”

The fire company has 37 active members. Women fill some key roles within the company. Among women in the company there is an EMS captain, a lieutenant and two firefighters.

**TRAINING FOR YOUR MEMBERS AND OFFICERS: PASS IT FORWARD!!**

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##### Autism Awareness for First Responders ESIP WEBINAR SERIES

Join Mitch Christman and guest Christine Rusciolelli, Certified School Counselor, as we look at recognizing autism spectrum disorder and how we can help people with Autism when we are called to help them and their families.

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**REGISTER AT THIS LINK HERE**:<https://mcneilandcompany.us8.list-manage.com/track/click?u=03596f243a9d922954ebaf15e&id=7ae9ed15a6&e=781e9a2c81>

##### NationalGrid First Responder Utility Safety Training Program

**What’s that smell? Is it a natural gas leak?**

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The course is modular, and can be done a step at a time, as your busy schedule permits.

**Get started today!**

1. **Register at**[**firstresponder.ngridsafety.com**](https://www.cfmediaview.com/lp1.aspx?v=31_192123919_13259_4)**.** Once you create your user ID and password, you’ll be able to access all the e-learning modules and resources.
2. **Complete all e-learning modules and receive a certificate of completion** that may serve to satisfy your department’s utility safety training requirements.

**REGISTER NOW AT THIS LINK**: <https://www.cfmediaview.com/lp1.aspx?v=31_192123919_13259_5>

##### NYSAFC 2023 Seminar Series, “Truck Skills Beyond the Textbooks”

*Early in our firefighting orientation, we’re taught basic skills and tactics from textbooks. In addition, we’ll drill and be tested on many of these skills at fire academy buildings to attain our firefighting certifications. It’s a good process, but our learning shouldn’t stop there because we haven’t been exposed to many of the situations we’ll encounter at fires and emergencies. Plus, the buildings in the academy aren’t conducive to allowing us to operate with tools to open the walls and ceilings, pull suspended ceilings, remove baseboard and window trim, or even cut open tongue and groove sheathed roofs. This*[*interactive lecture*](https://r20.rs6.net/tn.jsp?f=001EsY9Y0Mlhb8U3sTOoJ2X2ZwXQs20TsIJ78T_NrcsBBup0-vPRncGIR9Ic4wvqOdm-LxIDvGHKchVF-GNAdfhAmSF-1_Qe38hgNwl6Ct-kHd34FkxZ0nVwrYErVPJ4TNvLDkAtBkimVbSrRlti-9IKKA7FARWsZ_cZ7f0GO7RlQtegXpCr_njdA==&c=cS-DhHo8pIAiMvUn6WtmJ9oa_j9PHq9pJ-huQyj09NI1y3sQodzVhg==&ch=RwihzGwwa2p6HQeuU98tWrSHvDFWNIPmU5Tg4o0knuTpDR6M6Qd1qQ==)*strives to go beyond textbook learning and bring alive street skills, tips, and tactics of truck work in: portable ladders, overhaul, forcible entry, roof ventilation, tool use, and more.*

**Registration (per person):**

**$35** – NYSAFC members

**$50** – non-members

*Pre-registration encouraged.*

**Albany Co. October/23/23, Fulton Co. September/7/23, Saratoga Co. October/24/23**

REGISTER AT THIS LINK: <https://www.nysfirechiefs.com/2023seminarseries>

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[**Fireground Communications: From Size-up to Mayday**](https://www.cfmediaview.com/lp1.aspx?v=31_192003370_13227_4)

[**June 20, 2023 | 1 PM EDT  
A certificate of attendance will be offered.  
Free to Attend – Save My Seat!**](https://www.cfmediaview.com/lp1.aspx?v=31_192003370_13227_5)

This webcast will address all aspects of fireground communications, from knowing the capabilities and limitations of your department’s radio system to understanding each person’s role in achieving reliable fireground communications and getting dispatch involved in your training. It will introduce skills that can immediately improve communications as well as provide a plan for developing and implementing a communications model for your department.

**REGISTER HERE AT THIS LINK**: <https://www.cfmediaview.com/lp1.aspx?v=31_192003370_13227_6>

[Even if you can’t make it, sign up anyway!](https://www.cfmediaview.com/lp1.aspx?v=31_192003370_13227_10) We’ll notify you when the recording is available.

##### University Provides a Wealth of Training Opportunities UPDATED FOR 2023

##### VFIS TRAINING AND RESOURCE CATALOG 2023

<https://afdca.org/wp-content/uploads/2023/02/2023-ETC-Resource-Catalog-VFIS.pdf>

##### VFIS UNIVERSITY – USERS GUIDE

<https://afdca.org/wp-content/uploads/2023/02/VFIS-University-User-Guide-3.pdf>

##### VFIS TRAINING OFFICER USERS GUIDE

<https://afdca.org/wp-content/uploads/2023/02/VFISU-Training-Officer-User-Guide.pdf>

##### VFIS RESPONDER HELP FLYER

<https://afdca.org/wp-content/uploads/2023/02/2023-VFIS-Responder-Help-Flyer.pdf>

**Health – safety & LODDs – taking care of our members!**

IN 2023 WE HAVE SADLY EXPERIENCED30 FIRE FIGHTER LODD’S

***According to FirefighterCloseCalls.com\****

***In 2022 we experienced 101 LODDs reported nationally.!***

##### You Just Never Know!

* A Gallatin County firefighter was flown to a hospital after an accident occurred involving a fire truck Saturday, according to Kentucky State Police. Troopers say the fire engine dropped one tire off the shoulder of the road in response, but when reentering the road, overcorrected, causing the fire engine to overturn multiple times, the report said. Miller was then *ejected from the vehicle*. Miller was flown to a hospital with non-life-threatening injuries.
* Two Prince George’s County Station 21 firefighters were injured when a tractor trailer struck an ambulance at an accident scene on Interstate 495 (Capital Beltway) Thursday night. The crash happened around 9 p.m. on the Inner Loop of the Beltway when firefighters were on the scene of an accident. The firefighters were taken to the hospital with no-life-threatening injuries.
* Banks County (GA) Fire Captain Richie Alford, who was vacationing in Panama City Beach, sprung into action yesterday when he spotted two people struggling in the surf. He did not return to the shore.
* St. Paul Fire Capt. Chris Parsons worked at Station 22 at Front Avenue and Marion Street in the North End. After he finished a shift, he ran a race and had a medical emergency. He was hospitalized and died Thursday.

##### [Bridge name honors fallen Greenwich Deputy Fire Chief](https://www.dailydispatch.com/DDR/index.aspx?st=NY&ddv=1&ddid=174893&typ=1&it=958172)

A bridge over the Battenkill River will be named in honor of a Washington County firefighter who inspired his colleagues and community with his service and his fight against cancer. State Sen. Jake Ashby, R, C-Castleton, said the Legislature approved a bill in its final session days last week that names the bridge carrying State Route 372 over the river after the late Brian Buell, who was deputy chief of the Greenwich Fire Department. Buell died at age 47 in June 2022 from esophageal cancer. "The Deputy Chief's family, friends and fellow volunteers will never forget him. Neither will this community. The name Brian Buell will mean dedication and courage to the people of Greenwich for generations to come," Ashby said in a news release. "I want to thank Assemblywoman Carrie Woerner for her efforts navigating the bill through her house. This wouldn't have happened without her," Ashby added.

##### \*\*The Seatbelt Paradox: Unbelted Firefighters Are Still Dying Every Year

Linda Willing

Four years ago, I published a column saying that I hoped that 2017 would be the first year that no firefighter died as a result of injuries from not being seat-belted when operating or riding in a moving vehicle.

Unfortunately, that goal was not met in 2017. Or in 2018. Or 2019. Or 2020.

***Firefighters continue to die as a result of failing to use seat belts, the most avoidable of all line-of-duty-death (LODD) causes. Why is this still happening?***

There has been a significant cultural shift over the past 50 years when it comes to seat belts. I am old enough to remember when they were merely a suggestion, and some vehicles were not even equipped with them. In the days of open cabs and firefighters riding the tailboard, seat belts often conflicted with practical operations.

But those days are long gone. Now most personal vehicles are relentless in reminding occupants to use seat belts. State laws require their use. Parents wouldn’t dream of letting their kids ride unrestrained. And the evidence that seat belts save lives is overwhelming and unequivocal.

Nobody knows this better than firefighters and other first responders who respond to sometimes horrific motor vehicle crashes. Yet there are still some who drive to the fire station while safely belted in their own private vehicles, and then jump on the rig without giving the use of seat belts a second thought.

Increasing the use of seat belts by firefighters was first promoted on a national scale in 2005 by Dr. Burton Clark, a program director at the National Fire Academy and a longtime volunteer with his hometown fire department in Maryland. That year, he wrote an article about the death of Amarillo, Texas, Firefighter Brian Hunton, who was killed when he fell from a rig during an emergency response. Clark provocatively began that article by stating, “If you are the fire chief and you know that you do not have a 100% compliance 100% of the time with your seat belt policy, you killed Firefighter Brian Hunton.” At that point, he made a personal commitment to improving firefighter safety culture by promoting seat belt use.

Clark subsequently created the National Seatbelt Pledge, which gives firefighters the opportunity to make a personal commitment to seat belt use and recognizes departments that promote this behavior. He managed the pledge in the early years but responsibility for it was transferred to the National Fallen Firefighters Foundation (NFFF) in 2010 and directed through their Everyone Goes Home initiative. After some flagging interest in the pledge in recent years, it was relaunched in January 2019 after undergoing upgrades based on user input.

John Tippett, director of Fire Programs for NFFF, pointed out that while the seat belt pledge may not have the same effect for everyone, it still creates an overall benefit: “If you’re a person that believes in your word and your commitment, then signing the seat belt pledge is a reinforcement of that. If you’re a person who’s just doing it to get the chief off your back, it’s probably not going to change your mind. But it could be an element that creates an accountability factor. You are going to be held to your word.”

One problem with ensuring universal seat belt use is the lack of complete data about the issue. LODD reports involving moving vehicles do not always indicate whether seat belts were worn at the time of the incident. ***Research has shown that firefighters might be inconsistent in their use of seat belts, making their use conditional rather than absolute***.

There is little data about other factors that might influence seat belt use, such as rank, seniority or generational differences. Many organizations have unclear accountability for ensuring seat belts are used whenever the rig is moving. Is the driver responsible? The company officer? Is it time to look at more technical solutions, such as upgrading seat belt alarms or even creating technology where fire or emergency apparatus cannot move until all occupied seats have seat belts engaged?

But technical solutions can only go so far. Every firefighter knows that seat belts save lives; they see this reality on a daily basis. Their reluctance to be in 100% compliance with seat belt use may be a result of good intentions. “Wasting time putting on your gear when arriving at a structure fire may cost someone their life!” was one comment from research.

Or lack of seat belt use may be a matter of bad example – if no one else on the rig is wearing a seat belt, why should you?

Failure to use seat belts might also result from complacency. If you don’t know anyone who has been injured or killed due to lack of seat belt use, it is much easier to believe it can’t happen to you.

Technical solutions and enforcement are important, and even making small changes, like improving the design of seats, can improve compliance. However, changing attitudes to change behavior must go deeper. It is critical to take a strong leadership stand that seat belts will be used 100% of the time. Those in positions of authority or influence must first lead by their example and allow no exceptions.

Testimonials from those whose lives have been saved by seat belts might also personalize the problem. For example, on Dec. 19, 2020, a fire engine returning from a structure fire in Routt County, Colorado, slid off an icy road and rolled over 200 feet down an embankment. The vehicle was severely damaged, but because seat belts were in use, all four firefighters onboard walked away with only minor injuries.

At the 2007 Fire-Rescue International conference, the NFFF awarded Burt Clark the Seal of Excellence for his leadership in promoting firefighter safety through seat belt compliance. He refused to accept the honor, saying that the award should not be given until the U.S. fire service goes one year without a firefighter fatality that could have been prevented through seat belt use.

That award has yet to be given. But maybe 2021 will be the year.



**living with LITHIUM-ION batteries!**

##### [U.S. Consumer Product Safety Commission To Hold Forum On Lithium-Ion Batteries In E-Bikes After String Of Deadly Fires](https://www.dailydispatch.com/DDR/index.aspx?st=NY&ddv=1&ddid=174979&typ=1&it=958549)

The head of the U.S. Consumer Product Safety Commission (CPSC) announced plans Thursday to hold a public meeting to further investigate safety issues with lithium-ion batteries in e-bikes following a sting of deadly fires. "Lithium-ion battery fires are deadly and destructive, as we have all learned from recent e-bike fires in New York and around the country," Alexander Hoehn-Saric, chair of the CPSC, tweeted. The meeting will not only focus on fires occurring in e-bikes and other micro-mobility products, but on the "fire risks that may arise with the growing consumer market for other products containing such batteries," according to the CPSC. During the public forum on July 27, the agency will "gather information and expertise regarding the science of these fires, particular safety issues related to e-bikes, and what it means for safety as more and more of these batteries are used in our homes and garages," Hoehn-Saric continued.

**purchasing…..What’s New in Fire Service gloves?**

##### What’s New In Fire Service Gloves?

Alan M. Petrillo

Fire-Dex makes the Dex-Pro Structural Firefighting Glove that’s designed for comfort, dexterity, and thermal protection to meet the demands of a firefighter’s job, says Todd Herring, Fire-Dex vice president of product innovation and strategy. “With 60+ thermal protective performance (TPP) and two layers of thermal lining that extend down the fingers, the Dex-Pro glove provides nearly four times the National Fire Protection Association (NFPA) requirement for heat protection,” Herring says. Features of the Dex-Pro are its 3D design, seamless rollover fingertips, naturally bent Dex-flex fingers, keystone thumbs with 360-degree range of motion, and reinforced knuckle and palm guards. Herring points out that Fire-Dex launched its new Dex-Rescue Gloves late last year, which have many of the design features of the Dex-Pro structural gloves. “It’s NFPA 1951, Standard on Protective Ensembles for Technical Rescue Incidents (2020 ed.), compliant,” he says, “has a 3D finger design that’s prebent for a natural fit; rollover fingertip with no seams, which is important for dexterity; and no seams on the keystone thumb that has a full range of motion. The glove has some cowhide in it as well as a lot of pigskin and goatskin for dexterity and release of moisture. A firefighter can use an index finger or thumb to use a smart device without removing the glove.” Lion makes several models of structural firefighting gloves, says Liberty Malenich, product marketing manager for helmets, boots, gloves, and hoods at Lion. “Our PRIMUS® glove has heat resistance as well as maximum cut and abrasion protection,” Malenich points out. “The glove’s dynamic 3D design offers dexterity, grip, and comfort, while cuff and lining enhancements make donning and doffing quick and easy. The added Lite-N-Dri™ and innovative knuckle pad on the back of the hand increases thermal and impact protection in high-heat and high-abrasion areas.” Other structural firefighting gloves Lion makes include the Commander™, Commander ACE™, Victory™, and Defender™ models.

Lion also makes the Bravo XT™ EMS glove that is compliant with NFPA 1999, Standard on Protective Clothing Ensembles for Emergency Medical Operations (2018 ed.), she notes. “This glove has a 3D design for high levels of dexterity, and a GORE® CROSSTECH® insert protects against moisture, bloodborne pathogens, and common chemicals,” Malenich says. “It has cut and puncture resistance for extra protection during rescue operations and knuckle and finger guards to protect from impact and abrasion.” For extrication, Lion makes the MechFlex™ XTreme™ glove with a 100% nylon outer shell; Spandex padding on the back for abrasion, cut, and tear resistance; and padded knuckles with stretch for extra impact protection from jagged metal and broken glass, Malenich says. “The extrication glove has a heavy duty synthetic leather palm and sidewalls, Armortex® /Kevlar® reinforced palm and finger patches for dexterity and puncture resistance, and a slip-on debris-control elastic cuff.”

Veridian makes five models of structural firefighting gloves, says Doug Dafler, Veridian’s director of sales. “Our Fire Knight Prosleeve is a true three-dimensional glove with a curved finger design and inset thumb,” Dafler says. “It has a gold Pioneer three-layer, composite-sleeve outer shell, Stedair 3000 moisture barrier, and Nomex® IIIA sewn to cuff of Fire Knight structural glove. It’s designed to fit completely over the end of the coat sleeve to prevent gaps in thermal protection at the wrist area and provides reduced liquid and particulate infiltration at the coat sleeve/glove interface.”

Veridian’s Fire Knight 3D structural glove uses a PBI and DuPont Kevlar knit back that provides flexibility, dexterity, and protection, Dafler notes. “Fire Knight has a contoured two-piece knuckle guard form-fitted design for increased flexibility and protection and a GORE® CROSSTECH® insert for durability and barrier protection and uses an exclusive breathable adhesive to secure the liner so it will not pull out.” Other structural gloves Veridian makes are the Fire Armor, Fire Hog, and Fire Pro II models. Veridian also makes wildland firefighting gloves that use flame-, heat-, cut-, and puncture-resistant cowhide suede leather, with a black leather palm on the glove’s wear surface and gold leather on the back of the glove for visibility, Dafler says. “The wildland glove has a 4-inch-long double layer knit Nomex wristlet with a leather pull patch on the palm side and provides hand dexterity with an enhanced grip ability under dry and wet conditions.” He notes the glove is UL-certified and is compliant with NFPA 1977, Standard on Protective Clothing and Equipment for Wildland Fire Fighting and Urban Interface Fire Fighting (2022 ed.). Scott Gohl, president of Dragon Fire Gloves, says his company’s new flagship structural firefighting glove, the Dragon Fire X2, is compliant with NFPA 1971, Standard on Protective Ensembles for Structural Fire Fighting and Proximity Fire Fighting (2018 ed.) and has a natural leather outer shell of Italian cow and goat leather for wet grip strength; wear and grip pads on the fingertips and thumb; cut, rip, and abrasion resistance; a Kovenex® thermal liner made from a special patented blend of high-performance fibers; and an anatomically correct ergonomic design. “Its unique features are its extreme dexterity with no sacrifice of protection,” Gohl says. “The glove refuses to harden or stiffen and remains soft and pliable after repeated use, it conforms and takes on the unique hand signature of the user after repeated use, and the hand can be effortlessly inserted and removed when the glove or hand is wet or sweaty.” Dragon Fire also makes the TEXAN structural firefighting glove that has similar properties to the X2 and the new Model 19 wildland glove that is NFPA 1977 compliant. Gohl says the Model 19 has a natural leather outer shell made of fire-, heat-, and abrasion-resistant top grain goat leather; a Kovenex thermal liner that’s fully bonded to the outer shell; and either gauntlets or wristlets of Para-Aramid knit trim.

Gohl says Dragon Fire makes three rescue glove models: BBP, First Due, and TRUFIT. The BBP Rescue glove has a sewn-in flame-, cut-, puncture-, thermal-, and abrasion-resistant liner with a vapor/BBP barrier and a Kovenex thermal layer. The palm is synthetic leather with strategically placed wear pads, and the knuckles are protected with a form-fitting impact protection pad finished in wear-resistant synthetic leather. The First Due Rescue Glove and the TRU-FIT glove both have the same liners and thermal barriers as the BPP, wear pads on the palm and knuckle areas with high-dexterity outer shells, and double-stitched flexible diamond profile rubber wear pads, he adds

Ryan Pennington, marketing manager for Vanguard Safety Wear, says Vanguard makes the MK Ultra and MK-1 structural firefighting gloves that are NFPA 1971 compliant. “The MK Ultra is the kangaroo skin version of the MK-1 with enhanced strength, durability, and suppleness and 10 times the tensile strength of cowhide,” Pennington says. “The MK Ultra has five layers of 100% Kevlar Para-Aramid knit for thermal, cut, and puncture resistance; a cowhide reinforced back shell for long-term radiant heat resistance; a sculpted fingertip design for a high level of tactility; and sewndown palm layers for a more efficient grip.” Vanguard also makes the Squad1 extrication gloves with a 100% Kevlar Para-Aramid palm side inner liner and flame-resistant back side outer shell, a synthetic leather palm shell reinforced with a kangaroo skin outer layer, Kevlar ParaAramid laminate reinforcements on the backs of the fingers, and padded knuckle protection.

**BUILDING & FIRE CODE ISSUES – Why are they important to you? WEEKLY FIRE FATALITY DATA AS REPORTED BY THE MEDIA**

***Home builders and realtors already “drive” legislation with a history of disregard for life safety and a disgusting misinformation campaign about the cost of residential fire sprinklers, deaths are an awfully expensive price to pay to save money. Stop the carnage, install residential sprinklers. Residential sprinklers are a component of the plumbing system, with approximately 1 head per room. The purpose of residential sprinklers is to allow time for the occupants to escape. Residential sprinklers are designed for quick response and only one at the most two heads may be triggered. With residential sprinklers present, the civilian death rate is 89% LOWER. Residential sprinklers will assist responding firefighters to do their jobs and save firefighters lives also, especially since everyone is short staffed!!***

***CHIEFS NEED TO SPEAK UP: This fire would not have been as bad if there were residential sprinklers!!***

##### Fire Code Under Review After Deadly Fire At N.C. Construction Site

By Ames Alexander, Ryan Oehrli, The Charlotte Observer

One morning last month, as smoke filled the sixth floor of a large apartment building under construction near SouthPark Mall, workers Reuben Holmes and Demonte Sherrill grew desperate. They were about a football field away from the only exit, they told their boss in a panicked phone call just after 9:20 am.

Keith Suggs, owner of a door and window installation company, instructed them to get on the floor and crawl toward the stairwell exit. But they said the smoke was too thick for them to see the exit, Suggs said.

Their remains were later discovered in the charred rubble from the massive, five-alarm blaze.

“I wish there was another set of stairs on the other end of that building,” Suggs said. “My guys would have had another chance to escape.”

Fire prevention experts contacted by The Charlotte Observer say that what happened to Holmes and Sherrill raises a vital question: ***Should more exits be required on large buildings under construction?***

Local and state fire safety officials are now discussing that question.

“While the building is under construction, that’s arguably when it is most vulnerable,” said Jim Milke, chair of the department of fire protection engineering at the University of Maryland.

**SAFETY CONCERNS RAISED AFTER CHARLOTTE FIRE**

***The sixth floor of the Modera SouthPark apartment building was to be more than 32,000 square feet when complete, according to plans*** The Observer obtained through a public records request. **At that stage of construction, though, just one exit was required by the state fire code, a news release from the Charlotte Fire Department said**.

That could change as a result of the discussions now underway among state fire officials as they consider updates to the state fire code, which is based on standards that are eight and 10 years old.

Charlotte Senior Fire Inspector Colin Triming, who chairs the state’s Fire Code Revision Committee, posed the idea of requiring more exits at a June 6 meeting in Greensboro. That was 19 days after the May 18 Charlotte blaze.

“In buildings that are large, it makes sense that we have more than one temporary lit exit,” Triming later told The Charlotte Observer.

Buildings under construction pose risks because fire suppression devices like sprinkler systems typically aren’t installed until the last phase of construction, fire safety officials say.

“Definitely, you need to have multiple exits,” said Tom Brewer, a former captain for the Charlotte Fire Department who is president of the Charlotte Firefighters Association.

***If adopted, the new language being considered by the state’s Fire Code Revision Committee would scale the number of exits at a construction site to the number planned for the finished building.***

**EXPERTS: ONE EXIT ISN’T ENOUGH**

Once finished, the Modera SouthPark apartment building was to have three exit stairways on each floor, a county spokesperson said. Triming said that under his suggested change, the building would have at least two exits available on each floor during construction.

A spokesman for the Charlotte Fire Department said the building had just one exit at the time of the fire, and just one was required by the state fire code.

But three fire safety experts contacted by The Observer questioned why just one exit was available to the workers who perished.

Milosh Puchovsky, a professor at the Department of Fire Protection Engineering at Worcester Polytechnic Institute in Massachusetts, called the lack of a second exit “a head-scratcher.”

And John Heinen, a Charlotte-based regional practice leader at Telgian, a fire protection engineering consultant firm, said “***the best practice is to have more than one way out of anything***.”

“We have back doors on our house for a reason,” he said. “It’s not just to get to the backyard.”

A spokesperson for Mill Creek Residential, the Florida-based developer on the project, said company officials are “actively investigating the circumstances that led to the fire, and are cooperating with state and local authorities in their investigation.” The spokesperson declined to comment further.

The fire, one of the largest Charlotte firefighters have encountered in decades, reduced much of the construction site to char. Firefighters, with help from a crane operator working at the site, rescued 15 people.

***Fire officials say the blaze began in a spray foam insulation trailer on the first floor of the building***. In its June 6 news release, the Charlotte fire department said it had no new information on what sparked the fire, but added: “Fire Investigators determined multiple accidental heat sources were in the trailer.”

***No fire inspection was done at the construction site before the blaze***, the fire department said last week. *That’s because the contractor failed to alert the Charlotte Fire Marshal’s office about its construction and progress, as Mecklenburg County requires.*

**Fire officials also said no standpipe** — a vertical water pipe to which fire hoses can be connected — **had been installed** at the 239-unit apartment building. ***The state fire code requires that at least one standpipe be installed during construction***. Standpipes can help firefighters begin to battle fires more quickly.

The builders were using an increasingly common style of apartment building construction — known as pedestal or podium construction — in which the bottom story is made of noncombustible material like concrete or steel and the upper floors are built with wood.

***While international building codes adopted by North Carolina allow for wood-frame buildings, some fire science experts worry about their vulnerability to fire.***

**OTHER CHANGES ON THE TABLE?**

Triming’s committee is also discussing whether it should limit the size of some buildings, and whether it should adopt the 2022 edition of National Fire Protection Association standards that outline safety rules at construction sites.

The NFPA standards now on North Carolina’s books are from 2013, state Department of Insurance Chief Fire Code Consultant Charlie Johnson confirmed in a June 9 email.

The newer standards, among other things, include additions on a fire-prevention program manager’s role at such construction sites, said Kevin Carr, a senior fire protection specialist with NFPA.

They also have new requirements for fire-safety plans adapted to each construction project. Plans are approved by a local building or fire official — or whoever has jurisdiction where a project is built.

And there are new chapters that outline best practices for tall mass timber structures and large wood frame structures, Carr said.

***North Carolina is by no means the only state using older fire safety standards, Susan McKelvey, a spokesperson for the NFPA, said in an email.***

“This presents safety concerns because the most recent edition of a code or standard reflects the latest trends, issues, and learnings that older editions may not,” she wrote.

*It would be a long road to implementing changes, though. Triming and other fire safety officials said the earliest that will likely happen is January 2025.*

***In 2014 the North Carolina Building Code Council switched from updating codes every three years to every six years. That council will also have to weigh in.***

|  |  |
| --- | --- |
| **HOME FIRE FATALITIES BY THE MEDIA FROM THE US FIRE ADMINISTRATION** | |
| **Fire Deaths in 1&2 Family Dwellings in NYS** | **45+0 = 45** |
| **Last fire death 5/23/23 Herricks, Nassau Co. female, 60** | |
| **Fire Deaths in any type of Dwelling in NYS** | **81+4 = 85** |
| **Fire Deaths in 1&2 Family Dwellings Nationally** | **659 + 22= 681** |
| **Top Three State with the most 1&2 Family Deaths** | **1 NY = 45** |
|  | **2 PA = 39** |
|  | **3 OH = 38** |
| **There has been a total of 1119 civilian home fire fatalities in 2023**  **There were a total of 2251 residential fire fatalities reported in 2022 in the US media.** | |
| **Both the states of Maryland and California require sprinklers in residential dwellings** | |

**In 2022 in New York State 77 residents perished in fires in 1 & 2 family occupancies.**

**grants that may help!**

##### USDA Community Facility Grants for Rural Development

**GRANT WEB SITE**: <https://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program>

**GRANT GUIDELINES**: <https://offices.sc.egov.usda.gov/locator/app?state=us&agency=rd>

Grant Deadline: This program accepts applications on an ongoing basis.

For Rural Areas and Small Towns up to 20,000 in Population

Community Programs provide grants to assist in the development of essential community facilities in rural areas and towns of up to 20,000 in population. Grants are authorized on a graduated scale.

Grant funds may be used to:

* Assist in the development of essential community facilities.
* Construct, enlarge, or improve community facilities for health care, public safety, and community and public services.
* This can include the purchase of equipment required for a facility’s operation.

**WHAT THIS GRANT DOES FOR YOUR AGENCY**

Applicants located in small communities with low populations and low incomes will receive a higher percentage of grants. Grants are available to public entities such as municipalities, counties, and special-purpose districts, as well as non-profit corporations and tribal governments. In addition, applicants must have the legal authority necessary for construction, operation, and maintenance of the proposed facility and also be unable to obtain needed funds from commercial sources at reasonable rates and terms.

Only a limited number of grants will be awarded.

**GRANT ELIGIBILITY**

These grant funds are for rural areas and towns of up to 20,000 in population.

**THE LIGHTER SIDE!**

**Very few people know this but the little pocket on your blue jeans is for your money left over after taxes!!**

**Classified**

**POST YOUR CLASSIFIED ANNOUNCEMENTS HERE!**

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***The Capital Area Association represents fire district officials from the fire districts in Albany, Schenectady, Rensselaer, Warren, Washington, Saratoga, Fulton and Montgomery Counties***

***Fire District Officials include Commissioners, Treasurers, and Deputy Treasurers***

***Secretaries and Chiefs are also invited to participate!***

***The Capital Area Association wants to take this opportunity to thank all the Fire Districts who continue to support the local Capital Area Association as members for 2023.***

***Please advise your secretaries that all correspondence go to the Capital Area Association Mailing Address at:***

***AFDCA PO Box 242 East Schodack, NY 12063***

***EMAIL SECRETARY:*** [***CAAOFD@GMAIL.COM***](mailto:CAAOFD@GMAIL.COM)

***EMAIL TREASURER: CFDATREASURER@GMAIL.COM***

***518-407-5020***

fire district resources - -the back page - - for you to follow up!

***What are the duties and responsibilities of a Commissioner?***

***The Answer is posted on our web site at www.AFDCA.org***

***Vital Statistics on the State Association Regions – the break out is on our web site.***

**Capital Area BUSINESS PARTNER’S**

***PLEASE SUPPORT THOSE WHO SUPPORT US!!***

**Business Partner Applications Available At:** [**WWW.AFDCA.ORG**](http://WWW.AFDCA.ORG)

**Welcome Back all of our Business Partners for 2023**

***We invite our business partners to submit educational information to be included in this Bulletin for district commissioners and chief officers***

***Write me at tom@rinaldi1.com***

**Please Support Those Who Support Us!!**

***If you have information on new products you wish to showcase or is educational and informative for fire districts, please submit it and we will use it in this Bulletin under the appropriate heading.***

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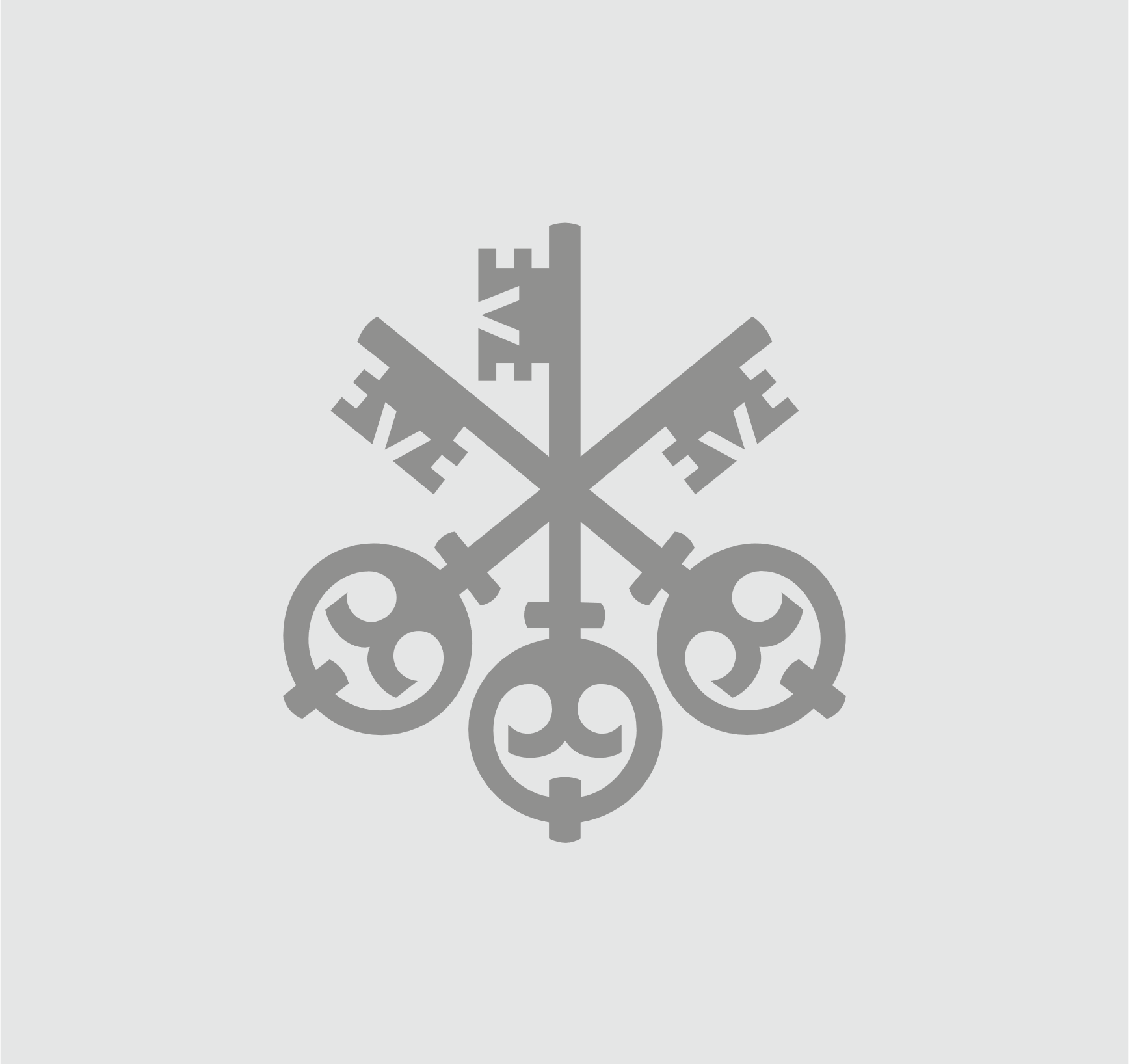
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Heather R. Lewis, CPA hlewis@mmb-co.com

***The Capital Bulletin is reaching well over 400+ fire district members and now other members of the fire service on a regular basis. Since the Capital Area Association covers an area the size of Connecticut it is difficult to meet in person to exchange information and ideas.***

***This is a service of the Capital Area Association through the effort of Tom Rinaldi who can be reached at*** [***tom@rinaldi1.com***](mailto:tom@rinaldi1.com) ***for comments or content contributions are always welcome.***

***MEMBERSHIP IN THE CAPITAL AREA FIRE DISTRICTS ASSOCIATION (CAFDA)***

Would you like to join Capital Area Fire Districts Association along with 75 members in 8 counties? Individuals, fire district associations, fire protection districts and Village departments are all eligible for membership.

Annual dues (January 1st to December 31st) shall be as follows and shall be based on the annual budget of the Fire District/Organization;  
$0 to $200,000: $50   
$200,001 to $400,000: $100   
$400,001 to $600,000: $200   
$600,001 plus: $300

Individuals $50.00 and Other Associations $300 annually.  
***Business Partners: $100.00 annual member fee***



**2023 Events Calendar**

|  |  |  |  |
| --- | --- | --- | --- |
| **Date** | **Time** | **Type** | **Location** |
| Thursday, July 13, 2023 | 7:00 PM | Board Meeting | Clifton Park |
| **August 2023** | **NO MEETING** |  |  |
| Thursday, September 14, 2023 | 7:00 PM | General Membership | Clifton Park |
| Thursday, October 12, 2023 | 7:00 PM | General Membership | Clifton Park |
| Saturday, November 4, 2023 | 8:00 AM | Fall Workshop | Verdoy Fire Dept |
| Thursday, November 9, 2023 | 7:00 PM | General Membership | Clifton Park |
| **December 2023** | **NO MEETING** |  |  |
| Saturday, January 6, 2024 | 9:00 AM | Organizational Meeting | TBD |

**For General Membership meetings food is served 1 hour prior to the start time of the meeting, usually 6pm.**