



THE RURAL HITCH

THIRD QUARTER 2009

A publication of Lakes Region Mutual Fire Aid Association

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Professionalism

By Chief Steve Carrier, Tilton-Northfield Fire & EMS
From July 24, 2009 Tilton-Northfield Fire & EMS Newsletter



For some reason, I've been thinking about professionalism a lot. More so than usual, because quite often I do think about it due to the fact that I value it. So that will be the theme of my message: "Professionalism."

First, we should probably define it. Merriam-Webster has it as: 1: the conduct, aims or qualities that characterize or mark a profession or a professional person. 2: the following of a profession (as athletics) for gain or livelihood. But, I think some people would better understand it if we broke it down a little and applied it to our particular "profession."

When I hear the word, I often think of how one acts or carries oneself or how well they do their job. So what would a "professional" firefighter/EMT look/act like?

- Clean cut. Neat and orderly.
- Uniform/identification.
- Protective clothing — ready for anything — to go to work.
- Well-educated. Studies. Trains. Reads.
- Comfortable with self and abilities. Physically and emotionally fit.
- Able. Can do the job without question.
- Composed. More interested in delivering service than in just responding. Not a "yeller." Good thinker.

Get the picture? Can you look around the department and make a list? Can you look in the mirror and choose whether or not you are a professional?

Of course, we could apply this to all aspects of our job and our lives. I want to be a professional father and husband, as well as a professional fire chief. Put your own "professions" in the blanks (so to speak). But what does it really take to get there? I say discipline: Self-discipline and effort. Life isn't easy and to be professional is even harder.

Think of sports. If you've ever had a coach, you know you will work hard, you will be criticized, you will have successes and failures (wins and losses) and you will improve the more you practice. Not everyone will make it to the pros because there are a limited number of spots. But, in the fire department, nothing is stopping any of you from being a professional.

PROFESSIONALISM — CONTINUED ON PAGE 12

SEND YOUR DEPARTMENT NEWS TO debbiek@lrmfa.org

Please send information and photos of new employees, promotions, retirements and general personnel news.

If you have an idea for an article or would like to send an article about something of general interest, please feel free to do so. Articles will be published as space allows. Photos are also welcome.



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November 18

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From the Chief...

By Chief Douglas M. Aiken

NARROWBANDING – FCC MANDATE WILL AFFECT EVERY DEPARTMENT

No doubt you have heard the term “Narrowbanding” and know it is a federal mandate that public safety radio systems employ “Narrowband” emissions by 2013. I would like to explain what this mandate means and how it will affect every department in Lakes Region.

“Narrowbanding” refers to a requirement by the FCC that – on or before January 1, 2013 – all existing licensees in the private land mobile VHF and UHF bands, including all public safety licensees, use equipment designed to operate on channel bandwidths of 12.5 kHz or less or that meets a specific efficiency standard. Licensees traditionally have operated mobile radio systems that operate on channel bandwidths of 25 kHz. “Bandwidth” means the amount of spectrum you use when you make a radio transmission on your assigned channel.

If you were able to view the radio signal you produce when transmitting you would see it occupies a

space that is 12.5 kHz above and below your operating frequency and, therefore, is 25 kHz wide. By moving all systems to 12.5 kHz, or narrowband, the result will be a signal just 6.25 kHz above and below your operating frequency. The purpose of mandatory narrowbanding is to promote more efficient use of the VHF and UHF land mobile bands. Today, these bands are highly congested, and there often is not enough spectrum available for licensees to expand their existing systems or implement new systems. As licensees convert to equipment that operates on narrower channel bandwidths, new channels will become available for licensing by parties needing them.

One common misconception is that narrowbanding is a requirement to “go digital.” The FCC’s rules do not require licensees to employ any particular type of equipment or satisfy other technical standards in order to meet this requirement – either analog or digital modulation is permitted. You may continue to operate analog equipment, even after the January 1, 2013 deadline, provided your equipment meets the 12.5 kHz standards.

You may also have heard this does not apply to paging channels.

FROM THE CHIEF – CONTINUED ON PAGE 8

THE RURAL HITCH

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Lakes Region
Mutual Fire Aid Association

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Featured department...

Hill Fire Department



Chief Matt Desrochers
Hill Fire Department

11 — Hill Fire Department

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Hill, NH 03243
934-5350
townofhillfire@comcast.net
www.hillfirerescue.com

Office Hours: 8-4, Monday-Friday
Officers: Deputy Fire Chief Dee Ford
Captain Rob Frame
1st Lt. Jeff Ford
1st Lt. Steve Desrochers
Apparatus: 2 Engines
1 Rescue
1 Utility

The town of Hill has an interesting history. Originally built along the Pemigewasset River, it was completely relocated in the early 1940s when the Army Corps of Engineers built Franklin Falls Dam to aid in flood control on the Merrimack and

Pemigewasset Rivers. Since then, the old town finds itself under many feet of water on a regular basis. When not flooded, the area is popular with outdoor enthusiasts hiking and biking along the old roads.

HISTORY

The Fire Department began modestly, with an old Model A Ford pickup chassis that held two 50-gallon soda acid tanks. These tanks operated on the same principle as old hand fire extinguishers: When they were tipped up, the acid would combine with the soda and water, which would produce the pressure necessary to blow the water out through the hose. The hose was 3/4 inch, about 50 feet long.

This truck was housed in a local repair garage. When the steam whistle blew on the old chair factory, available volunteers would take the truck to the fire, meeting other local volunteers on the scene. There was no organized fire department and no chief. Eventually Rodney Pearson, owner of the local store, assumed the duties of fire chief.

Around 1941, the town was moved to the New Village, which featured a new town hall and a garage specifically for the fire truck. The fire department began to organize, although it was the mid 1960s before real organization and training began.

Since then there have been few major fires. In 1969, the "new" town hall, built in 1941 when the town moved, burned. Firefighters came from five towns to assist Hill. It took four hours for the fire to be brought under control. Fortunately,

firefighters were able to save town records and adjacent buildings.

RECENT CALLS

In 2009, there were two structure fires almost exactly a month apart. On March 6, there was a house fire that resulted in lots of smoke damage but the building was saved. Less than a month later, on April 4, another home burned. This time the homeowners weren't as lucky and the building was a total loss.

Hill is a small town, with a population of 1,100 and, like most small towns, everyone knows everyone else. When a home burns, many people, including firefighters, are affected as it's usually someone's friend or relative.

DEPARTMENT STATISTICS

To date there have been two structure fires, 25-30 medical calls, 5-6 fuel spills and numerous motor vehicle accidents. The Department averages 130-150 calls per year.

In 2008, there were 38 fire calls, 53 medical emergencies, 12 motor vehicle accidents and 24 service calls, for a total of 127.

The Department has sixteen active members and continues to rely heavily on volunteers. Currently, there are two student interns at the station. They were already members of the Department when they decided to attend Lakes Region Community College where they are majoring in Fire Science. The students are at the station Monday-Friday from 8 a.m. until 4:30 p.m. unless they are in class.

Fire Chief Matt Desrochers is one of the youngest fire chiefs within the Lakes Region system and the state. He grew up around the fire department as his dad was chief when he was younger. While in high school, then Firefighter Kevin LaChapelle encouraged him to finish and join the military. Matt joined the Marines right out of school where he received formal training as a firefighter, working crash fire and rescue at Marine airfields. He was stationed in Japan for two years and spent nine months in North Carolina.

When Matt came home from the military in 2004, he joined the Hill Fire Department. In 2006, then Chief Jim Morey suffered a stroke while working at the station. Matt became acting chief for about six months and became the chief officially when town meeting and budget season approached and an "official" chief was needed.

The Department's budget almost doubled the first year when the new Chief stressed the safety of his personnel. New, more up-to-date gear and equipment was purchased and additional training programs instituted.

THE FUTURE

When asked what the department's future looked like, Chief Desrochers mentioned the need for



Hill Fire Department at a recent oil spill on Route 3A.

a larger building. Apparatus are parked two deep, with access only on one end of the building.

He is currently shopping for a new/used engine, which, when purchased, will mean something will have to be parked outside as there is no more room inside. Last year, the town authorized him to spend \$100,000 on another engine, but it's been difficult to find something suitable in that price range.

He feels the entire town needs to become more forward thinking and

start meeting national standards. The Master Plan and Capital Improvements Plan in place at this time are brand new, the first revisions since the 1980s. Both items are essential to a well-thought-out plan for the future.

The town has changed: Originally concentrated in one square mile of village, Hill has now grown considerably outside that core area, meaning longer travel distances to emergency calls.

The town currently contracts its ambulance services through the town of Bristol. Chief Desrochers would like to someday see the town have its own ambulance.

He would also like to see a part-time chief who would help with inspections and growing administrative duties.

UPCOMING

The Department plans an auto extrication technician class in the near future.

They will also hold a haunted hayride around Halloween. 🚒



Hill Fire Department

EMS Updates

Shawn Riley, EMS Deputy Chief, Laconia Fire Dept./LRGHealthcare

Who the Heck is STEMI, anyway???

You've probably heard the buzz about "STEMI" and that it will affect the way we do things here in the Lakes Region. You might wonder what exactly "STEMI" is or how did we all of sudden come up with some new kind of heart attack. I thought I'd take this opportunity to answer some "Frequently Asked Questions."

WHAT EXACTLY IS STEMI?

STEMI or S T Elevation Myocardial Infarction is a "heart attack." The American Heart Association describes "STEMI" as the "worst kind of heart attack." In reality, when a person is suffering from STEMI, their heart muscle is becoming so severely injured it's causing noticeable changes in their 12 Lead EKG. These changes are caused by a clot occluding the coronary artery. The only way to stop the heart attack is to remove the clot. All levels of EMS providers can obtain 12 Lead EKGs in the field if they have the proper equipment. According to a study published by the American Heart Association, paramedics (if trained) can identify STEMI 86% of the time. This is compared to 92% of the time for ER physicians.

WHY IS THIS SO IMPORTANT FOR EMS?

If a patient suffering STEMI can receive "reperfusion therapy" by the Catheterization (cath) Lab within 90 minutes of entering the ER door, it has been scientifically proven their chances of full recovery are significantly higher than if this treatment is delayed. We call this the "Door to Balloon Time" or D2B. It has been shown that if EMS identifies STEMI in the field, it can save between 6 and 38 minutes from the patient's D2B time. When you're dealing with a 90-minute window, this is signifi-

cant. As a primary EMS response agency, you are the only ones who can significantly decrease your patient's time to treatment. Remember: "time is tissue." Heart muscle is dying by the minute. The quicker you move, the more heart muscle you save.

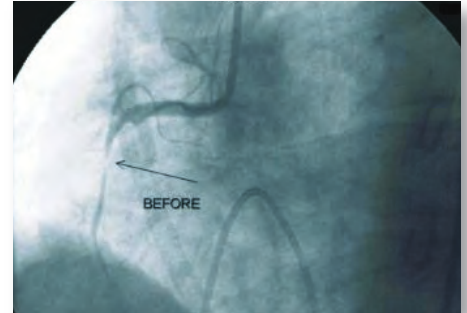
I'VE HEARD YOU CAN FIX STEMI WITH A DRUG OR WITH THE CATH LAB?

This is true. Just like a clog in your drain you can fix with "DRANO" or with "ROTO-ROOTER," you may use drugs or catheterization to fix the problem. The drugs — called fibrinolytics — are very dangerous and not everyone can receive them. And they don't always work. A PCI or cath lab procedure involves an Interventional Cardiologist snaking a catheter through your groin, into your coronary arteries (where the clot is) and opening a balloon. The balloon has a "stent" on it. The stent looks like a Chinese finger trap. When opened, the clog is relieved and blood flow is returned to the heart muscle. The heart attack is over.

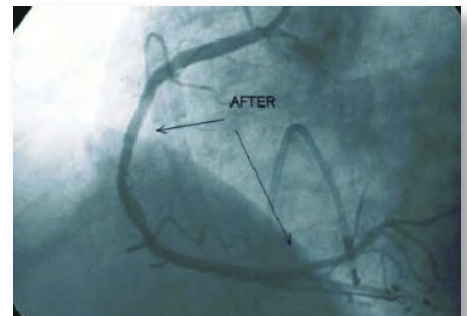
The American Heart Association recommends the cath lab for STEMI patients if you can reasonably get the balloon open within 90 minutes of first medical contact. EMS is considered "Medical Contact."

WHERE ARE THE CLOSEST CATH LABS AND WHY DOESN'T LRGHEALTHCARE HAVE ONE?

The closest interventional cath labs are Concord Hospital and Catholic Medical Center. LRGH does have a diagnostic cath lab. They are not set up to do emergency reperfusion. In order to operate an interventional cath lab you need to have a "certificate of need" and be able to staff your lab with highly-trained



Before Catheterization



After Catheterization

Interventional Cardiologists. Each physician has to perform 75 procedures a year to stay current.

WHAT IS "DESTINATION PROTOCOL" vs. "HOT STRETCHER"?

Currently, we are trying to use the "Hot Stretcher" protocol. When an EMS squad identifies STEMI pre-hospital, they are bringing the patient to the ER for confirmation and stabilization. The EMS agency (Gilford Fire, for example) will keep the patient on their stretcher and, after a brief stop in the ER, will load the patient back into the Gilford Fire ambulance and continue the transport to Concord Hospital's cath lab. This saves time by not transferring the patient from EMS Cot to ER bed to Transferring Ambulance Cot. The goal of LRGHealthcare is to have a "Destination Protocol" in place by February 2010. This would allow an ALS ambulance to identify STEMI in the field, call Medical Control and

STEMI — CONTINUED ON PAGE 8

Calling It a Wrap at the Fire Station After 50 Years

By GAIL OBER, gober@citizen.com / Photos by Daryl Carlson, "Laconia Citizen"
Reprinted by permission of "Laconia Citizen"

For the past 50 years, Franklin Volunteer Ladder Capt. Richard "Dick" Davis, Sr. has been sleeping with one eye open.

Since Aug. 17, 1959, night or day, Davis, who will retire this year, has answered the firefighting call, going back in time to when pagers weren't invented and volunteers were called by a fire whistle atop Prescott Hill.

"They'd pull that chain and my bells would go off," said Davis as he sat in the common room in the Franklin Fire Department visiting with the guys assembled for chain saw practice and drinking one of the endless cups of coffee always available in the Central Street Station.

Firefighting is a family affair for the Daves.

His father, Alvin, served until 1958; his uncle, Allen, until 1989; and his son, Dick, Jr., his brother, Sam and nephew, Steve continue to volunteer for Franklin.

"I added it up. So far my family has given 162 years to Franklin firefighting," he said. "I guess we just like helping people."

Davis has seen 50 years of changes and says, for the most part, firefighting has changed for the better.

"The gear we wear is much safer," he said.

"The hats used to be tin," he said, shaking his head and laughing. "If

you hit an electrical wire you were done for."

"The coats were this heavy rubber that would freeze up," he continued, adding that there was no breathing apparatus and no good boots.

Davis joined the ladder company before the city bought its first aerial truck. He said the company had these long wooden ladders that took as many as six men to carry and put up against the house.

"Used to be 13 men plus two subs on a ladder company," Davis said.

"Now we're lucky if we can keep 10."

He said firefighters also used to run into the houses and carry out people's furniture, recalling how they saved most of Sam Carpenter's furniture when his Prospect Street farm burned.

As captain, it was Davis' job to make sure the ladders were where they were and are still needed.

"We still use ladders," he said.

"When firefighters go inside they have to have a ladder on the outside near them in case of evacuation."

"And we still use ladders to get up on the roof and ventilate," he continued, saying that ladder work is very grueling and is much harder in the winter. "We have to tromp through all the snow and make sure the ladders are anchored. It's hard work."

Davis said he used to ride in his father's truck before he was old enough to be a firefighter.

"Back then it was 21, not 18," he explained, adding that he would help after the fires by rolling up the hoses.

When he was able to join, he said he was working at J.P. Stevens Mill and the mill bosses would let the volunteer firefighters leave to fight a fire.

"They used to pay us, you know," Davis said. "But then some of the



Dick Davis said he can remember as a child riding to all the fires with his father, Alvin, who was also a Franklin firefighter. He is one of several firemen in the Davis family.

guys started going to the beer hall and not going back to work. Just a few ruined it for all of us."

Davis said he is sad about leaving the department but knows it's time. Just that day, his hand was bandaged from some carpal tunnel surgery.

Still looking fit at 71, he said his back bothers him a little bit and he can't go up on roofs or roll up hoses any longer.

"I was good until I hit 68. Then my body started turning on me," he said.

While Davis said most of the changes in firefighting in his time have been good ones, especially for firefighter safety and equipment, he said the business of firefighting has grown more political and he won't miss that.

He said the last three chiefs — Davis has worked for six — have been more and more involved with spending their time at city hall fighting for money.

"It used to be more like a fraternity and I miss that," he said.

He also misses the Ladies Auxiliary, in which his late wife was very active.

"Oh, the food they could cook for us after a big fire," he said. "It was delicious. And we needed it." 🚒



At age 71, Dick Davis has decided to retire from the Franklin Fire Department after serving 50 years as a volunteer.

While this is true, the only channels designated as “paging-only” in the public safety radio pool are: 152.0075 MHz and 157.450 MHz. We do not use either of these channels in Lakes Region. We do alert our departments by paging but we do that on our normal voice channels which means our paging operations will be required to be narrowband.

There have been many questions regarding narrowband paging devices. The majority of our departments use the Motorola Minitor. The Minitor V is capable of narrowband operation. Earlier models are not. Preliminary tests have shown the older models will, in most cases, still receive and alert on a narrowband transmission. The problem is the signal must be strong enough to provide a solid receipt of the tones with little or no noise present. Since many users are often located some distance from a Lakes Region base station, we cannot guarantee non-narrowband Minitors will work as well after our system conversion. We are conducting tests at this time to determine the effect narrowband transmissions will have on our ability to alert our responders.

Narrowbanding is not optional. Licensees cannot simply ignore the FCC’s narrowbanding rules. Every-

one who is currently licensed in the VHF and/or UHF land mobile bands, and not currently operating on narrowband (12.5 kHz) equipment, will be affected. All Lakes Region wideband channels —1, 2, 3 and 4 — will need to be modified by January 1, 2013. Channels 5, 6, 7, 8 and 9 are already operating with narrowband emission.

HOW WILL WE ACCOMPLISH NARROWBANDING?

All of the components of the Lakes Region radio system are equipped for narrowband operation. As noted above, we already have several channels that are narrowband. In order to complete the conversion to narrowband every mobile, portable and base station must be reprogrammed to the 12.5 kHz bandwidth. This can be accomplished using a laptop attached to the radio. Although this will take time we have a larger problem to deal with. In order to maintain interoperability with other fire and EMS departments, and in many cases local police departments and other services, we must try to schedule our conversion in conjunction with surrounding agencies. At this time there is no statewide plan or coordination effort to assist in this process.

I will be working with a number of interested parties to develop a

plan for conversion. This will not be easy and I can’t predict the cost to each department. It is my hope we would develop a plan that would allow a smooth transition to narrowband without disrupting our system operations. 2013 may seem like a long way in the future but the reality is we must start planning now in order to make sure we are ready well before the federally-mandated deadline. 🚒

SEND YOUR DEPARTMENT NEWS TO:

debbiek@ lrmfa.org

Please send information and photos of new apparatus, employees, promotions, retirements, personnel news and information of general interest to the System.

STEMI — CONTINUED FROM PAGE 6

by-pass LRGH or FRH and go directly to the cath lab. This gives the patient the absolute shortest time to reperfusion, thus the best outcome.

AS CHIEF, I HAVE LIMITED RESOURCES AND CAN’T AFFORD TO SEND AN AMBULANCE AWAY FOR AN EXTENDED TIME. WHAT THEN?

We always worry about the next call. We want to be prepared in case

the next call is that big fire. Well, this is that big fire. It’s just happening inside your patient’s chest and your agency is the only one who can give them the maximum benefit. Sometimes we have to do the “best thing” for the call at hand and handle the next call as best we can.

WHO WILL PARTICIPATE IN THE DESTINATION PROTOCOL?

Initially we are looking at including the services on the southern edge of the Lakes Region. After

analysis of the data, we will look to include more services.

As many of you know, this project is very important to me. Cardiovascular disease is the number one killer of men and women in this country. STEMI happens between 70 and 90 times each year in the Lakes Region. The victim could be someone I work with. Considering my “heart-healthy lifestyle,” the next victim of STEMI could be me... and I want the balloon opened within 90 minutes of first EMS contact. 🚒

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Keep It In-service

By Glenn Davis, Lakes Region Fire Apparatus

Here we are in late October and winter is just around the corner. This is a very good time to consider the Summer and Fall apparatus maintenance that is still to be done or has not yet been completed.

Below are some good starting points:

- Pump testing
- State inspections
- Chassis service
- Punch list from pump testing
- Pump winterization

As we all know, there are a multitude of other maintenance items that need to be addressed, but I'm concentrating on apparatus in this article.

PUMP TESTING

In the past, I have mentioned that annual pump testing is an NFPA requirement and — not unlike aerial and ground ladder testing — it should be completed by a third party to ensure tests are completed accurately and consistently. Consistency in testing is key in determining that your apparatus's pumps, engine, transmission, engine gauges and engine controls are operating as they should year after year. The testing service you use should be well versed in all aspects of your apparatus to properly advise you about inefficiencies, as well as what repairs may be looming in your future. In today's world of tight budgets and ever-rising operating costs, none of us like surprises. The ability to preplan major repairs is rapidly becoming mission critical.

STATE INSPECTIONS, CHASSIS SERVICE AND WINTERIZATION

The remaining items on the checklist can easily be rolled into one trip to the shop — providing you utilize a shop that is experienced and can handle: A) heavy truck work; B) complete pump service; and, C) is certified to do both.

Let's start with Inspections: The State of NH provides a testing and certification program for automotive technicians which enables them to inspect vehicles (aka: "write stickers"). The garage must have certain tools and equipment in order to qualify. Note: All of these pertain to light-duty automotive repair. The problem with this program is when qualifying an inspection station the state does not differentiate between truck and automotive inspections. Having said that, the similarities between truck and light automotive starts and stops with "they both have wheels." First, and probably the most important rule of thumb, make sure your official inspection station is inspecting the equipment they are best suited to repair. Further investigation of a repair shop should include technician credentials, customer list, on-hand inventory, familiarization with the equipment, etc. After the inspection is done, make sure you receive a checklist of items looked at during the inspection, as well as a detailed list of any repairs made.

PUMP SERVICE AND WINTERIZATION

Remember that pump test you had done in July? If you have not done it yet, now is the time. Remember: it is very difficult to test when the pond is frozen over.

If your testing is complete, addressing service items while Fall inspections are being completed is an excellent opportunity to repair the punch list items that were on that report. It is also time to service and winterize. Leak repair and adjustments are paramount coming into cold weather. For example, a heavy packing drip rate will ice up the ground under and around the truck. Also, that water dripping from the packing and covering the station

floor indicates tank valves are leaking. Leaking valves also may prevent the truck from drafting without a full load of water. Or how about discharge #3 that leaks by allowing the cap to freeze on or worse yet, splits the plumbing and valve? Another crucial part of a pump service/winterization procedure includes draining the transfer case and auto lube, which not only changes the oil but allows the technician to check for water. Excessive packing leaks and blown (frozen and split) pump cooler lines run through the transfer case of some pumps and can fill the transfer case with enough water to make the oil resemble a coffee shake. Auto lube devices found on the impeller shafts become weathered and allow pump discharge water to enter the oil housing, preventing much-needed lubrication to the end of the impeller shaft. All of the repair items noted above are just part of a normal service and also winterize at the same time.

FINISH WITH CHASSIS SERVICE

The chassis, just like the pump, needs attention too. Service at least once a year and, in some cases, more often, depending on use. This is another key to keeping your apparatus at the ready. Chassis service should be much more than a lube, oil and filter. For instance, brake adjustments, tire pressure, differential oil levels, onspot chains, air dryers, coolant systems, transmissions and belts are just a few of the components in need of servicing. When having anyone complete this work it is very important to receive a complete list of the points of service as well as a detailed description of repairs completed or needed in the future. This will aid in forecasting larger expenditures as well as fleet aging management. 🚒

New Equipment...



Bridgewater. 34 Ladder 1

1980 Mack. 106' Ladder. Used for oil spills, ice/water rescue. Limited capacity.



Bristol. 4 Ladder 1

2009 Smeal. 75' Ladder. 2,000gpm pump. Prepped waterway. 300g tank. 8,000w hydraulic generator. Seats 6.



Danbury. 36 Rescue 1

2009 Ford F550 XL crew cab chassis. 3M poly body. 4 cylinder 6,000psi cascade system. 4 SCBA and RIT packs. Hydraulic extrication tools with 2 fixed 100' reels and portable pump. Highway safety equipment. Air lifting bags. Ice water and low angle equipment. 7,000w onboard generator. 2,000w portable generator and portable lighting. EMS equipment.



Hebron. 37 Ambulance 1

2010 Ford F450. 4x4.



New Durham. 16 Rescue 1

2008 Ferrara Intruder II chassis. 1250gpm Waterous pump. 1,000g water. 30g Class A foam. Foampro system built in. 1,000' 4". 700' 2". 300' 1 1/2". Stokes. 2 backboards. Full int. level EMS equipment. Vehicle stabilization strut system. Holmatro hydraulic tools, incl. 50" rams, combi tool, cutters. Onboard 7.5Kw gen. 2 port. 1,000w gens. w/4 port. tel. lights. 2,000w elevated lights. 2 coldwater rescue suits. 2 offshore survival suits. 4 PFDs, 3 throw bags. 9,000 lb. heavy-duty winch. 2 mini thermal monocular cameras. 2 110w mobile radio set-ups for incident command posts.



New Durham. 16 Boat 1

2009 Mercury inflatable. 12'6". 15hp Honda 4-stroke. Hull is Hypalon material instead of PVC. 1600lb. payload. 6-person.



Sanbornton. 19 Engine 3

2002 E-One Typhoon. 1,000g water. 1,250gpm pump. 1,000' 4". 20g Class A foam. First-due in-town. Mutual aid out-of-town.



Tilton-Northfield. 21C1 Command Vehicle

2009 Ford Expedition. Custom command cabinet module in the rear.

New Employees, Promotions, Retirements...

PROFESSIONALISM — CONTINUED FROM PAGE 1

Now don't confuse "professional" with "full-time firefighter." These are two different things in my book. Call and volunteer firefighters have every ability to be professional firefighters. It is more about how they look, how they act, how they are trained and how they perform. Have you ever seen a full-time firefighter who is not professional? I thought so. Don't dwell on that. Get that thought out of your head and let's move on. Think about the professionals.

The other part of professionalism is not only how we prepare ourselves and carry out our work, but it is how we interact with others; how we deal with conflict. As mentioned earlier, this professionalism is hard work.

"If you think it is expensive to hire a professional to do the job, wait until you hire an amateur."

Red Adair
Oil Well Firefighter

In times of conflict, it is very easy to get upset and maybe say things that are less than appropriate for the setting we are in or for the people we are with. It is self-discipline that will help us get through these moments — to hold our emotions in check and to do what is right and best for the situation. But it is hard.

Many times, the simplest way to deal with conflict may be to walk away. In the long run, though, it only creates more conflict because nothing is resolved.

So how would you want a conflict dealt with? I would say most of us would expect open and honest adult communication without the fear of retribution — not off-hand, childish remarks that do nothing but inflame the other individual(s).

Continue to be the best you can be and always act professionally, especially when you are representing the department! 🚒

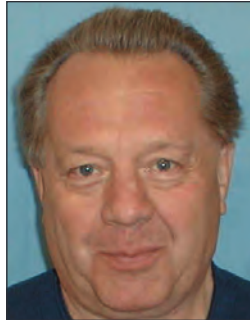
Carry on,
Chief Carrier



Deputy Chief
Kevin LaChapelle
Franklin Fire Dept.
Promotion



Captain Steve Fecteau
Franklin Fire Dept.
Promotion



Call Captain Sam Davis
Franklin Fire Dept.
Promotion



Call Lt. Richard Davis, Jr.
Franklin Fire Dept.
Promotion



Bruce Robert
Franklin Fire Dept.
New Fulltime Firefighter



Capt. Jay D. Haines
Meredith Fire Dept.
Promotion



Lt. Jason D. Cornelissen
Meredith Fire Dept.
Promotion



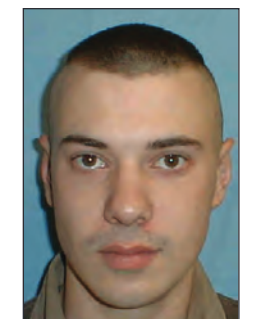
Tim Baldassare
Bristol Fire Dept.
New Firefighter



Jim Bourgoine
Bristol Fire Dept.
Student Intern



Ryan Brown
Belmont Fire Dept.
New Firefighter



Deputy Chief Mike Canfield
Sandwich Fire Dept.
Promotion



Lt. Jeffrey Marts
Sandwich Fire Dept.
Promotion



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- AMEREX - Fire Extinguishers
- ANGUS - Fire Hose
- BLACK DIAMOND - Leather & Rubber Boots
- BULLARD - Fire & EMS Helmets/Thermal Imagers
- CAIRNS - Fire Helmets
- CARHARTT - Clothing
- CET - Brush Trucks, Skids, Portable Pumps
- CUTTERS EDGE - Ventilation Saws
- EAGLE - Compressors
- FIRECOM - Communication Systems
- FIRE HOOKS - Hand Tools
- KOCHER - Adapters, Valves
- KOEHLER - Hand Lights

FT&S Products

- LACROSSE - Leather & Rubber Boots
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- SPERIAN - Turnout Gear (Securitex)
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- TFT - Nozzles & Valves

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Third Quarter Statistics...

From July 1, 2009–September 30, 2009

Incidents Dispatched:	July 2009	1,844
	August 2009	1,879
	September 2009	1,469
	Total	5,192

Resources Available:

Engines	102	Tankers	15
Ladders	9	Rescues	21
Forestry	32	Ambulances	38
Utilities	5	Fire Boats	14
Towers	4		

LRMFA HEADQUARTERS, LACONIA, NH



PHOTO COURTESY BILL HEMMEL. LAKESREGIONAERIALS.COM ©2009

Statistics:

- Began operations in September of 1971. Moved operations to our current facility in June of 2000.
- Dispatches Fire and Medical Emergencies for 36 communities and 37 Fire and EMS Agencies.
- Serves a population of 117,518 residents (2006 Estimate).
- Is spread over 5 NH Counties, covering a geographical area of 1,494 square miles (16% of the area of the State of NH — 1.5 times the size of the state of Rhode Island).
- Protects over \$20.4 billion dollars of property (2006 Valuation).
- Has an operating budget of \$906,978 (2007 budget).
- Has 10 full-time and 8 part-time employees.
- Dispatched 21,508 incidents during 2008 (58.92 calls per day).
- Dispatched 21,591 incidents during 2007 (59.15 calls per day).
- Dispatched 21,295 incidents during 2006 (58.34 calls per day).

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 ISC-330 Horsepower/3000EVS 5-Speed
 Exhaust Brake
 270 Amp Leece Neville Alternator
 SFO-MFD-12 96" Wide 4-Door Cab
 High back Air Ride Driver's Seat
 Fixed Officer's SCBA Seat
 Two Outboard SCBA seats
 Dual Grover Air Horns w/Lanyard & Horn Button Control
 100 watt Electric Siren
 Chromed Tow Hooks
 3-D Stainless Grille and Polished SS Fenders
 Two-tone Paint
 Overhead Heater/Defroster
 4 Group 31 Batteries

Hale 1250 Q-Flo Plus – Single Stage Pump
 Mechanical Seal
 1½" Tank Fill

3" Tank to Pump
 Pneumatic Pump Shift Control

All Stainless Steel Piping — Schedule 40

Stainless Steel Pump Operators Panel
 47" Side Mount Stainless Pump Enclosure
 12 Gauge Brushed Stainless Panels
 Double Wall Pump Gauge Panel
 Stainless Steel Running Boards

Hale Torrent Valves
 Left Side 2½" Gated Inlet
 Two 6" Steamers with Caps
 Two 1½" Crosslays
 One Right 3" Discharge
 One Right 2½" Discharge
 Two Left 2½" Discharges
 Rear 2½" Discharge
 One 3" Deck Gun Riser

Class 1 Components
 Valve Controls
 4½" Master Gauge
 2½" Pressure Gauges
 Class 1 — Pressure Governor
 Class 1 — ENFO III

1000 Gallon T-Tank Water Tank
 Ladder through the Tank Storage
 Hard Suction Thru the Tank Storage

304 Stainless Steel Silver Fox Pumper Rescue Body
 Brushed Stainless Finish w/painted accents
 156 cu. ft. Compartment Space
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 Four adjustable shelves
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Class 1 ESKey Multiplexed Electrical System

Chassis and Apparatus
 Rear 12 Volt Apparatus Scene Lights
 NFPA Reflective Striping
 NFPA Ladder Compliment

Factory-Installed Options
 Elkhart Vulcan deck gun w/stream shaper
 Front bumper jump line w/swivel
 Hale 2.1a class A foam system w/ tank
 Foam outlets: crosslays and jumpline
 2½" direct tank fill, left rear
 Fox Tracks aluminum tool boards, L2 and R2
 Federal GHSCENE scene lights
 Two Fire Research Focus 150w 12-volt telescoping scene lights, front body corner mount
 Two forward facing SCBA flip seats with under seat storage drawer
 40 amp battery charger with auto eject
 45000 BTU AC unit with 36000 BTU rear cab heater





Lakes Region Mutual Fire Aid Association

62 Communications Drive

Laconia, NH 03246

Association Meetings

Nov. 19, 2009
Alton

Jan. 28, 2010
New Hampton

**Check www.LRMFA.org
for locations.**

Chief John Fischer and members of the Hebron Fire Department serve a delicious dinner prior to the September 24, 2009 Association Meeting. Plan on joining us for dinner at an upcoming meeting of your Association. The next meeting will be held November 19 in Alton. Dinner is at 1800; meeting at 1900.



Training Opportunities

Weds., Nov. 4. ALS Breakfast — Continuing Ed for EMS Providers and Nursing. 9:30–11:30 a.m. Gilford.
“STEMI Destination Protocol” presented by Dr. David Strong. For information, contact Shawn Riley at 524-6881 or Bruce Goldthwaite at 934-2205.

Weds., Nov. 18. NFPA 1851 Training & Certification — Lakes Region Mutual Fire Aid Training Room.
Bergeron Protective Clothing is offering NFPA 1851 Training & Certification for the inspection, care, cleaning, storage, repair and record keeping of turnout gear. There is no charge for this. PPE Coordinators and designated firefighters are encouraged to attend. 1300 hrs and 1800 hrs. Preregister by calling 603-736-8500 or emailing info@BergeronProtectiveClothing.com.

Weds., Dec. 2. ALS Breakfast — Continuing Ed for EMS Providers and Nursing. 9:30–11:30 a.m. Franklin.
For information, contact Shawn Riley at 524-6881 or Bruce Goldthwaite at 934-2205.

Trauma Grand Rounds. First Thursday of each month. Noon–1 p.m. at LRGH, Conf. Room 1B and FRH, Board Room.
Lunch provided. For information, contact Shawn Riley at 524-6881.