

# HAZARDS TO FIREFIGHTERS

Part 2

# Military Hazards

- Same as civilian aircraft plus
  - *Dangerous systems*
    - *Cannons*
    - *Rockets*
    - *Bombs*
    - *Chafe*
    - *Flares*
    - *Other pyrotechnics*
    - *Weapons*
    - *armament*



Approach Military Aircraft at the 45 degree angle do to weapons

# Military Hazards



- *Rocket fuels*
  - *Hydrazine*
  - *Other exotic materials*

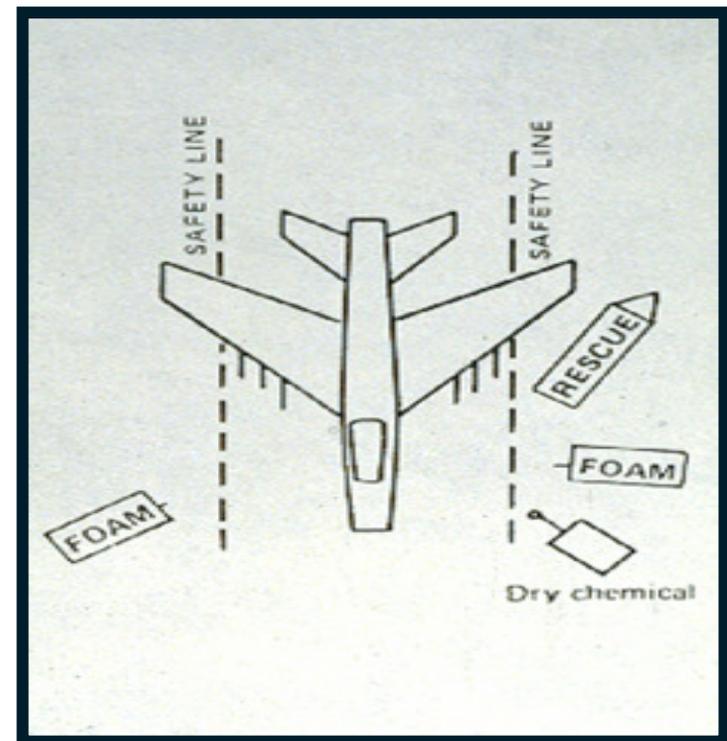
# Military Hazards



*Employ an explosive or rocket system to complete the emergency escape process*

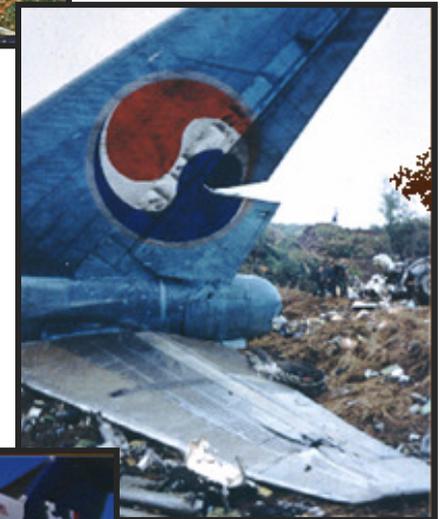
# Military Hazards

*Very dangerous*  
*Fire personnel and equipment should stay out of an area in front of and behind the aircraft from wing tip to wing tip*



# Scene Hazards / Dangers

- *Jagged and sharp metal*
- *Large section of aircraft may need to be braced*
- *Fall from working off ladders or elevated areas*
- *Uneven surface*
- *Slips trips falls*
- *Ground debris*
- *Wires, gas lines, and damaged water system*

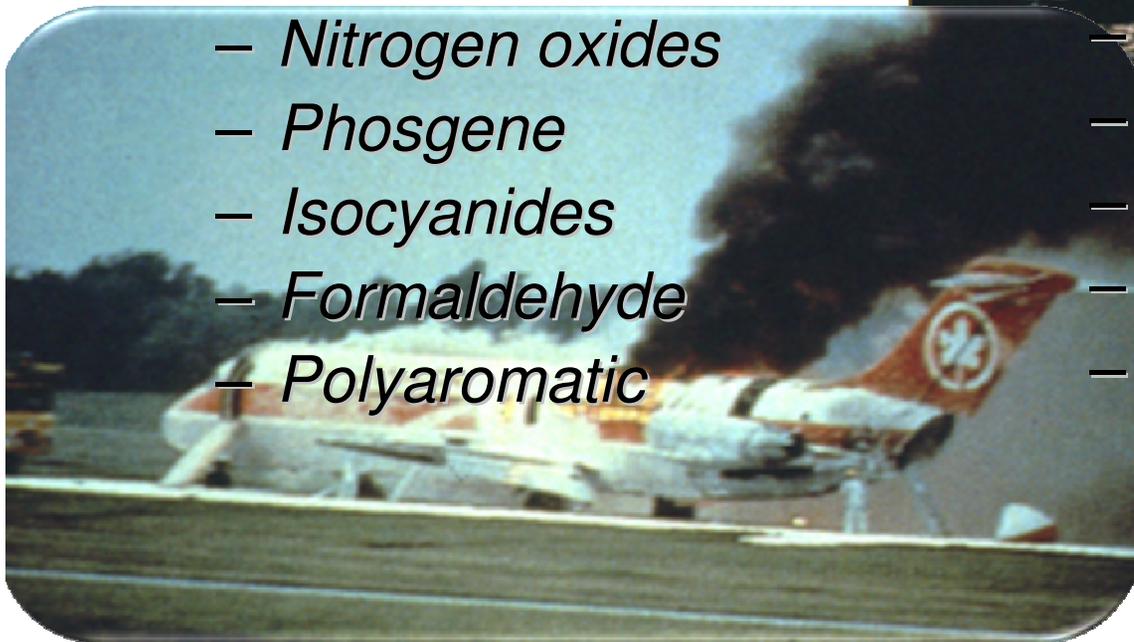


# Hazardous atmospheres

- Smoke contains
  - Carbon monoxide
  - Hydrogen cyanide
  - Hydrogen chloride
  - Carbon dioxide
  - Nitrogen oxides
  - Phosgene
  - Isocyanides
  - Formaldehyde
  - Polyaromatic



- Hydrocarbons
- Benzene
- Sulfur
- Chlorine
- Bromine
- Dioxins
- Acids
- Lead
- Beryllium
- lithium



# Hazardous atmospheres

- *Elevated temp*
- *Oxygen deficient*
- *Flashover*
- *Rollover*
- *Fameover*
- *Backdrafts*
- *And confined space*
  - *Rescues made out of fuel cells*



# Engine Hazards

- *Stay back 2 lengths of the aircraft behind operating jet engines*
- *Stay at least 25' away from jet engine intake*
- *A good indication that the engine is running or electrical power is on the aircraft red rotating beacons will be on*
  - *MAYBE depending on the aircraft*



# Engine Hazards



- *Stay 15' away from fronts and sides of operating propellers*
- *Moving a propeller can start the engine*
- *Tail rotors are very dangerous*
- *Main rotors may drop as they slow down*
- *Approach helicopter low as possible and view of & as directed by the pilot*



# Aircraft Hazards

- *Ballistic Recovery Systems*
  - *This system uses an ejection device to quickly deploy a parachute during catastrophic emergencies*
  - *Ballistic recovery parachutes can be fired vertically or horizontally and are not always readily visible on the aircraft or location from where they are fired*



**Cirrus SR22**





**WARNING!**

**ROCKET FOR PARACHUTE DEPLOYMENT INSIDE  
STAY CLEAR WHEN AIRPLANE IS OCCUPIED**



**Solid Propellant Rocket Motor**

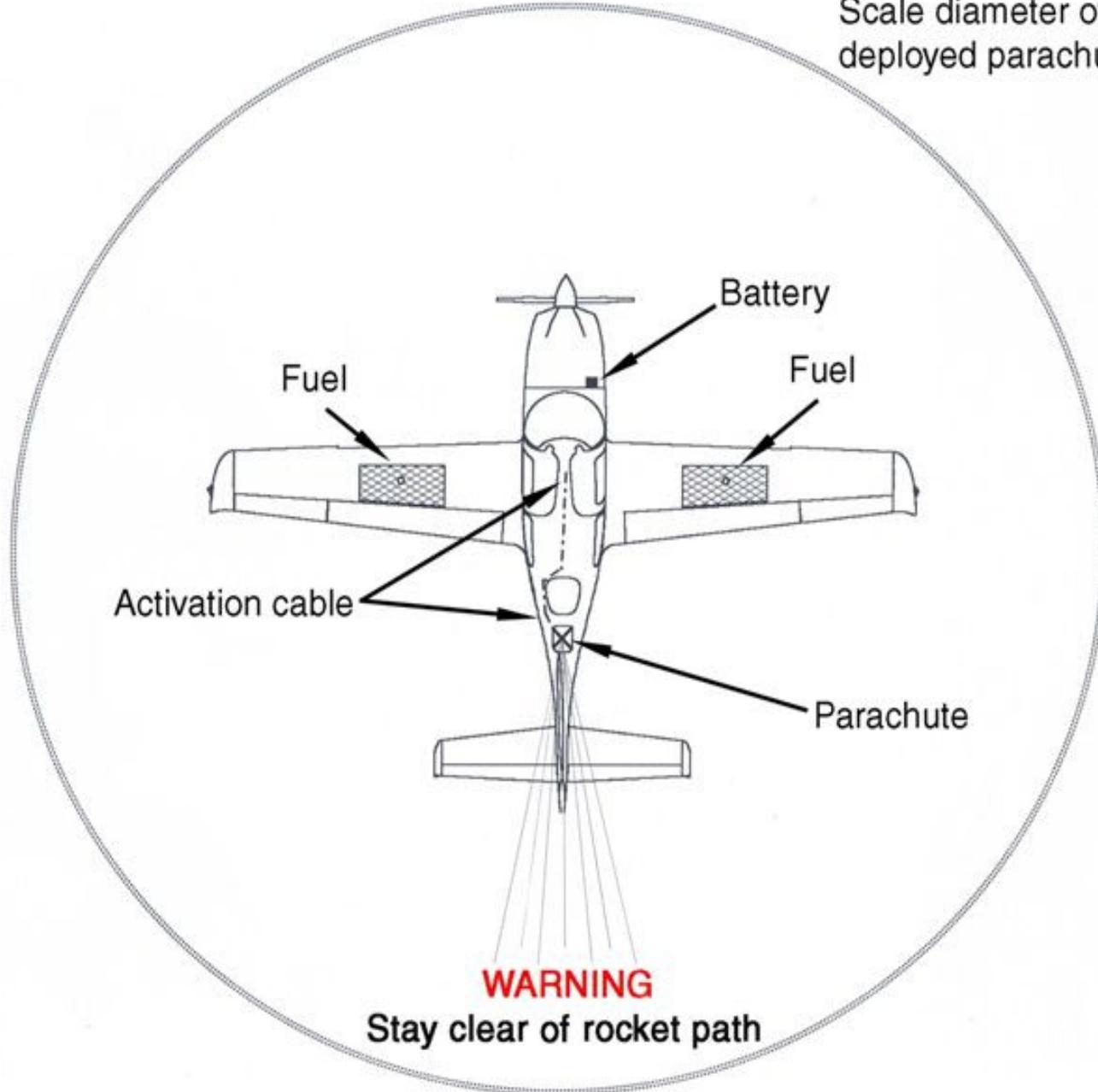
**Extraction Harness**

**Airframe Container Cover**

**Packed Parachute**

Cirrus SR20 and SR22

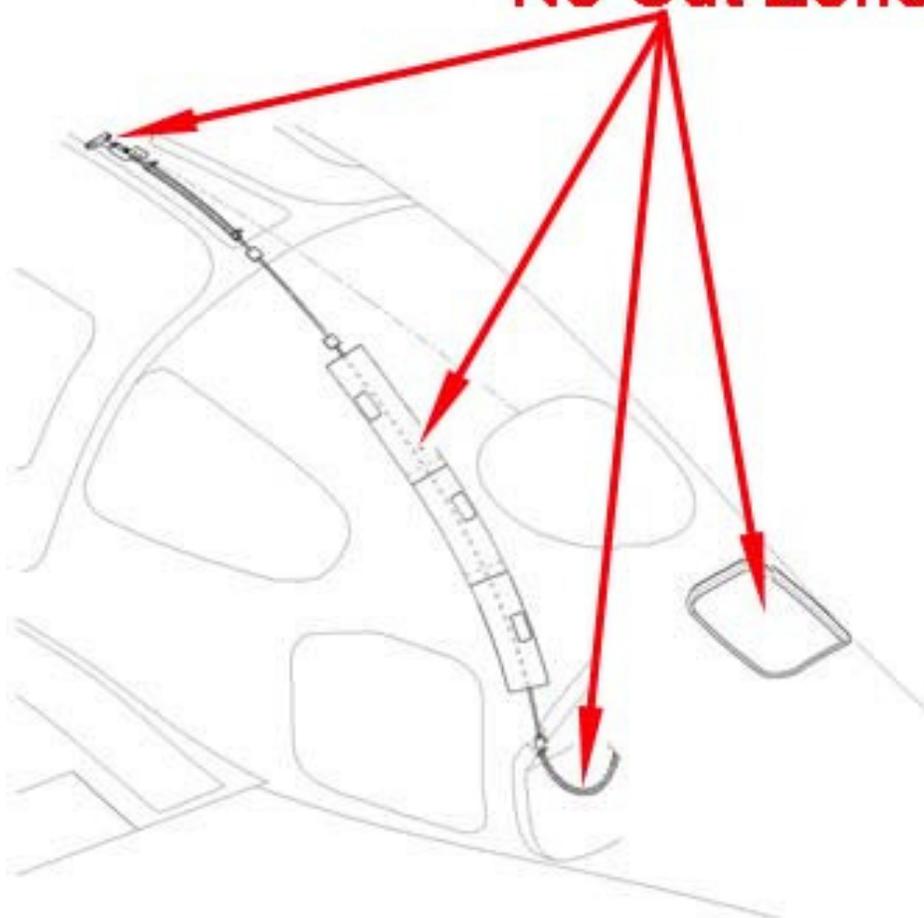
Scale diameter of  
deployed parachute



**WARNING**

Stay clear of rocket path

# No Cut Zones



FWD



# Cirrus

## Advisory Guide For First Responders

### **Warning:**

**The information contained in this DVD is limited in scope and purpose and intended as only a broad overview for persons who may initially be exposed to an aircraft accident site or aircraft wreckage.**

**This DVD is not a substitution for actual training on proper handling and**



# Aircraft Hazards

*Cirrus Video will cover*

- *what is a BRS*
- *how to ID a BRS*
- *What to do when you find an aircraft with BRS*

**CALL FOR IMMEDIATE HELP**

**24 / 7 HOTLINE**

**1-800-279-4322 US**

**1-952-988-1940 INT**

Attach video when you  
find out how





# *Questions*

