



THE RURAL HITCH

THIRD QUARTER 2011

**A publication of
Lakes Region
Mutual Fire Aid
Association**

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Waterville Valley Chief Sets Cross State Bicycling Record

Early on Sunday morning, Sept. 11, Waterville Valley Fire Chief Chris Hodges mounted his bicycle in Pittsburg, NH at the Canadian border and began his quest for a record and to raise funds and awareness for Hoops for Heroes, and to honor the memory of those lost in the 9/11 attacks and since then. Hodges already holds the cycling record for traversing New Hampshire from east to west.



"It was quite a challenge. I had no idea how it was going to end up," Chris said in his quiet, understated manner.

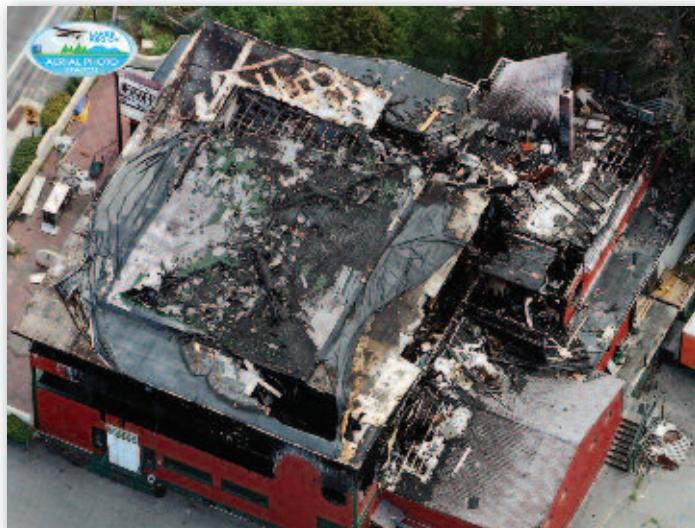
The previous cross state record was 13 hours, 39 minutes. Hodges said that in earlier attempts cyclists chose the route with the least amount of hills, averaging 250–260 miles.

Chris said, "I chose the route with hill climbs because it is shorter, about 229 miles." Even if the hills caused him to be slower, he felt that he could make up the time difference.

And, did he ever make up time. Hodges started out at the Canadian border in darkness at 5:50 a.m. and arrived in Hollis, NH at the Massachusetts border 12 hours and 37 minutes later — a new cross state cycling record. He averaged 18 mph, which included stops for breaks, and he burned 15,000 calories.

Hodges' support team included his wife, Tiffany, and sons Kyle and Drew, and his mother Elizabeth Martin. Also by his side throughout Chris' epic journey was his friend and fellow record-breaker, Dave Cummings, with Army Spc. Marc Paul Decoteau's image lying close to his heart. Decoteau grew up in Waterville Valley and was killed in 2010. 

Information and photo courtesy of Jan Stearns



One year later, the Wide Open Saloon building doesn't look much different than it did the day after it burned, September 18, 2010. PHOTO COURTESY BILL HEMMEL/LAKES REGION AERIALS ©2011.



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From the Chief...

Chief James R. Hayes

Many things are going on within the Lakes Region Mutual Fire Aid system that have an impact on the foundational services provided plus some value-added services that are available. I would like to welcome John Beland, who was hired as the new Deputy Coordinator and began his role on October 3. John recently retired from the Gilford Fire-Rescue Department where he served as Fire Chief. As Deputy Coordinator, he will be involved in the oversight of the Communications Center as well as some of the field operations areas.

LRMFA has submitted two grant applications for federal funding that, if received, will allow us to complete two major upgrades to our communications capabilities. One project is the purchase and installation of a Computer Aided Dispatch (CAD) system. This CAD will greatly improve the way emergency calls are processed and dispatched. It will also allow many improvements in the way we provide member departments with data after an incident. The second project is to install a simulcast system as part of our radio system. This will allow the Communications Center to transmit on all of the transmitters in the system simultaneously. Benefits of this system will be the elimination of toning departments from multiple transmitters. The activation of all transmitters together should also provide for improved signal strength in some of the areas currently experiencing weak reception. At the time of this article, the grants have been reviewed by the committee that decides which grant awards are given and we are awaiting notification if we were successful.

The Training Division continues to work to provide training opportunities for departments and individuals within LRMFA. A weekend Fire/EMS School planned for September 17–18 was scaled back to only two classes due to low enrollment. Input received from many people indicated the idea of the training weekend was well received but the timing was a problem. Therefore, the Training Division is looking at running the Fire School again in the Spring of 2012. The Gilman Fire Department recently held a “Calling the Mayday” class which was presented by the Training Division. This class is very important to firefighter safety and is available to any department at a cost of \$300. There are many programs available through the Training Division which can customize a training session for your department if necessary. Contact Deputy Beland at the Communications Center if you have any questions.

As always, we are here to provide service to your department; please feel free to contact us with questions or stop in for a tour of the operations center. 

THE RURAL HITCH

is published quarterly by
Lakes Region
Mutual Fire Aid Association

Chief
James R. Hayes

Editor
Debbie Kardaseski

Email all submissions to:
debbiek@lrmfa.org



Featured department...

Sanbornton Fire Department



Chief Paul Dexter
Sanbornton Fire Department

Fire Chief: Paul Dexter
Address: 565 Sanborn Rd.
PO Box 112
Sanbornton, NH 03269

Office Hours: Seven Days
8 a.m.–4 p.m., 5 p.m.
on weekends

Officers: Dep. Chief Steve
Surowiec
EMS Dep. Chief Scott
Taylor
Capt. Ben Burlingame
Capt. Gary Courtney
Lt. Linda Surowiec
Lt. Ray Smith

Apparatus: 3 Engines
1 Ambulance
1 Utility
1 Forestry
1 Boat
1 Command

HISTORY

The Sanbornton Fire Department has a long history, having been in existence since about 1775! The department is fortunate to have its first piece of apparatus: a wooden hand tub, pictured at right. That item is currently housed at the town's Historical Society.

The Department also has an original copy of its "Rules & Regulations" in effect in 1837.

Its current building on Sanborn Road/Route 127 is the newest in a series of buildings in the same area since the beginning. Originally housed in a local barn, it was later moved into the building that houses the current town offices. In 1986, it moved into its present quarters. The town also has a second station, Chapel, near I-93 and the Den Brae Golf Course.

The town of Sanbornton, named after the Sanborn family, covers a large area – almost 50 square miles. It is bisected by seven miles of I-93, the Fire Department responds to incidents from Exit 20 North to Exit 23. The town borders seven other communities (Tilton, Franklin, Hill, New Hampton, Meredith, Laconia, and Belmont) as well as Lake Winnisquam and the Pemigewasset River.

Like most towns in the area, its year-round population of 3,000 swells during the summer.

The Department has had full time staffing for about seven years. The first full time member was Chief Jerry Busby, followed by Chief John DaSilva. Currently, there is one per diem person on Monday–Friday, with two on the weekends. There are 25 active call members.



NEWEST CHIEF

Chief Paul Dexter is the department's newest chief, having arrived from Bellows Falls, VT in June. He joined the Coast Guard right out of high school. He spent two years as a Boatswain's mate/shipboard firefighter in Southwest Harbor, ME, later transferring to Rockland, ME where he became an EMT on a 110' Coast Guard vessel. While in Rockland, he joined the local fire department, his first land-based fire experience!

In 1989, he returned home and joined the N. Walpole, NH fire department. After 13 years there he left as Chief and began looking for full time positions in the fire service. Dexter then spent three



This wooden hand tub, circa 1770, was one of the first pieces of fire fighting "apparatus" in Sanbornton. It is currently on display at the Historical Society.



Sanbornton Fire Department members.

years in site ops as third in command at the Vermont Fire Academy. He was also a call man in Bellows Falls, VT. He became a full time firefighter in Bellows Falls at age 39.

Chief Dexter spoke highly of the warm welcome he and his wife, Carol, received when they moved to Sanbornton. Arriving at their new home, there were 6-8 people waiting to help them unload! He said, "Everyone's been great!"

THE FUTURE

Chief Dexter said he looks forward to being part of the growth of Sanbornton. Eventually he wants to enhance staffing levels. The daytime staffing is currently adequate but when there's a 2½ hour turnaround time with an ambulance, it becomes problematic. Beginning in September, the department has three on staff, two days a week. Once Bay Road and Upper Bay Road are finished being rebuilt, response times will improve to that side of town.

The Chief finds it challenging being a working Chief — there never seems to be enough hours in the day! But he's definitely up to the challenge and is excited about the future.

Sanbornton has several "high risk occupancies," include Steele Hill Resort, three schools, and sev-

eral daycares. Additionally, it is a large area to cover, with many back roads or high-traffic main roads.

The department responds to approximately 500 calls per year. As of September 1, the call volume was at 319.

There have been many interesting calls through the years. Chief Dexter's history with the department isn't long enough to recall many events, but he does remember being called to a mutual-aid call in Meredith when he was still pulling his U-Haul! He also mentioned a motorcycle accident on I-93 involving a Quebec firefighter. Initial reports didn't sound good but the man was fine!

Dep. Chief Scott Taylor mentioned a 100-vehicle pile-up on I-93 as a result of black ice. He also remembers airplane crashes, a tornado, numerous tractor trailer crashes, SWAT standbys, and, most interesting: a cardiac arrest on a resident's roof, as well as a night boating accident on Winnisquam.

UPCOMING ACTIVITIES:

The Department plans to spend time in the local elementary schools educating the students about fire safety during Fire Prevention Week. They are also participating in the "Senior Safety Day/It's

Time For a Change" on October 29 (see article on page 14).

If anyone is interested in becoming a member, the Department meetings are:

First Monday: Business Meeting

Second Monday: Fire Training

Third Monday: EMS Training

Last Monday: Officers' Meeting



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**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.**

EMS Update

EMS Education for the Future

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



“Do I REALLY NEED TO RE- TAKE THE NATIONAL REGISTRY EXAM?”

Many of
you have

heard rumblings of the changes to National Registry EMT curriculums or, more succinctly, you've heard **“they're changing the names of the EMT levels and making us re-take the national registry exam.”**

I regret to say there is some truth to this rumor so I decided to dedicate this quarter's article to shedding some light on the new process and (hopefully) alleviate some fears.

Let me start with some history. Unlike most other medical professions, the EMS curriculum is written and outlined in great detail by the government. Most of our paramedical counterparts have a licensing requirement by the government and the curriculum (or teaching) is left up to the educational institutions and professional associations. The best analogy I can make is becoming an EMT is like baking. You must

follow very specific directions and not vary from the recipe in any way. Becoming a respiratory therapist, for example, is like cooking. You have a clear picture of what the end result will look like but you're allowed to “spice to taste” along the way. This difference is mainly due to the fact that in the late 1960s and early 1970s there was no professional organization or educational institution that governed or trained EMS professionals. In 1966, the white paper released by the National Academy of Science (NAS) caused Congress to order the United States Department of Transport (USDOT), through the National Highway and Traffic Safety Administration (NHTSA), to develop a curriculum, standards, and levels for EMS. The method of training and administration of EMS has been largely unchanged and moves at the “speed of government” rather than the “speed of medicine.”

Several years ago, national EMS leaders got together and drafted the “EMS Education Agenda for the Future.” This document outlines plans for a national standard of EMS training that more closely reflects our other medical counterparts. This is where the name changes come into play. First Responders will become Emergency

Medical Responders (EMR), EMT-Bs will become EMTs, EMT-Is will become Advanced EMTs (AEMT), and EMT-Ps will become Paramedics (RP).

How does this affect us? New Hampshire has adopted the EMS agenda for the future. We will be **“converting”** from our current levels to the new national levels. The first step is to train all the NH EMT-Instructors/Coordinators in the new system, which should be happening soon. If you are a First Responder, EMT-B or Paramedic your **conversion** will be minimal. The **conversion module** can be done as part of your regular RTP. The conversion cycle will run between 4/1/12 to 3/31/15 for all non-EMT-I providers. Non-EMT-Is **will not** have to take a computer-based exam. If you are an EMT-I, the **conversion module** can also be done during your EMT-I 36-hour RTP but you **will** need to take a computer-based exam. There will be a cost associated with the exam and you **will** have to take it at an approved testing site.

The BEMS has put together an **“EMT-I Conversion Task Force”** to look for ways to minimize the impact of the conversion process for EMT-Is converting to AEMTs.

EMS UPDATE – CONT. ON PAGE 7

**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.

EMS UPDATE – CONT. FROM PAGE 6

Some of the goals they have are to increase the number and availability of computer-based testing (CBT) sites and make the scheduling process more user friendly. They are also working on ways to help students prepare for the exam.

Eric Perry the Director of Education for the NHBEMS said, "We, as the BEMS, are dedicated to working side by side with the providers through the conversion process." He also noted that, "For most of us, this will be the biggest change in EMS we will see in our careers." He is very optimistic these changes will enhance EMS education and elevate our profession to a new level while provide superior service to the patients we serve.

Please feel free to contact Shawn Riley with any questions at 524-6881. 

Current Level	New Level	Implementation Date Range	Computer Based Test Required
First Responder	Emergency Medical Responder (EMR)	4/1/2012 to 3/31/2015	No
EMT-Basic (EMT-B)	Emergency Medical Technician (EMT)	4/1/2012 to 3/31/2015	No
EMT-Intermediate (EMT-I)	Advanced Emergency Medical Technician (AEMT)	4/1/2012 to 3/31 of 2017 or 2018 (yet to be determined)	Yes
EMT-Paramedic (EMT-P)	Paramedic (RP)	4/1/2012 to 3/31/2015	No

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Scenes From Tropical Storm Irene in

Photos courtesy

These photos were taken along Route 49, which runs next to



The “dam” across Route 49 is an amazing feat of engineering and highlights how planning ahead really works!



Taken from Six Mile Bridge on Upper Mad River Rd in Thornton. This is about 5 hours after the water started to recede.



Waterville Valley and Campton, NH

of Colleen Steele

the Mad River into Waterville Valley. The dam is in Campton.



Looking across Route 49 at the Campton Dam. Route 175 crosses the Mad River here, and can be seen at the right.

"Road Closed" and "Detour" signs are routine sights throughout the area after Tropical Storm Irene dumped many inches of rain in northern New Hampshire on Sunday, August 28.



This wood and metal bridge was used for cross-country skiers and trail groomers.

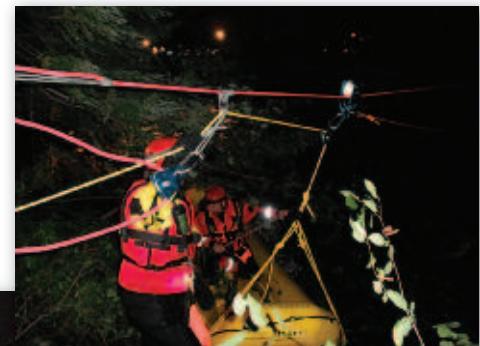


3 Rivers WET Team Deployed During “Irene”

By Deputy Chief Kevin LaChapelle, Franklin Fire Department

On Monday night, August 29, 2011, in the wrath of Tropical Storm Irene, the 3 Rivers WET Team was deployed to Andover at the request of Andover Chief Chuck Ellis. Andover, East Andover, and Andover Rescue Companies were on scene stabilizing an incident where two young girls were trapped in the middle of the Blackwater River on a flooded island. Within 30 minutes of the request, the 3 Rivers WET Team arrived on scene under the command of Chief Ober from Tilton/Northfield Fire and EMS, 21 Rescue 1, 7 Rescue 1, 19 Boat 1, and 10 Swiftwater Rescue Technicians. Within one hour of being on scene, the victims were brought to safety by WET Team personnel. Outstanding teamwork of all personnel on scene is what directly affected the safe rescue of these victims.

SAFETY NOTE FROM ASSISTANT TEAM LEADER
(Deputy Chief Kevin LaChapelle): Structural firefighting gear was not designed for water rescue and should not be worn in the water rescue environment. All personnel operating in a boat should wear a properly-fitting PFD! Nuff said! Stay safe! Make it safe! 



Incident Management Assistance Team Being Developed

By Chief Dave Parenti, Belmont Fire Department

The Lakes Region Fire Mutual Aid Association is accepting applications for the newly-developed Incident Management Assistance Team (IMAT).

The Lakes Region Mutual Fire Aid (LRMFA) IMAT is a multidisciplinary group assembled for the purpose of completing and/or enhancing the incident command system at the local or state response level. The team can also be used for large-scale events that require pre-planning. Members of the team are professionals drawn from local response agencies and members of Lakes Region's Communities.

The purpose of creating the LRMFA IMAT is to provide a valuable resource for state and local Incident Command/Unified Command staff at the scene of an emergency, disaster or special event. The Incident Management Assistance Team (IMAT) would provide support to the Incident Commander or Unified Command in the implementation of the incident command system and specifically, planning in the development, implementation, and evaluation of the Incident Action Plan (IAP); managing logistical concerns; and providing financial documentation in the finance/admin. section. The LRMFA IMAT will support the incident commander, **not assume or divide command.**

For deployments in the Lakes Region, members should strive for a two-hour response time to the incident from notification time. If the deployment is outside of the LRMFA, members should strive for a two-hour response time to the assembly point, which is identified as the LRMFA communication center. Personnel agreeing to participate in “on-call status” are committing to being available for a possible 72-hour deployment.

If you have questions about the LRMFA Incident Management Assistance Team, please contact any of the following committee members:

Chief Dave Parenti	dparenti@belmontnh.org or call (603) 267-8333
Chief Jim Hayes	jhayes@lrmfa.org or call (603) 528-9111
Chief Steve Yannuzzi	syannuzzi@townofbristolnh.org or call (603) 744-2632
Chief Eleanor Mardin	hfdchief12@roadrunner.com or call (603) 968-4491
Deputy Charlie Roffo	LFDFPO@metrocast.net or call (603) 524-6881



Keep It In Service...

By Glenn Davis, Lakes Region Fire Apparatus

As most of you are aware, I founded Lakes Region Fire Apparatus Inc., which is celebrating its twentieth anniversary this month. I intended to talk about some of the changes (the good, bad, and the “are you kidding me”) we have seen in apparatus over the last twenty years. However, the nature of this article is really about service points and apparatus safety. I remembered hearing about, and then reading about, a standard change in NFPA 1911 that rendered me to mutter, “Are you kidding me?” Well, this — like most things — came full circle when recently I learned that more than one local NH department has experienced front tire blow outs while driving at highway speed — almost unheard of, right? Luckily there were no injuries and, surprisingly, both operators were able to bring their respective vehicles safely to a stop. There was, however and unfortunately, several thousand dollars in body damage, recovery, and a substantial amount of out-of-service time while these vehicles were fitted with new rubber (all the way around) and body damage was repaired. The interesting part was that, in both cases, the tires exhibited no unusual wear, bulges, weather cracks, separation or thumping, that would have lead any person, technician or operator to believe tire failure was imminent.

Like all of us in the fire service, we quite often learn from other's misfortune and develop SOGs to prevent and protect ourselves from a similar plight. Armed with this information, I embarked on a mission to learn more.

The first thing we looked at was tire date coding. Every tire made is branded with a date code as required by DOT and NHTSA.

This tire, pictured at right, was made in week 50 of 2008. Our next

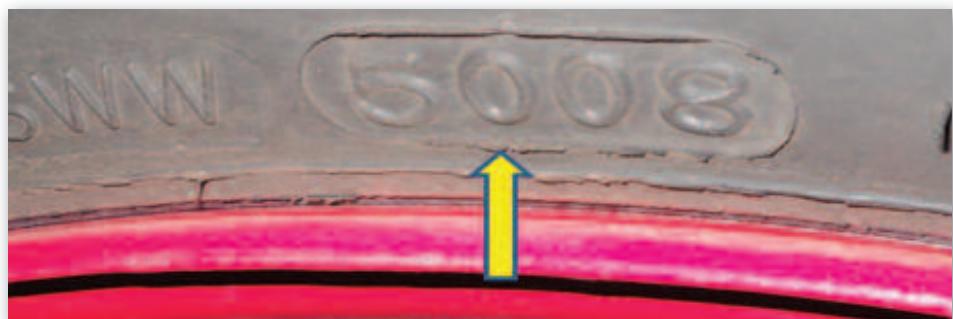
look was at NFPA and according to 1911 (2007 edition), paragraph #7.3.4, this tire will need to be replaced in December of 2015. That's right, buried within the standard, it states “tires shall be replaced every 7 years or more frequently if tread wear exceeds state and federal regulations.” Well, as I sit here, I can easily think of perhaps in excess of 100 units that are over 15 years old and perhaps 200 that are pre-2004 and still have the original rubber — and none of these departments have the budget to cover replacement.

So what to do? While the immediate answer is to inspect all of your apparatus tires immediately and confirm the age and visible condition, proper inflation, etc. (if your tires are original equipment, it's a safe bet they are older than the truck). The branding noted above is only on one side so this may require some time on a creeper with a flash light. Once the review is completed and you are equipped with new and accurate knowledge, a replacement schedule can be for-

matted and I should advise here that any deformities without question are an out-of service criteria. If you're unsure of the status of a tire, many truck tire dealers offer road service. Ask them to stop by and assist you in evaluating your tires.

In both occasions, the steering axle tire failures mentioned earlier occurred on vehicles with heavy front axle weights (20,000 lbs.+) and were in excess of 20 years old. Knowing this, and given a choice, a responsible replacement schedule consideration should include heavy steering axle trucks, such as custom chassis and aerial apparatus, as well as front axle tires on all apparatus earlier than the rear axles as the front tire is often near its rated weight capacity and is a stand-alone tire. One last thing to remember is that front and rear tires should be replaced in pairs and the rear axle tires, as long as paired together, can be changed (if required) first one side, then the other.

For now, I hope this helps...Keep it in service! 



Free Online Training Opportunities

Listed below are free online training sites. Take advantage of these free classes to increase your knowledge!



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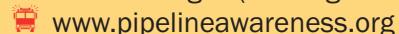
www.teexwmdcampus.com



www.firstrespondertraining.gov



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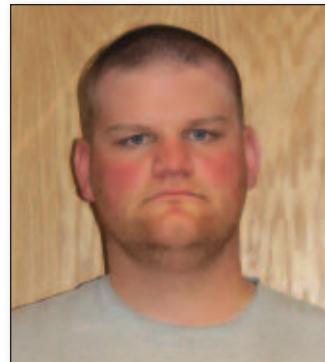
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People on the Move... New Apparatus...



New Officers at Center Harbor Fire Department. (Left to right) promoted to lieutenant: Chris Conway, Jared McGrath, Shawn Blair; new Deputy Chief Mark Ledger being welcomed and congratulated by Chief John Schlemmer.



Brian Searles
Moultonborough Fire Dept.
New Firefighter



Sean Valovanie
Tilton-Northfield Fire Department
Promoted to Lieutenant



John Beland
LRMFA
New Deputy Coordinator



Steve Carrier
Gilford Fire Dept.
Promoted to Chief

OTHER PROMOTIONS AT TILTON-NORTHFIELD FIRE DEPARTMENT:
Tim Ames
Tilton-Northfield Fire Department
Promoted to Captain

Jon Powell
Tilton-Northfield Fire Department
Promoted to Fire Prevention Asst.

New Hampton Public Safety Building Update

The New Hampton Public Safety Building is under construction and due to be completed by January 2012. The construction is currently ahead of schedule, in spite of the inclement weather provided by Tropical Storms Irene and Lee. It is truly amazing to see how quickly things are coming together.

As you can see in the photo at right, in only two months the framing is almost complete! The building is scheduled to be weather-tight by mid-September. Mechanical, plumbing, sprinkler, and



electrical rough-in are already in progress. Underground utilities, including sewer, storm water, retention basins, and water supply, will be finished in the next few weeks and paving will begin. According to the contractor's plan of

action, the Fire Department will move apparatus and administrative functions into the new building to allow the existing building to be demolished and paving completed before the first snow flies.

It is exciting to finally see the building. It is one

thing to imagine and plan, and quite another to actually walk through the building as it takes shape.

To see construction progress photos please visit the Town of New Hampton, NH on the web and follow the links. 

Third Quarter Statistics...

From July 1, 2011 through Sept. 30, 2011

Incidents Dispatched:	July 2011	2,132
	August 2011	2,294
	September 2011	1,738
	Total	6,164
	YTD Total	16,430

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

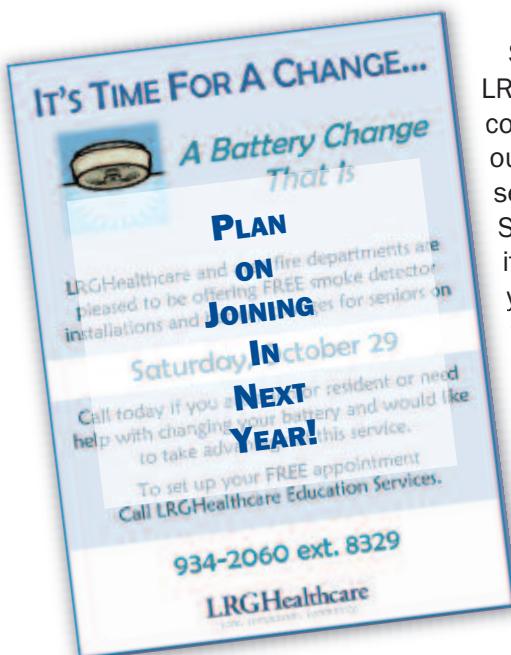


PHOTO COURTESY BILL HEMMEL. LAKESREGIONAERIALS.COM ©2009

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 36 Fire and EMS Agencies.
- Serves a population of 119,712 residents (2009 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 \$20.6 billion dollars of property (2009 Valuation).
- Has an operating budget of \$1,099,232 (2011 budget).
- Has 9 full-time and 10 part-time employees.
- Dispatched 21,413 incidents during 2010 (58.67 calls per day).
- Dispatched 19,837 incidents during 2009 (54.35 calls per day).
- Dispatched 21,508 incidents during 2008 (58.92 calls per day).

It's Time For A Change – A Battery Change, That Is



Sponsored by LRGHealthcare in cooperation with our local fire service, Senior Safety Day is in its eleventh year of serving the needs of seniors in our communities. Once a year, during Fire Prevention month and around clock change time, area fire

personnel visit the homes of seniors and change their smoke detector batteries and replace faulty smoke detectors – free of charge. Safety materials, as well as batteries and detectors, are supplied by LRGHealthcare. They also provide advertisement of the program and the facilitation of sign-ups. Each year, over 125 area residents have safer homes due to these visits. A functioning smoke detector can save a life!

This year's Senior Safety Day was held on October 29. Andover, Hill, Franklin, Tilton-Northfield, Sanbornton, Belmont, and Gilford participated in this year's program.

If your fire department is within the LRGHealthcare service area and is not currently taking part in the Senior Safety Day initiative but would like more information on how you can be part of this project in the future, please contact Melissa Rizzo, Community Educator at 934-2060 ext. 8369 or at mrizzo@lrgh.org. 



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Equipment Alert

The Bureau of EMS has made a change in the mandatory equipment list for all transporting EMS units as of December 31, 2012. Your in-house and portable suction units MUST be adjustable from 80-300mgHg. Jerry Flanagan from Boundtree is willing to work out a group rate discount for Lakes Region EMS services. Please check your suction unit capabilities and contact Shawn Riley (524-6881) if you are interested in being included in the group purchase.

2011 Rural Hitch Deadlines

Fourth Quarter (Oct/Nov/Dec): **Dec. 8, 2011**

Training & Education Opportunities