

WILDLAND FIRE HYDRAULICS CALCULATIONS - " BONEHEAD " vs. ACCURATE!

Disclaimer: Unlike the spineless authors at 'frictionlosscalculator.com,' I TAKE FULL LIABILITY THESE CALCULATIONS ARE 100% ACCURATE AND RELIABLE - SUE ME!

Is there truly a "CHOICE" which method to more EASILY vs. ACCURATELY calculate Fire Ground Hydraulics when mathematics "NEVER" LIE!?! Well somebody is! *Is it YOU!?! HmMMM!?!*

How do you explain **52.87%** UNDER "CALCULATED" Engine Pressure at 1,400 feet at

53 GPM 1.5" nozzle **13** GPM "Laterals" at **200** ft. every **200** and HEAD **0**

I was THREATENED to "DO NOT CONFUSE THE CLASS !!!" in May 1986 at the CAL FIRE Fire Academy or face certain TERMINATION! Yet I graduated "TOP STUDENT" at Rank ONE (1) of 23 at 96.8%?

Are you even aware of this truly [IN]-SIGNIFICANT formula that is instructed INTERNATIONALLY!?!

$FL = C * (Q / 100)^2 * (L / 100)$	Engine Pressure = Nozzle Pressure + Friction Loss + Appliance(s) ± HEAD	7/27/2016
Coefficient (C) for 1.5" hose is 24	http://www.tinyurl.com/hftfire - ALL supporting videos	http://frictionlosscalculator.com
Coefficient (C) for 1" hose is 150	'SAFE' Hose Deployment: http://www.tinyurl.com/hftfire01	written: http://www.hoseroiler.info
GPM (Q)	Please NOTE: You're wannabe "academy" demands accuracy within 10 PSI right!?! How can you justify <u>FAILING</u> past students now <u>UNEMPLOYED</u> when it's evidenced you <u>INSTRUCT</u> results that are <u>GROSSLY INCORRECT</u> by far <u>MORE!?!</u>	
Length (L)		

8/31/2016
1

Please feel FREE to fill-in ONLY the - LIGHT BLUE - highlighted cells to satisfy your 'SIMPLE' curiosity!

But don't forget the maximum ENGINE PRESSURE CANNOT EXCEED 400 PSI! REMEMBER!?!
Or do you recall the "TEST PRESSURE" of fire hose is just as fire apparatus are "CONFUSINGLY" governed!?!

'YOU' INSTRUCT 'YOUR' PERSONAL AGENDA that FORCES 1000's of FF's to answer 'WRONG' to GRADUATE!

Have I crossed a "SACRED" POLITICAL LINE!?! Will 'YOU' file CRIMINAL HARASSMENT 'CHARGES'!?!

The Affirmative Action goals as an EEO employer in the late 1970's mandated by our Federal Government caused CAL FIRE (CDF) to face what it STILL considers an INSURMOUNTABLE DILEMMA : How in the world are 'THEY' gonna SECURE HUNDREDS OF MILLIONS OF DOLLARS each and every year for DECADES to meet IT'S highest priority!?! ...balance the all mighty God fearing Fiscal Budget! ENJOY Admissible EVIDENCE they will DECEIVE ANY uneducated individual for 'THE MONEY' even if it BURNS FIREFIGHTERS FOR FEDERAL RESERVE NOTES!!!

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Click here for "supporting" video: <http://www.tinyurl.com/calfire01> ...and then go on "time-line" to 1:13:40 to LEARN in <http://www.tinyurl.com/calfire02>

GET TRUTH verified by the Feds! Hoffmann Fire & Rescue Technologies - (877) HOSEROLLER Cover Letter and Resume ' and Patents #6267319 & #6659389
Do dispute Line #6! **Go to:** <http://www.hydraulicsapp.com> www.hftfire.com - © 2014 - 2016 - All Rights Reserved <http://tinyurl.com/noahmorgan01>

"CORRECT" METHOD - INTERNATIONALLY RECOGNIZED "FIRE STANDARD"

HEAD:	(Enter FEET elevation)		Laterals Start:	<i>If 1.5" 'Trunk' line is SUPPLY ONLY w/ 1" Laterals, then enter ZERO "0" for 1.5" AND "X" GPM for 1" laterals.</i>						
0	1.5"	1.5" Prog.	200	ACCURATE	1" Lateral	Number of	1.0" Lateral	<i>Number of laterals 'shut down'</i>		ACTUAL
0	NOZZLE	Friction Loss	Progressing at:	1.5" Sub-total	13	1.0" Laterals	Friction Loss	1.0" Sub-total	0	REQUIRED
NP - (T/C)	GPM	per 100'	200	"Friction Loss"	GPM	at 100' each	per 100'	Friction Loss	APPLIANCE	Engine Pressure
<u>50</u>	<u>53</u>	6.7	100	<u>6.7</u>	0	0	0.0	<u>0.0</u>	<u>0</u>	<u>56.7</u>
<u>50</u>	53	6.7	200	<u>13.5</u>	0	0	0.0	<u>0.0</u>	<u>0</u>	<u>63.5</u>
<u>50</u>	66	10.5	300	<u>23.9</u>	13	1	2.5	<u>2.5</u>	<u>5</u>	<u>81.5</u>
<u>50</u>	66	10.5	400	<u>34.4</u>	13	1	2.5	<u>2.5</u>	<u>5</u>	<u>91.9</u>
<u>50</u>	79	15.0	500	<u>49.4</u>	13	2	2.5	<u>5.1</u>	<u>10</u>	<u>114.4</u>
<u>50</u>	79	15.0	600	<u>64.3</u>	13	2	2.5	<u>5.1</u>	<u>10</u>	<u>129.4</u>
<u>50</u>	92	20.3	700	<u>84.7</u>	13	3	2.5	<u>7.6</u>	<u>15</u>	<u>157.3</u>
<u>50</u>	92	20.3	800	<u>105.0</u>	13	3	2.5	<u>7.6</u>	<u>15</u>	<u>177.6</u>
<u>50</u>	105	26.5	900	<u>131.4</u>	13	4	2.5	<u>10.1</u>	<u>20</u>	<u>211.6</u>
<u>50</u>	105	26.5	1000	<u>157.9</u>	13	4	2.5	<u>10.1</u>	<u>20</u>	<u>238.0</u>
<u>50</u>	118	33.4	1100	<u>191.3</u>	13	5	2.5	<u>12.7</u>	<u>25</u>	<u>279.0</u>
<u>50</u>	118	33.4	1200	<u>224.7</u>	13	5	2.5	<u>12.7</u>	<u>25</u>	<u>312.4</u>
<u>50</u>	131	41.2	1300	<u>265.9</u>	13	6	2.5	<u>15.2</u>	<u>30</u>	<u>361.1</u>
<u>50</u>	<u>131</u>	<u>41.2</u>	<u>1400</u>	<u>307.1</u>	<u>13</u>	<u>6</u>	<u>2.5</u>	<u>15.2</u>	<u>30</u>	<u>402.3</u>
<u>50</u>	144	49.8	1500	<u>356.9</u>	13	7	2.5	<u>17.7</u>	<u>35</u>	<u>459.6</u>
<u>50</u>	144	49.8	1600	<u>406.6</u>	13	7	2.5	<u>17.7</u>	<u>35</u>	<u>509.4</u>
<u>50</u>	157	59.2	1700	<u>465.8</u>	13	8	2.5	<u>20.3</u>	<u>40</u>	<u>576.1</u>
<u>50</u>	157	59.2	1800	<u>525.0</u>	13	8	2.5	<u>20.3</u>	<u>40</u>	<u>635.2</u>
<u>50</u>	170	69.4	1900	<u>594.3</u>	13	9	2.5	<u>22.8</u>	<u>45</u>	<u>712.1</u>
<u>50</u>	<u>170</u>	<u>69.4</u>	<u>2000</u>	<u>663.7</u>	13	9	2.5	<u>22.8</u>	<u>45</u>	<u>781.5</u>

THESE ARE THE ACCURATE CALCULATIONS PER INTERNATIONAL "LAWS" of PHYSICS ...YET CAL FIRE'S THREAT

"IT SHALL NOT BE DISPUTED OR BE FIRED" calculation [METHOD] at 1400 ft. is a FULL **210.4 PSI** of

"EXTRA" PRESSURE TO "DANGEROUSLY" EXTEND 'YOUR' HOSELAY AN "EXTRA" **2002 FEET!!!**

This is AFTER the ACTUAL DEMANDS to "STOP!!!" Just go for it! If your firefighters complain, just FIRE 'em

for severe INSUBORDINATION 'cuz YOU KNOW the "CAL FIRE GOD'S" trained you RIGHT! The UNQUESTIONED!

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" POLITICALLY CORRECT " CAL FIRE ACADEMY METHOD IN WHICH THE "TRUNK LINE" NEVER ADJUSTS FOR " INCREASED " GPM FOR EACH ONE (1") INCH LATERAL ADDED WHICH EXPONENTIALLY INCREASES "FL!"

HEAD: (Enter <u>FEET</u> elevation)		Laterals Start:		"Politically" Correct	Nozzle: 3/16" = 7 gpm		1/4" = 13 gpm		5/16" = 21 gpm		3/8" = 30 gpm		1/2" = 53 gpm	
<u>0</u>	1.5"	1.5" <u>FLAT</u>	<u>200</u>		1" Lateral	Number of	1.0" Lateral	<i>Number of laterals 'shut down'</i>		Politically				
<u>0</u>	NOZZLE	Friction Loss	Progressing at:		1.5" Sub-total	1.0" Laterals	Friction Loss	1.0" Sub-total	<u>0</u>	CORRECT				
NP - (T/C)	GPM	per 100'	<u>200</u>		"Friction Loss"	GPM	at 100' each	per 100'	Friction Loss	APPLIANCE	WRONG EP			
<u>50</u>	53	6.7	100	<u>6.7</u>	0	0	0.0	<u>0.0</u>	<u>0</u>	<u>56.7</u>				
<u>50</u>	53	6.7	200	<u>13.5</u>	0	0	0.0	<u>0.0</u>	<u>0</u>	<u>63.5</u>				
<u>50</u>	53	6.7	300	<u>20.2</u>	13	1	2.5	<u>2.5</u>	<u>5</u>	<u>77.8</u>				
<u>50</u>	53	6.7	400	<u>27.0</u>	13	1	2.5	<u>2.5</u>	<u>5</u>	<u>84.5</u>				
<u>50</u>	53	6.7	500	<u>33.7</u>	13	2	2.5	<u>5.1</u>	<u>10</u>	<u>98.8</u>				
<u>50</u>	53	6.7	600	<u>40.4</u>	13	2	2.5	<u>5.1</u>	<u>10</u>	<u>105.5</u>				
<u>50</u>	53	6.7	700	<u>47.2</u>	13	3	2.5	<u>7.6</u>	<u>15</u>	<u>119.8</u>				
<u>50</u>	53	6.7	800	<u>53.9</u>	13	3	2.5	<u>7.6</u>	<u>15</u>	<u>126.5</u>				
<u>50</u>	53	6.7	900	<u>60.7</u>	13	4	2.5	<u>10.1</u>	<u>20</u>	<u>140.8</u>				
<u>50</u>	53	6.7	1000	<u>67.4</u>	13	4	2.5	<u>10.1</u>	<u>20</u>	<u>147.6</u>				
<u>50</u>	53	6.7	1100	<u>74.2</u>	13	5	2.5	<u>12.7</u>	<u>25</u>	<u>161.8</u>				
<u>50</u>	53	6.7	1200	<u>80.9</u>	13	5	2.5	<u>12.7</u>	<u>25</u>	<u>168.57</u>				
<u>50</u>	53	6.7	1300	<u>87.6</u>	13	6	2.5	<u>15.2</u>	<u>30</u>	<u>182.9</u>				
<u>50</u>	53	6.7	1400	94.4	13	6	2.5	15.2	30	189.6				
<u>50</u>	53	6.7	1500	<u>101.1</u>	13	7	2.5	<u>17.7</u>	<u>35</u>	<u>203.9</u>				
<u>50</u>	53	6.7	1600	<u>107.9</u>	13	7	2.5	<u>17.7</u>	<u>35</u>	<u>210.6</u>				
<u>50</u>	53	6.7	1700	<u>114.6</u>	13	8	2.5	<u>20.3</u>	<u>40</u>	<u>224.9</u>				
<u>50</u>	53	6.7	1800	<u>121.3</u>	13	8	2.5	<u>20.3</u>	<u>40</u>	<u>231.6</u>				
<u>50</u>	53	6.7	1900	<u>128.1</u>	13	9	2.5	<u>22.8</u>	<u>45</u>	<u>245.9</u>				
<u>50</u>	53	6.7	2000	134.8	13	9	2.5	<u>22.8</u>	<u>45</u>	252.6				

This should look really familiar to your "NORMAL" or "STATUS QUO" that has kept YOU and literally every SEVERELY DECEIVED STUDENT feeling 'SAFE AND SECURE' as, "Ya' all got 'em through the MATH somehow!"

...but have you considered REALITY!?! Ask the USFS, BLM, NPS, OSF, NSF, & ASF what they do!
 But what do you care 'cuz the only numbers important to you are "THE RESULTS" of an "EASIER" math equation!

Click here for "supporting" evidences: <http://www.tinyurl.com/calfire03> <http://www.tinyurl.com/calfire04> <http://www.tinyurl.com/calfire05>

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1.5" Hose Length	Number of 1" Laterals	<u>ACTUAL REQUIRED EP</u>	<u>ACTUAL REMAINING PSI TO 400</u>	<u>ACTUAL Hose to ADD w/o NEW Laterals</u>	<u>CAN WE PUMP?</u>	<u>"Politically Correct" EP</u>	<u>NET Incorrect EP</u>	<u>NET RESULT ERROR!</u>	<u>ASS-U-ME d REMAINING PSI TO 400</u>	<u>HOSE ' BELIEVED ' can be EXTENDED BEYOND ACTUAL</u>
100	0	56.7	343.3	5092	<u>YES</u>	56.7	0.0	0.00%	343.3	<u>0</u>
200	0	63.5	336.5	4992	<u>YES</u>	63.5	0.0	0.00%	336.5	<u>0</u>
300	1	81.5	318.5	3047	<u>YES</u>	77.8	3.7	4.56%	322.2	<u>35</u>
400	1	91.9	308.1	2947	<u>YES</u>	84.5	7.4	8.08%	315.5	<u>71</u>
500	2	114.4	285.6	1906	<u>YES</u>	98.8	15.7	13.69%	301.2	<u>149</u>
600	2	129.4	270.6	1806	<u>YES</u>	105.5	23.9	18.47%	294.5	<u>227</u>
700	3	157.3	242.7	1195	<u>YES</u>	119.8	37.5	23.83%	280.2	<u>357</u>
800	3	177.6	222.4	1095	<u>YES</u>	126.5	51.0	28.74%	273.5	<u>486</u>
900	4	211.6	188.4	712	<u>YES</u>	140.8	70.8	33.45%	259.2	<u>673</u>
1000	4	238.0	162.0	612	<u>YES</u>	147.6	90.5	38.01%	252.4	<u>861</u>
1100	5	279.0	121.0	362	<u>YES</u>	161.8	117.2	41.99%	238.2	<u>1115</u>
1200	5	312.4	87.6	262	<u>YES</u>	168.6	143.8	46.04%	231.4	<u>1369</u>
1300	6	361.1	38.9	94	<u>YES</u>	182.9	178.3	49.37%	217.1	<u>1696</u>
<u>1400</u>	<u>6</u>	<u>402.3</u>	<u>0.0</u>	<u>0</u>	<u>STOP!</u>	<u>189.6</u>	<u>212.7</u>	<u>52.87%</u>	<u>210.4</u>	<u>2002</u>
1500	7	459.6	0.0	0	<u>STOP!</u>	203.9	255.7	55.64%	196.1	<u>1866</u>
1600	7	509.4	0.0	0	<u>STOP!</u>	210.6	298.8	58.65%	189.4	<u>1802</u>

And you question why Firefighters SCREAM, " MORE PRESSURE !!! MORE PRESSURE !!! MORE PRESSURE !!!?"

How many have been INJURED and RISK DEATH UPON " PURPOSEFUL " DISREGARD to LAWS of PHYSICS!?!

...or are "YOU" who "Firefighter SAFETY" is a very distant "NON-PRIORITY" to securing the GRADUATING NUMBERS !?!

Those I've shared this BELIEVE you ARE CRIMINALLY LIABLE for ALL associated BURN INJURIES & DEATHS!

Reflect on this regarding the "Crank Fire" as my CDF Fire Captain Robert Togstad ILLUSTRATES the IMPORTANCE of ACCURACY !

Think 'SAFETY' WHEN THIS 'POTENTIAL' OCCURS!

...WHAT ARE 'THOSE' NUMBERS!?!

<http://www.tinyurl.com/crankfire>

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<http://tinyurl.com/SLOAA340>

Go to: <http://www.hydraulicsapp.com>

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<http://tinyurl.com/aluminumovercast>