

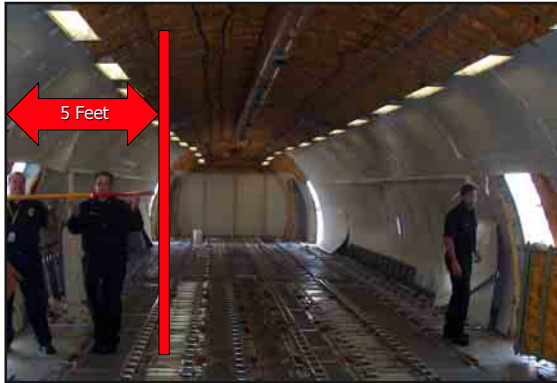
Narrow Body Aircraft



Wide Body Aircraft



Wide Body Aircraft



tended penetrator in the initial hole and extends into the objective.

To help the operators spot their apparatus on different aircraft we have developed landmarks on the aircraft that the operator can use to estimate his distance from the side of the aircraft. When spotting the apparatus the distance out from the aircraft is as critical as target position for the penetrator tip. The distance from the objec-

tive will affect the reach perimeters of the boom.

Narrow body aircraft dimensions include a wing span of between 48-56 feet. If we use an average wing span of 50 feet, then if the operators line himself up on $\frac{1}{2}$ of the wing span his apparatus would be approximately 20 feet from the fuselage. Allowing 4 feet for maximum penetration distance we should line up a maximum of 23 feet from fuselage.

Wide body aircraft charts indicate that the inboard engine CL is between 17 – 28 feet from the fuselage. If you spot your apparatus outside of the inboard engine we can assume that we would be approximately 18 – 25 feet out from side of fuselage.

AIRCRAFT PENETRATION SUMMARY

The perilous nature of an aircraft fire requires extraordinary requirements in design, equipment, and training.

Each in its own right may not be sufficient in controlling a serious fire but together they may provide the additional time to ensure survivability.

With the advent of larger airframes the ability of aircraft to absorb energy improves their crashworthiness so passengers face longer exposure to post crash fires. With the HRET and penetrator option we have the ability to increase the survivability inside of the aircraft so that more passengers will have the time

to be rescued or self evacuate.

With a good working knowledge of our tactics, equipment and the aircraft industry that we serve the confidence and decision to act will become second nature for the operators. In an aircraft incident, there exist too many variables to design a template of attack that will work on every interior fire. The intention of this presentation is to provide an overview of the penetration tactical options for both passenger and cargo aircraft.

The training coordinators are now able to create scenarios to evaluate the operators' thought process and their ability to use the equipment to perform the tasks on a passenger and cargo incident. Our ARFF members and operators now have a format and guideline under which to make judgments on the fire ground. Whatever one's opinion on the viability of saving a life in an internal cabin fire, this is likely in terms of risk assessment. Surely a technique that will give a reasonable chance of a successful outcome should be adopted. This should include appliances, equipment, manpower, resources and the tactics and techniques that may be expected to prevail in such circumstances. Are we paying lip service to this aspect of aircraft fire fighting and after assessing the risk are we fully prepared, because a second chance is highly unlikely.

I am reminded of a quote from an NFL commercial.

"Amateurs practice until they get it right, professional practice until they can't get it wrong".

Remember who you are and how important your job is.

This paper was presented at the recent AIRPORT FIRE-RESCUE USA 5th International Aircraft Rescue Fire Fighting Conference, and is being reprinted in AFJ for the benefit of those who were unable to attend.