



THE RURAL HITCH

THIRD QUARTER 2010

A publication of
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Mutual Fire Aid
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MDC Signaling: What Is It and What Does It Mean?

By Deputy Chief James Hayes, LRMFA

MDC stands for Multiple Description Coding, which is a feature in our mobile and portable radios provided by the State of NH that allows for a broad spectrum of data to be broadcast automatically whenever the radio transmits. In May 2010, the LRMFA Board of Directors adopted a policy authorizing the use of two of the functions available through MDC signaling. Those functions are the *Unit Identifier* and the *Emergency Signal*.

The use of the MDC functions is optional. If the decision is made to activate the MDC signaling in the radio, the format used *must* comply with the policy adopted by the Board of Directors. The Unit

MDC — CONTINUED ON PAGE 3

MDC Signaling: Emergency Signaling

By Deputy Chief James Hayes, LRMFA

Emergency Signaling is a function available in all of the mobile radios and most of the portable radios provided under the State of New Hampshire Interoperability Radio Program. It is more commonly referred to as the “man down” signal or the “orange button” on your portable radio. It uses the MDC signal to transmit an emergency message to any radio capable of receiving and decoding the signal. When displayed, the message indicates that it is an EMERGENCY message and identifies the radio sending the signal using the MDC Unit Identifier.

The Gilford Fire-Rescue Department conducted Beta testing for LRMFA regarding the functional capabilities of Emergency Signaling and our radio system. The first issue recognized was that the current LRMFA radio system infrastructure does not allow reliable monitoring of portable radios on the fireground frequencies at the Communications Center. **Therefore, reception of an Emergency Signal must be done at the incident scene.** Research into the

EMERGENCY SIGNALING — CONTINUED ON PAGE 8



MDC emergency signaling is activated by pressing the “man down” or “orange button” on your portable radio.

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MDC — CONTINUED FROM PAGE 1

Identifier function and the Emergency Signal are independent of each other, although the Emergency Signal should not be enabled without the Unit Identifier being programmed. See separate article on page 1 for more information about the Emergency Signal.

The Unit Identifier function transmits a four-character code used to ID each individual radio. The first two characters will identify the community, i.e., 01 = Alton, 23 = Waterville Valley. The third character may be either a numeric or alpha character. The letters A, B, C and E will be used to identify radios assigned to Ambulances, Boats, Chief Officers and Engines respectively. All other apparatus types and portables will be assigned a number that identifies the type of apparatus or portable. The fourth character is a number (0-9) that has no specific designation. An example would be: 01A1 is the Unit Identifier for Alton's Ambulance One.

There are several benefits to enabling the Unit Identifier function within the radios. The first thought typically is that you can tell who is calling you. This is true to some extent if the alias list is programmed in the decoder. The alias list is limited to a fairly small number of IDs. Individual names should not be placed in the alias list as this requires reprogramming of all radios within the department should that individual leave. It does provide the ability to identify a radio that is producing an open carrier because the transmit button is stuck on. When used in conjunction with the Emergency Signal it can help to identify that a person from a particular department is possibly in trouble and needs assistance.

There are also some things to consider when using MDC. Just because it transmits a code that identifies the radio, it does not remove your responsibility for verbally identifying the unit that is transmitting a message. Radios outside the LRMFA district could possibly be programmed to transmit the same ID code, something to be aware of when operating with companies from other jurisdictions. Not all of the radios provided by the State of NH as part of the interoperability radio program are capable of transmitting MDC signals.

The LRMFA Communications Center will provide each department that chooses to enable the MDC Unit Identifier function with a list of codes to be programmed into its radios. If a department chooses, this list can be provided to the radio shop that will be doing the interoperability reprogramming provided by the State of New Hampshire. However, you must provide them with the information before the time the reprogramming update is scheduled. LRMFA can also provide programming services if a department so chooses. 

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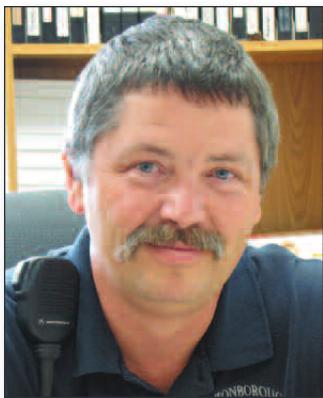
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Featured department...

Moultonborough Fire Rescue Department



Chief David Bengtson
Moultonborough Fire Department

15 — Moultonborough Fire Department

Fire Chief: David Bengtson

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DEPARTMENT HISTORY

The Town of Moultonborough first looked into fire protection in 1928. By 1930, the town had purchased a portable pump and a 1927 fire truck. At that time, fire protection was under the direction of the Selectmen.

In 1932, a group of concerned citizens formed the Moultonborough Volunteer Fire Department and elected Robert Lamprey, Sr. its chief and John (Jack) Oliver, assistant chief. Apparatus was housed in the Harvey Moulton barn across from where the Moultonborough Central School is now.

In 1933, money was raised to build a station on land donated by Paul Blanchard. The building was constructed at the corner of Holland Street and Whittier Highway and the department operated out of this location for 70 years. In 1937, the department purchased its first new piece of apparatus. Following WWII, the department built its own tanker truck to serve the rural community that was without a hydrant system. In 1957, the department continued to grow as voters approved both a new station and a new piece of apparatus.

In the post war years, Moultonborough began to grow, becoming a summer vacation destination. In the 50s, the summer population of the town was double the year-round population. People began building homes around Lake Winnipesaukee and the department recognized the need to station a truck on Moultonborough Neck during the summer months. This truck was housed at Leroy "Buster" McCormack's barn. In 1962, the Moultonborough Neck Station — Station #2 — was constructed.

In 1951, the Moultonborough Volunteer Fire Department became one of the charter members of the Lakes Region Mutual Fire Aid Association, which was organized to provide fire and emergency dispatching for its member departments in the Lakes Region. Moultonborough was one of the first departments to provide home radio alerting receivers to its firefighters and was the first to provide a mobile cascade air system for refilling SCBA for area departments. In 1987, the town took over operation of the Red Hill Fire Tower from the state and began staffing it with a watchman.



Moultonborough Fire Rescue Station 1

In 1994, the citizens of Moultonborough approved the creation of a full-time fire chief position, which was filled by Chief Richard Plaisted. He served as the Chief for 26 of his 43 years of service to the department, retiring in 2004.

In 2003, the department moved to its current headquarters at the Moultonborough Public Safety Building located at 1035 Whittier Highway. This state-of-the-art facility was designed to serve the department well into the future.

In January of 2005, David Bengtson took over as fire chief. In 2007, the department added a second full-time firefighter. The department currently employs a call firefighting staff of 37, a full-time fire chief and two full-time firefighters.

DEMOGRAPHICS OF TOWN:

Average calls per year: 706 — we average about two calls per day.

The town consists of 60 square miles of land and 15 square miles of water. With over a dozen islands

on several lakes, Moultonborough has the most shoreline of any town in the area. And, just like many towns in the Lakes Region system, it's year-round population of approximately 4,900 swells to over 25,000 during the summer months. The town's non-residential property is largely service oriented, with many restaurants and very little retail. The largest employer in town is Penta Corporation, followed closely by Keepsake Quilting with

MOULTONBOROUGH — CONT. ON PAGE 6



Moultonborough Fire Rescue Station 2

both a retail store and distribution center. Meredith Village Savings Bank and Elan Publishing are other large employers, but by far the biggest industries are boating and lawncare/landscaping.

WORST RECENT FIRE/ACCIDENT:

On July 16 this year a tubing accident on Lake Kanasatka involved a 12-year-old male who struck a boat. This incident utilized the resources of many agencies: Moultonborough and Center Harbor Fire Rescue Departments, Stewart's Ambulance and multiple police agencies. Due to the traumatic nature of the patient's injuries, an air medical helicopter was requested. However, severe weather prevented the availability of this resource. The patient was transported by Stewart's Ambulance to LRGH and then transferred to Dartmouth-Hitchcock. This incident highlights the coordinated regional approach to emergency incidents that is applied on a daily basis in the Lake Region Mutual Aid system.

ABOUT THE CHIEF:

Dave Bengtson became a probationary firefighter in Woodbury, CT in February of 1982. With his grandfather, father and brother being involved in the Woodbury Volunteer Fire Department, he comes from a family of firefighters and police officers. However, he was relatively uninterested in joining the fire department until he watched crews from Woodbury and many mutual aid towns fight a multiple alarm fire on Main Street in Woodbury on a bitterly cold Election Night in 1980. A fire in a small department store, later determined to be arson, burned for two days. Throughout its course, the fire exhibited many different behaviors. It was fascinating to watch how the crews dealt with an exposure problem next door, overcoming an inadequate hydrant system by setting up a mile plus large diameter hose

Firefighter I and II Classes Underway

By Chief John DeSilva, Sanbornton Fire Department

The Lakes Region Mutual Fire Aid Training Division is sponsoring a Firefighter I course in Franklin and a Firefighter II course in New Hampton this fall. The Firefighter I course is a NH Fire Academy-funded course while the Firefighter II course is non-funded, which means that 100% of the course cost is covered by the student tuition and the instructors are paid by LRMFA. Both of these courses are filled exclusively with students from Lakes Region departments. Due to the high demand for these classes, we are in the process of securing another non-funded Firefighter II course to start in the late winter. The class in Franklin is fortunate to be able to be using vacant buildings to learn and practice their skills. This helps create a more realistic training environment for the students. 



From the Franklin Firefighter 1 class: Firefighter negotiating a wires maze.

water supply, using 2½" and master streams to bring the fire under control. During the fire he watched the plate glass windows in the front of the building suck in and then expand outward several times, like someone blowing a bubble in chewing gum. The department was able to move a piece of apparatus right before the windows blew out. The heat from this fire was so intense it could be felt 500 feet away. All the time the crews were fighting this fire, townspeople were standing around with drinks in their hands, celebrating what appeared to be a landslide victory for Ronald Reagan. Everything he saw and learned that night — both right and wrong — stayed with him. From then on he has tried to learn as much about the fire service as he can. With 13 years experience serving as Fire Chief, both in Woodbury and Moul-

tonborough, he believes "the constant training and pursuit of knowledge about this job is the best way to make sure my people go home safely after every incident."

FUTURE HOPES/PLANS FOR THE DEPARTMENT:

In the future, the Chief hopes to acquire the proper apparatus and equipment to enable the town's firefighters to protect the lives and property of Moultonborough in a safe and effective manner. He plans to develop a core group of officers and future officers to lead the department well into the future, and explore the possibility of beginning an internship program.

REGULAR MEETING DATE:

7 p.m. the second Thursday of every month at the Public Safety Building. 



Above: Three of the students in the Franklin Firefighter 1 class.

Left: Firefighters practicing breaching a sheetrock wall, Franklin Firefighter 1 class.

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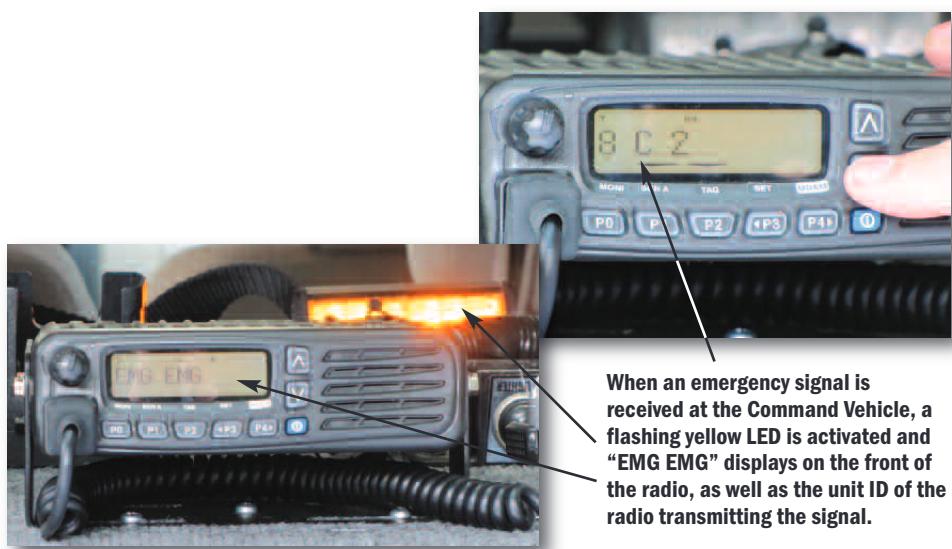
capabilities of the existing Motorola mobile radios revealed that the Astro Spectra W4 radio will transmit but will not receive and decode the Emergency Signal. The Motorola XTS 2500 portable radios have the capability to transmit as well as receive and decode the Emergency Signal.

Before any testing could take place, a way to effectively monitor for the Emergency Signal at an incident had to be found. The addition of external emergency decoder products interfaced to the existing radios was researched. It was found that using a separate radio to monitor the frequencies was the most cost-effective. Motorola and ICOM produce a CDM model radio that receives and decodes the Emergency Signal. Gilford chose to purchase and install the ICOM radio because it had an event log feature that Motorola did not offer.

Test elements were established to determine if the Emergency Signal could effectively be monitored on the fireground.

- What channel would the Emergency Signal be transmitted on?
- Would the signal be received by the monitoring radio in the Command Vehicle?
- Would the signal be distinguishable from other fireground noises?
- What happens when more than one Emergency Signal is activated?
- Will the signal be received if other transmissions are occurring on the fireground channel?
- Will the signal be received if the portable radio is not on the assigned fireground channel?

To increase the probability of receiving an Emergency Signal, the ICOM radio was programmed with only LRMFA frequencies. The ICOM radio had several programming options available that also added effectiveness in terms of alerting the IC that an Emergency Signal had



When an emergency signal is received at the Command Vehicle, a flashing yellow LED is activated and "EMG EMG" displays on the front of the radio, as well as the unit ID of the radio transmitting the signal.

been received. When a signal is received the radio produces an audible alarm that continues until it has been cleared. Another feature used is an external relay that activates a flashing yellow LED mounted on the command module. The digital display on the front of the radio displays both the unit ID of the radio transmitting the signal and the words "EMG EMG."

The ICOM radio was programmed and installed in one of the Gilford command cars and testing began. The portable radios were programmed to transmit the Emergency Signal on whatever channel was selected. The basic testing was conducted with the portable and the mobile radio both on the same selected channel. In this configuration the testing was very positive. Between the audible alarm on the radio, the visual display on the radio and the flashing yellow LED, it was obvious whenever a signal was transmitted. Testing of multiple Emergency Signals in rapid succession revealed the first portable to transmit will cause the mobile radio to alert and display that unit ID, then the second unit ID displays for its preset time and then the display returns to the original unit ID. Here is where the event log in the radio allows the IC to check how many signals were received and from which radio(s). A test was also conducted where an Emergency Signal

was activated when another radio was transmitting on the selected channel. The results were the Emergency Signal interrupted the standard radio transmission, the monitoring radio received the signal and activated both the audible and visual alerts.

Occasionally, during the course of operating on the fireground, the channel selection knob on a portable radio will get moved off the assigned channel without the radio operator being aware. In this situation an Emergency Signal could be transmitted on a channel that was not being monitored. Testing was repeated with the mobile (monitoring) radio in the scan mode. The mobile radio was programmed with only the nine LRMFA frequencies. In each case, the Emergency Signal was received; however, the manner in which it was received was different from when the signal was transmitted on the assigned channel. The two principal differences are **the radio does not go into an audible alarm mode and it does not display which radio is transmitting the alarm**. It does activate the flashing LED and it will indicate which channel the Emergency Signal was received on. It appears the worst-case scenario is the IC will be alerted to the signal by the flashing LED and the radio will indicate which channel the sig-

Four-Alarm Barn Fire in Sanbornton

By Chief John DeSilva, Sanbornton Fire Department

On Saturday, August 28, 2010 at 19:13, the Sanbornton Fire Department and 7E4 were dispatched to the intersection of Knox Mountain Rd. and Osgood Rd. for a structure fire. When additional information was received, the fire was upgraded to a first alarm one minute later. A large column of smoke could be seen from miles away and a second alarm was requested four minutes later, prior to any units arriving on scene.

This incident would test the tenacity of the first-arriving crews and the ability of the mutual aid system to implement a successful rural water supply operation.

Seven minutes after dispatch, 19C2 arrived on scene, reported a fully-involved barn attached to a residence, established command and directed the incoming units. Three minutes later, 7E4, followed by 19C1, arrived on scene. One minute later 19E3 arrived, followed by 19E1 and 21E3.

This timeline puts four engines on scene within 11 minutes of the initial alarm. It would be 10 minutes before the next unit arrived.

At this point, fire was moving through the ell towards the main

Right: Photo taken within five minutes of arrival.



Left: Taken the next day.

Photos courtesy of Sanbornton Fire Department.

house. In order to cut off the spread of fire, a portable master stream device and 2½" handline were put into operation. A water supply using a rural hitch at the beginning of the supply line was established. The portable master stream device was directed through the windows closest to the barn and crews stretched the 2½" handline in the front door of the ell to knock down that fire and hold a defensive position to prevent further fire spread. This tactic proved successful in saving the main house.

As the incident progressed, additional lines were put into place and

tasks begun. However, it was the early decisions, along with the teamwork between the communities involved in the face of overwhelming odds, that charted the course to a successful outcome. The last unit cleared the scene at 12:14 on Sunday the 29th.

The following departments were on scene: Sanbornton, Franklin, Tilton-Northfield, New Hampton, Gilford, Belmont, Laconia, Bristol, Hill, Meredith, East Andover and Andover. Cover was provided by Ashland.

The fire continues to be investigated by the NH Fire Marshal's Office.

EMERGENCY SIGNALING – CONTINUED FROM PAGE 8

nal was received on. This will require the IC to attempt to establish communication on the channel the signal was received on while a PAR check is being conducted to determine who is transmitting the Emergency Signal.

All of this testing has proven that Emergency Signals can effectively be monitored on the fireground. A department that chooses to activate this capability within their radios needs to understand there is a cost to establish the monitoring capability and a significant amount of training with department personnel **must** take place. That training



The radio on the left is monitoring the fireground channel while the radio on the right – the monitoring radio – is scanning all LRMFA channels in case a "Mayday" is called on a channel other than the fireground channel.

must include personnel accountability, calling a "Mayday" and use of the Emergency Signal on a radio.

The testing that was conducted was based upon the Motorola MDC1200 platform. Kenwood

radios use a FleetSync™ signal and therefore present some additional technological issues related to transmitting unit IDs and Emergency Signals.

Three-Alarm Fire at The Wide Open Saloon

By Chief Ken Erickson, Laconia Fire Department

The Wide Open Saloon, formerly the Smokehouse, was built in 1886 and had a long and sometimes infamous history. The 80' x 80' building was a three-story, wood frame structure with multiple changes, renovations and additions over the years. The first floor was a dining room, dance floor and bar. The second and third floors were motel units – 17 rooms. There was a full basement. The first floor and basement had recently been sprinkled and the building was alarmed and connected to the municipal fire alarm. The fire alarm had malfunctioned the night before and the city connection did not trip.

Laconia and Gilford responded at 3:34 a.m. on September 17. Lt. Woods, out of the Weirs, requested a first alarm at 3:35 a.m., prior to arrival. After doing a 360-degree size-up, he then requested a second alarm. There was now heavy fire on Division C, floors 2 and 3 and fire was extending around the open porches to Division B and D, third floor. While enroute, 13C1 requested PSNH and 8E1 in lieu of 8R1.

Lt. Woods placed 13L2 in the Division C parking lot. 13E5 set-up just past the building and stretched a 4" line to a hydrant on Lakeside Ave. A 4" line was then stretched to 13L2, which then put the ladder

pipe into operation, and after more help arrived, a 2½" and 2" hand line were added. 13E5 then placed a deck gun into operation, sweeping Division D, third floor. 13A4 arrived and put a 2½" line into operation on Division D. 13E1 laid in from Weirs Blvd. They put their deck gun into operation on Division A, sweeping the fire on the upper floors, pushing the fire back to the rear of the building. 13L1 set up in the entrance to the drive-in on Division D.



8E2 laid a 4" line up Endicott North and then pumped this line to 14E2, which then pumped 13L1. A second feeder was stretched to 13E5 and later 14E4 pumped 13E1's supply line. Fire was darkened down and an interior attack commenced at 4:08. A third alarm was struck at 4:09. The interior attack was abandoned at 4:22 and the defensive attack was put back into operation. 8E1 laid a 5" line from Division A down Lakeside Ave. Two 4" lines were then stretched to 7L1, which was now working the A/B corner.

The electric grid was shut down to the area. The overhead lines running parallel to Division A were 34,000 volts and a definite hazard.

After an extensive exterior attack, the master streams were shut down and the building was allowed to drain for an extended time. After an assessment by safety, the decision was made to make a cautious entrance to effect overhaul. This went on for several hours. Most mutual aid crews were released around 9:00 a.m. Laconia had a detail on scene until 1600.

All crews worked together very well and for an extended period. Over the course of the operation, many crews made several trips in



13C1 arrived and took Command. Captain Landry was assigned Division C. Captain Drew was assigned Division D. Lt. Woods, Lt. Vaillancourt, Lt. Mercuri and Lt. Newhall supervised work crews. Deputy Pendegast was the Safety

Chief and Chief Jones was Assistant Safety. Later, 13C2 took Command and 13C1 took Safety. Deputy Hayes worked at the Command post handling communications and was resource unit leader.

Chief Beland led a crew up the rear outside stairway in an attempt to knock down the fire in the C/B quadrant.



EMS Update

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

Manchester, NH is the fifth most bed bug-infested city in North America. There have also been multiple confirmed cases here in Laconia and probably in every other community in the Lakes Region as well. So, I thought I'd dedicate this quarter's article to sharing some facts about bed bugs.

Bed bugs became nearly extinct in the mid 1900s in this country. However, when the use of a pesticide called DDT was banned in 1972, we saw a resurgence. The



SALOON FIRE — CONTINUED FROM PAGE 10

and out of the building. The following departments worked at the scene: Laconia, Gilford, Belmont, Meredith, Holderness, Tilton-Northfield and Holderness. Gilmanton, Belmont, Bristol, Tilton-Northfield and Stewarts covered Laconia and other towns.

The initial set-up by Lt. Woods allowed us to take advantage of key positioned units. Successful fire-fighting hinges upon initial attack and deployment. The building is still standing and no firefighters were injured. Based on the volume of fire, many chief officers who arrived early in the fire thought the building would be destroyed. Good preplanning, good training, good equipment and, most importantly, good firefighters saved this structure. 

first re-infestations were seen in world-class hotels because bed bugs would hitch a ride from infested countries in the suitcases of travelers. It is assumed many of the hotel laundry employees would bring them home on their clothing and thus the epidemic began.

Bed bugs are tenacious creatures. They are less than a 1/4" long, flat and masters at hiding. The adults are reddish brown to burnt orange in color. They make their homes near where people sleep, such as in mattresses or box springs, but also in chairs, picture frames, light switches, clutter on the floor, carpeting, etc. They hide where we can't readily see them.

Bed bugs are most active at night and find their prey by detecting the carbon dioxide we exhale. When taking their 5-minute blood meal they inject a potent anticoagulant and anesthetic so bites are not felt for several hours. When the bites finally turn into raised red

bumps, they can become extremely itchy. Quite often the first sign a person has an infestation in their home is the bites. Unlike mosquito bites that are mostly present on extremities, bed bug bites can be anywhere on the body. They can form in clusters or straight lines. Because bed bugs crawl under your clothing, many bites may be seen on the core of the body. In heavier infestations you can see evidence around the seams of the mattress and the mattress tag. You may notice blood stains, brownish fecal material or body parts of dead bed bugs.

In one case I investigated, the resident placed an infested chair outside and was making arrangements to have it properly disposed of when some passerby picked it up and brought it home. This is another common method of bed bug transportation. Caution should be used when purchasing used furniture. When traveling, carefully inspect your hotel room and do not leave your suitcase on the floor. A possible route of transmission for EMS providers would be through medical bags or transporting a patient with their personal bedding.

Bed bugs have not been shown to transmit disease and are not tracked by the state DHHS. If you think there is an infestation in your community, you can contact the health officer; however, the responsibility of extermination falls on the property owner. When consulting a licensed pest control technician make sure they have had success remediating bed bug infestations before. There are different techniques used to control bed bugs and an experienced exterminator will have the best chance of success.

Anyone wanting more information or training on bed bugs please feel free to contact me. 

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Second-Alarm Structure Fire in Gilford

By Chief John Beland, Gilford Fire Department

On Thursday, Sept. 16 at 1801, Gilford and Laconia units were toned to a barn fire on Hoyt Road in Gilford. The caller reported her barn and RV were on fire. Chief Beland arrived to find the RV on fire inside the barn, spreading to the barn and attached house. A second alarm was requested. Command was established at the corner of Hoyt Road and Longridge Drive at the A/D corner of the house at the end of the driveway.

A 1 $\frac{3}{4}$ " hand line was deployed to Division A of the barn in an attempt to extinguish the RV fire and to protect the exposure (house). A portable monitor was also deployed in the same area, closer to the A/B corner. Two other 1 $\frac{3}{4}$ " lines were deployed to Division D of the barn and used to protect exposures. One other 1 $\frac{3}{4}$ " was pulled and stretched to the second floor of the house for interior exposure protection. An additional hand line was stretched from 8E4 to Division C to extinguish ground and tree fires and an additional portable monitor was deployed from 13E1 on Division B. Later in the fire, 13L1 established an elevated stream on Division C.

Water supply was established at the Roger's Farm pond — the hydrant was out of service — on Hoyt Road. 2,800' of supply line was laid to the scene and Franklin's 7E4 served as a relay pump. A second water supply was established at the pond on Weeks Road — the hydrant was out of service. 8E1 laid a 900' line up the road to fill tankers on Belknap Mountain Road. Eventually, a third water supply was established at the Alvah Wilson Road hydrant by 8E1. Water levels in both small ponds at Weeks Road and Roger's Farm were very low by this time. A fold-a-tank was used at the scene and was set up at the corner of Hoyt Road and Longridge Drive. 13E5

was pumping from the tank, supplying 8E2 and then 13L1.

The post and beam, 1830s barn was completely destroyed. The house was not attached, but was very close by. It was spared any major damage. Some siding melted, a window was broken and the interior suffered some minor water damage. There were no injuries to civilians or fire-fighters.

It appears the fire started after an attempt by the owner to back a boat on a trailer attached to the RV into the barn. The rear wheels of the RV broke through the floor of the barn, causing the undercarriage of the vehicle to rest on the floor. At some point thereafter, the owners noticed smoke and fire coming from the RV and barn. It was reported that the fire spread very rapidly from that point.



Units were released once an excavator began working at pulling the remains of the barn apart. A class A foam solution was used to overhaul the area and the water supplies were broken down. Apparatus was returned to service and a press release was issued by 0100 hours.

Departments on scene included: Gilford, Laconia, Belmont, Meredith, Tilton-Northfield, Franklin and Alton. Sanbornton and Tilton-Northfield provided cover. 



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Third Quarter Statistics...

From July 1, 2010 through Sept. 30, 2010

Incidents Dispatched:	July 2010	2,382
	August 2010	2,057
	September 2010	1,752
	Total	6,191

Resources Available:

Engines	92	Tankers	15
Ladders	7	Rescues	23
Forestry	36	Ambulances	37
Utilities	5	Fire Boats	25
Towers	6	Air Units	5
ATVs	12	Command Vehicles	21

LRMFA HEADQUARTERS, LACONIA, NH



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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 36 Fire and EMS Agencies.
- Serves a population of 118,757 residents (2008 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 \$21.7 billion dollars of property (2008 Valuation).
- Has an operating budget of \$1,032,817.00 (2010 budget).
- Has 9 full-time and 10 part-time employees.
- Dispatched 19,837 incidents during 2009 (54.35 calls per day).
- Dispatched 21,508 incidents during 2008 (58.92 calls per day).
- Dispatched 21,591 incidents during 2007 (59.2 calls per day).

New Employee



Deputy Chief Steve Carrier
Gilford Fire Dept. –
New Deputy Chief

New Equipment...



Alexandria. 30E3

1972 Oren with 32,000 miles, from the Arlington Fire Dept., VT. Free! It has a Detroit motor, deck gun with a 1,500 gpm 2-stage pump. 9 ports. 750 gallon tank. Transports 5. Department will be adding 1,200' of 4", 100' of 1 1/4" on front and two 200' lengths of 1 1/4" on the side racks. Because the Alexandria Volunteer Fire Department is only nominally funded by the town, it is looking for free (or low-cost) surplus equipment from local departments to help outfit it.

Association Meetings

Meetings are the last Thursday of odd numbered months.

Nov. 18, 2010 / TBA
Jan. 27, 2011
March 31, 2011
May 26, 2011
July 28, 2011
Sept. 29, 2011
Nov. 17, 2011

Check www.LRMFA.org
for locations.

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Phone: 603-323-7117 • Fax: 603-323-7447
E-Mail: info@lakesfire.com • www.lakesfire.com**



Lakes Region Mutual Fire Aid Association
62 Communications Drive
Laconia, NH 03246

Training Opportunities

- **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.
- **ALS Breakfast. Wednesday, November 3 – 0930-1130.** *Respiratory Emergencies and CPAP*, presented by John Prickett, RN. **Hosted by the Gilford Fire Department.** Nurses, EMTs, EMT-Is are all welcome to attend. Please contact Shawn Riley at 524-6881 with questions.
- **REACT (Regional Early Activation Care Team) STEMI Destination Protocol “Train the Trainer” Session.** **Wednesday, November 17 – 1800-2200.** *This class is for all LRGHealthcare-affiliated EMS Services. We ask that you send at least one representative from your organization.* Presented by an instructional team comprised of staff and physicians from Concord Hospital and LRGHealthcare. All services will be provided with a Power-Point® presentation and course materials once the training is complete. **Class will be held at LRMFA, 62 Communications Dr., Laconia, NH.** Please contact Shawn Riley at 524-6881 with questions and to RSVP.

State Wide Mobilization Task Force: Crew Level Training

A training program focused on the responsibilities and expectations of personnel who respond as part of a crew/company for a Task Force deployment has been developed. This training will cover an overview of Task Force/Strike Team deployments and how that process works and it will prepare the individual in terms of what to expect and how to be prepared ahead of time and what to bring with you. A portion of the program is focused on the role and responsibility of the person responding as the Company Officer.

This training is highly recommended for anyone who might be deployed as part of a crew/company filling a Task Force request.

This program has been delivered once in each of the LRMFA districts. Classes are available to all LRMFA departments. Contact Deputy Hayes at 528-9111 to schedule future classes. 