



THE RURAL HITCH

SECOND QUARTER 2012

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

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The life of Harold P. Harbour, former Chief of Tilton-Northfield Fire & EMS, was recently honored at his funeral on May 25, 2012.

PHOTO COURTESY ALAN MACRAE.

Harold P. Harbour Memorialized

Harold P. Harbour, 83, of Franklin, former longtime resident of Northfield and Chief of Tilton-Northfield Fire Department, died at Concord Hospital on Monday, May 21, 2012, after a sudden illness.

He was born in Franklin May 22, 1928, the son of Joseph and Hazel (Davis) Harbour. During World War II, Harold served in the merchant marines. He was a past employee of The Arwood Corp. and he and his family operated Harbour Transportation for several years.

He was an active member of the Tilton-Northfield communities and was the Northfield Citizen of the Year in 1994.

Harold was a member and former Chief of the Tilton-Northfield Fire Dept., a Tilton-Northfield Fire Commissioner, member and past president of the NH Fire Chiefs Assn., and the NH Forest Fire Wardens Assn. He was a former commissioner of NH Fire Standards and Training. Chief Harbour also served on the Board of Directors of Lakes Region Mutual Fire Aid.

Harold was a member of Franklin VFW Post 1698, Franklin Lodge of Elks #1280, Whiteman-Davidson American Legion Post #49, and was Legionnaire of the Year in 2002. He was a long-time member of the Tilton-Northfield United Methodist Church, and a former Board member of Providian Bank. He was very active in assisting local groups with fundraising and his favorite pastime was selling tickets! He enjoyed golfing and spending time with family and friends, impacting the lives of many. His optimistic attitude will be missed by all who knew and loved him.

In lieu of flowers, donations in memory of Harold may be made to the Tilton-Northfield American Legion Post #49 Building Fund, 4 Park St., Northfield, NH 03276 or the Tilton-Northfield Fire Dept. EMS, 12 Center St., Tilton, NH 03276.

Harold Harbour is taken to the Tilton-Northfield Methodist Church atop Engine 1 driven by his grandson Lt. Chris Harris/Tilton-Northfield Fire Dept. Directly in front of Engine 1 is (left to right): grandsons SSgt. Jeff Harris/US Marine Corps., Chief Kevin LaChapelle/Franklin Fire Dept., SSgt. Joe Harbour/US Air Force, Sgt. David Harbour/US Army, and son Lt. Duane Harbour/Tilton-Northfield Fire & EMS. PHOTO COURTESY ALAN MACRAE.



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From the Deputy Coordinator...

Deputy Coordinator John Beland



LRMFA HOSTS RAPID INTERVENTION TRAINING

"MAYDAY, MAYDAY, MAYDAY." These are the words every one of us hopes we never, ever, hear at one of our incidents. However, the reality is not **if** we will hear these words, but rather **when** we will hear them. In today's fire environment of light-weight construction, fuel-packed smoke, rapid fire spread, coupled with a decrease in "tough" working fires (less opportunity for experience), and a changing culture where firefighters have the

courage to call a MAYDAY when they are in trouble, the chances for firefighters finding themselves in MAYDAY situations is very real. No one seems to disagree with this. So the question for us becomes: How will we respond to the MAYDAY call when it does happen on our emergency scene? In order to give ourselves the best opportunity for a positive outcome in RIT operations, we need to first be able to answer the following questions with an authoritative "YES." Have firefighters been trained on how to call a MAYDAY? Do they know the capabilities and limitations of portable radios? Are trained, capable, and equipped Rapid Intervention Crews on the fireground? Do they understand their responsibilities, and the critical information they need to gather, as well as the tasks that need to be performed? How about the IC. Does he/she have a plan to respond to a firefighter MAYDAY or, worse, several firefighters calling a MAYDAY? Does he/she understand the necessary resources needed to extricate a firefighter from an IDLH atmosphere? Where do we get the necessary resources? These are just some of the tough but critical questions that were addressed in the recent *Rapid Intervention Teams (RIT)* and the *Managing Rapid Intervention Teams* training sponsored by the LRMFA Training Division.



RIT makes entry.

RIT TRAINING — CONTINUED ON PAGE 9

THE RURAL HITCH

is published quarterly by
Lakes Region
Mutual Fire Aid Association

Chief
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Editor
Debbie Kardaseski

Email all submissions to:
debbiek@lrmfa.org



Featured department...

Waterville Valley Department of Public Safety



Public Safety Director and Fire Chief Chris Hodges
Waterville Valley Dept. of Public Safety

Director of Public Safety/Fire Chief: Christopher G. Hodges
Address: 14 TAC Lane
PO Box 500
Waterville Valley, NH
03215
603.236.8809
Office Hours: 8-2 p.m.
Monday-Friday

OFFICERS/DEPT. MEMBERS:
Deputy Director of Public Safety/Police Chief/Assistant Fire Chief: David C. Noyes
Fire Capt./Paramedic: Jeff Dropkin
Police Dept. Sgt./Atty./Prosecutor/EMT: John Katsirebas
Police Officer/EMT-I/Firefighter I:
Andy Vermeersch
Police Officer/EMT-B/Firefighter II: Dan Gilman

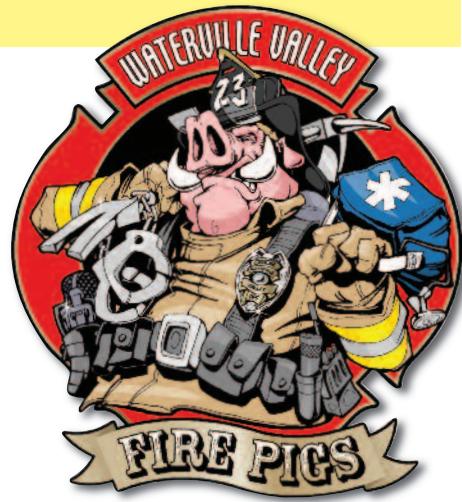
APPARATUS:
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Kubota RTV
Utility Truck
2 Police Cruisers

A UNIQUE ORGANIZATION

As you can tell by looking at the listing of members and equipment, Waterville Valley "Fire Department" is much more than "just a fire department"! It is the Public Safety Department and both fire and police fall under the leadership of Director of Public Safety, Chris Hodges. Hodges is the fire chief and Dave Noyes is the police chief/assistant fire chief. Both men have backgrounds in law enforcement as well as firefighter and EMT certification, and both can act in either capacity, depending on the need at the moment. Additionally, all full-time members of the department are able to serve in both capacities.

This set-up saves the town money as well as facilitates communication and cooperation between fire and police.

The police side of the department has been in service much longer than the fire side. It wasn't until 1969, after a large inn in the Valley burned, that the town decided to purchase a fire truck. The truck went into service in 1970. As there were no "official" firefighters, the police were trained to operate



the engine. Until 2003, when Butch Burbank retired, the police chief was always the fire chief, too.

Chris Hodges came to Waterville Valley in 2001 as a police officer but also trained for the fire department. He became the Public Safety Director in 2003 and finds it hard to believe he's been with the department for 11 years. His Public Safety Director job description includes fire chief, code enforcement, building inspector, health officer, emergency management director, and administrator. He's responsible for preparing and presenting the approximately \$700,000 budget each year.

Waterville Valley Department of Public Safety



The Department enjoys a good relationship with the town of Waterville Valley. Each year it offers a Public Safety Academy one night a week for five or six weeks. Twenty people attended this year and were shown demonstrations of auto fires and extrication, taser and canine demos, and learned CPR and how to use an AED. At the end of the Academy, a graduation barbecue is held where participants receive a t-shirt and certificate. It's a great way to keep residents involved in their community.

“FIRE PIGS”?

The department has a very special “mascot”: a Fire Pig (pictured at left). At one point, Chief Hodges and Chief Noyes decided they needed a symbol of their unique work situation. Several ideas were batted around until someone jokingly said, “What about ‘Fire Pigs’?” Well, it stuck and the department hired Paul Combs, a prominent cartoonist whose work is often seen in “Firehouse” magazine, to draw a fire pig. If you study the logo carefully, you’ll see it covers all the bases!

BEAUTIFUL COUNTRY

Waterville Valley is located in the heart of the White Mountain National Forest. Of the 52 square miles that is the town, only 222 acres are privately owned. The town is very concentrated and consists of very few private homes (only about 120) and over 1,000 condo units. There's only about four miles of roads in town. The year-round population is 350 but at any given moment there can be as many as 5,000 people in the area at both summer and winter events.

The Valley is best known for its ski area. It is the home of freestyle skiing in the US and hosts many ski and skate events through the winter as well as a large network of cross country ski trails. Summertime sees skateboard camps, golfing, hiking, biking, and sightseeing.

The ski area accounts for most of the EMS calls. Of the approximately 250 EMS calls, about 180 are generated by the ski area. Last year the Fire Department responded to 265 calls, with an additional 600-plus police calls.

THE FIRE DEPARTMENT

Waterville Valley is a small town of mainly retired folks, which means there aren't a lot of people available to create a call department. Consequently, the fire department relies on six fulltime people, all of whom are able to work both fire and police calls. Additionally, there are five part-time police officers, some of whom are trained in both fire and police.

The department has a per diem program whereby there are two people on duty 24/7/365. One is always a full-timer, the other per diem. Part-time staff works from 4 p.m. until 8 a.m. and stays in a condo/bunk room at the Golden Eagle Lodge as there is no room at the station for a bunk room. Part-time staff has full use of the Valley's facilities while there.

When asked what the worst fire or emergency situation was in recent memory, Chief Hodges responded Hurricane Irene, last summer. The town was limited to one lane of Route 49 for about a week and there were times when it wasn't clear that lane would stay open. He also spoke about a Wednesday morning when they had a working code and a building fire – all before noon! The code survived and the fire, which was at the Black Bear Lodge, ended up being a room and contents fire, but it was a stressful day for a small department.

The department members meet once a month and communication, especially with the per diem people, is mainly through email. The Police and Fire host the Special Olympics Winter Games and the Police are

active in a local fishing derby as well as the DARE 5k that takes place in Loudon each year.

CHIEF HODGES

Chris Hodges hasn't always worn so many hats! His background is in law enforcement, beginning with a part-time position in Loudon, NH in 1991 that turned into a fulltime position in 1993. He was born in Plymouth and wanted to return to the North Country. He was fortunate enough to be able to move north during a window of opportunity when his children were small. He'd visited the Waterville Valley Conference Center and liked the area, so he polished up his resume, sent it off to the Department of Public Safety, and was hired. Within two years, the Director of Public Safety/Fire Chief/Police Chief retired and Chris stepped up to fill the position.

He would like to maintain his current level of staffing as he finds it to be very efficient. There are possible building changes in the future as the town has formed a study committee to determine if they want to rehab what they have, add on to it or build something new.

Hodges has a good working relationship with the town. They know he won't ask for something unless he really needs it. Consequently, the town leaders and residents trust him and they all work well together.

He and his wife, Tiffany, live in nearby Thornton with their two sons, Kyle, who will be a high school senior next year, and Drew, who will be an eighth-grader in the fall. They all enjoy being outdoors and staying active. If you recall, Chris set a cross state bicycling record last year, riding from Pittsburg to Hollis in 12 hours and 37 minutes! He raised funds and awareness for Hoops for Heroes and to honor the memory of those lost in the 9-11 attacks. 

EMS Update

Air Medical Transport

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



Most of us in the Lakes Region are very familiar with DHART – “Dartmouth-Hitchcock Advanced Response Team.” However, some questions

have recently arisen. This quarter I am going to focus my article on this very important resource and its appropriate uses and limitations.

DHART first opened its doors on July 1, 1994 (which happens to be 4 days before we went to a statewide E9-1-1 system). Seven minutes after they opened they received their first call...from LRGH. Since that time DHART has expanded to two aircraft (Manchester and Lebanon) staffed 24 hours a day and one ground unit staffed 24 hours a day. Protocols have evolved over time and EMS has gained the trust of the medical community to activate Air Medical Transport (AMT) from the scene without medical control. This can be done by any level EMT provided they are the highest trained and most experienced on scene.

DHART breaks their calls down by “inter-facility” or “scene” calls. Inter-facility is obviously when a hospital calls DHART to transfer a patient from one hospital to another and has little impact on EMS. A “scene call” is when EMS calls DHART directly to the scene of the emergency or a rendezvous point. This is where I would like to focus this article.

When we talk about “scene call” and the rendezvous point is at a hospital Landing Zone, this has a

special name and implication. We call this the “MODIFIED LZ.” Modified LZs are a great idea. If you call for DHART in any part of the Lakes Region, consider using the Modified LZ.

WHY IS A MODIFIED LZ GOOD?

With a modified LZ you and your patient are en route to the hospital. If something happens to DHART on the way (mechanical issue, rogue cloud, etc.) you can easily go into the ER. If your patient crashes, you are that much closer to the ER. DHART is very familiar with hospital LZs and landing in them is easy; the fire department doesn't have to set up a whole new LZ at some athletic field.

WHAT CAN DHART DO WHEN THEY LAND THAT I CAN'T?

While DHART does operate under the same medical protocols that we all do, they do have a few extra tricks. One, they have RSI or rapid sequence intubation. Currently no one in the Lakes Region is doing RSI. The other advantage they have is they carry three units of “O” neg blood. Any patient can receive O negative blood. This early blood infusion is extremely important in stabilizing shock patients. The faster we get oxygen-carrying blood into these hypovolemic patients the better they will do. They can also do chest tubes and central lines. These are some of the therapies the ER would carry out prior to shipping these patients if they went to the ER first.

I HEARD THAT IF A PATIENT IS BROUGHT TO THE HOSPITAL “THEY OWN THEM”

Yes, in most cases anyway. The Federal Government passed a law in 1986 called EMTALA or the Emer-

gency Medical Treatment and Active Labor Act. This was the anti-dumping law. It states that any patient who comes within 100 yards of a hospital will be taken care of and provided with a Medical Screening Exam, have any life threatening conditions stabilized, and, if a higher level of care is needed, that hospital will make arrangements for the transfer to the higher level of care. All this is regardless of the patient's ability to pay. There is one important exception to EMTALA: When a local EMS unit uses the hospital LZ as a “modified LZ” for ground-to-air transfer of a patient. Be careful – if hospital staff comes out to the ambulance to “help” or “check things out,” EMTALA kicks in and the patient must legally go into the ER. Once the patient goes into the ER, there are things that must be done and it will increase the time for the patient to reach the Level 1 trauma center.

WHO DO I REQUEST THE MODIFIED LZ FROM?

If you as the EMS provider feel you need DHART and you want to use a modified LZ, call Dispatch on the radio. Tell them you are using Lakes, Franklin or Spear as a modified LZ and dispatch will make the calls. You should, however, contact medical control and advise them of what you are doing. Calling Medical Control does not activate EMTALA; it just gives the ER staff an idea of what is happening outside in their parking lot. Think of it this way...if someone was landing a helicopter in your back yard, wouldn't you want to know why? Also, good communication will keep the ER staff in the ER...where they should be during this operation.

CAN I STILL TALK TO MEDICAL CONTROL WITHOUT TRIGGERING EMTALA?

Yes, absolutely. Medical control has an obligation to give you medical advice on your patients, regardless of where you are going to transport them. It is actually a good idea to contact medical control, especially if you are using their hospital for a modified LZ. It is important to note, however, AMT is not a medical control treatment and you are not required to contact them. But it is a nice courtesy — remember we are all on the same team, let's include each other whenever we can.

IF I'M SITTING IN THE HOSPITAL PARKING LOT AND DHART ISN'T THERE YET, IS IT OK?

Yes, it is. The reason we use modified LZs is because waiting for DHART in the ER parking lot is much more desirable than waiting at the Sandwich Fair Grounds. You can always call dispatch for an ETA or you can try and reach the DHART crew directly for an ETA. Make your decision to wait or go into the ER based on patient condition, DHART ETA, and your own comfort level. Call medical control if you have any questions. They can talk to you over the phone or radio...they just can't come into the back of your ambulance.

HOW DO I CONTACT DHART DIRECTLY?

If you need to talk to the DHART crew directly, you can always reach them on VMED 29. This can be found on all Lakes Region mobile and portable radios on Zone H Channel 16. Some services may have a DHART LZ channel programmed into Zone A, B or C already. Please check with your department. Also, you can always call dispatch for help with DHART communications. Please don't call the ER for assistance in communicating with the helicopter.



CLINICALLY SPEAKING...WHO NEEDS A RIDE IN THE HELICOPTER?

You should review page 14 of the current NHBEMS protocols for complete info about indications for AMT. Some indications include: Signs of shock with BP less than 90/systolic; severe respiratory compromise or arrest; multi-system trauma; spinal injury with paralysis; penetrating or severe blunt trauma to the chest or abdomen; GSC<9; and electrocutions with complications. AMT is contra indicated in cardiac arrest or contaminated patients. When in doubt, consult medical control...they really are there to help.

WHAT IF I NEED TO DO A REMOTE SCENE LANDING...SUCH AS A FIELD IN ALTON?

You can absolutely use any appropriate landing zone. If you are

going to use a non-hospital, non-airport LZ, the things to remember are: At night you need a flat spot clear of debris that is 100' x 100'; during the day you need a flat spot clear of debris that is 75' x 75'. In either case, you will need someone on the ground who can talk to the DHART crew. You should park cars under wires (wires are a high risk item for helicopter landings...if you park a car under any wires they won't land on a car). Keep all staff away from the LZ and don't allow any movement during the landing. Make sure the fire truck blocks any other vehicles from the LZ. It's going to be noisy and dusty, so be prepared.

DHART is available for LZ classes any time. If someone would like to volunteer their station for an LZ class, please let me know and we can do a regional training. Just give me a call. 🚑

LRGHealthcare Paramedic RTP

Tuesday

Sept. 25

Wednesday

Sept. 26

Wednesday

Oct. 3

Thursday

Oct. 4

Tuesday

Oct. 9

Thursday

Oct. 11

Place: All Classes are held at the Taylor Community in the Woodside Room, 435 Union Ave. in Laconia, NH

Time: All six days are from 0800 to 1700hrs

Cost: \$450

If you work for an LRGHealthcare MRH service the fee is waived. This Program includes ACLS and PALS. To sign up please contact Shawn Riley at (603) 524-6881 or smriley@lrgh.org.

NHBEMS # 85-580

Local Firefighter Battles Fire on USS Miami



Most of us who watched the news on Wednesday, May 23, 2012 saw the billowing black smoke coming from the *USS Miami* in dry dock at Portsmouth Naval Shipyard and were thankful we weren't on board dealing with it. But one local firefighter was on board: Center Harbor Lt.

Jared McGrath. McGrath, above, is a fulltime firefighter at Pease Air Force Base and was on duty when toned at 5:30 p.m. to cover the Shipyard. It is standard procedure for Pease to cover the Shipyard whenever they are called out. It seemed routine until numerous SCBA bottles began coming back to the Pease crew. About 15 minutes later, they were called to the scene from cover.

Their first assignment was to haul a 2" hose line up the "sail," which is the large structure in the center of the boat, also known as the conning tower. McGrath and his group had to struggle in full gear up through the scaffolding erected around the tower. The sail was acting like a chimney, with heavy black, plastic-smelling smoke pouring out of the hatch.

The second assignment sent them inside the sub, through the hatch aft of the sail. At that point, the Navy firefighters had been in and out several times and in need of rehab.

The Pease contingent was sent in with their thermal imaging camera in order to locate the hidden fire more precisely. It was so black inside the boat that the exact location of the fire was hard to pinpoint.

McGrath tells of descending several flights to the very bottom level of the sub and then heading forward almost 50 feet. He said at chest level the temperature was measuring a toasty 400 degrees. Visibility was nil, standing up straight was impossible due to the wires hanging down and crawling was difficult because of the 6-8" of oily water on the deck. Jared said he once crawled into a cabinet because its open door seemed to be a wall and inside the cabinet was the only place to go. He said it wasn't like a house fire at all, where you sort of knew the layout; it was a completely foreign space. And, as an Air Force firefighter, he'd trained on planes, not subs!



Once they found the fire, they doused it with water, which immediately turned to steam due to the intense heat. At one point a nozzle melted off a hose line.

Pease firefighters had brought two foam trailers, Logan Airport and Hanscom Field sent foam trailers. Groton, CT sent a CO unit. However, the heat was too high to use foam as it would break down before smothering the fire.

McGrath brought his helmet, below, to LRMFA the day of this interview and showed how the glue had been melted and drawn out of it because of the intense heat. He said it was the "fire of a lifetime," but he didn't care to do it again!



It has since been determined the fire was caused by a vacuum. It is not known yet if the scheduled overhaul will continue or if the sub will be scrapped. 🚒

10th ANNUAL
GILFORD PROFESSIONAL FIREFIGHTERS
Local 3517

GOLF TOURNAMENT

All proceeds to benefit the: Nicolas Palisi Memorial Scholarship and the Professional Firefighter's Relief Fund.

Friday, September 21, 2012 at Pheasant Ridge Country Club

Registration - 7:45am • Tee Off - 8:30am
Golf - Cart - Lunch - \$85.00 per person
Scramble Format - Teams and Individual prizes

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1st, 2nd and 3rd placed teams,
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Prize Raffle to be held during lunch
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Nate Hanson - GFD - 527-4758 or nhanson@gilfordnh.org
Return to: PO Box 7614, Laconia, NH 03247-7614

The “Mount” Gets a Colorful Send Off!



The MS Mt. Washington recently left Center Harbor for its annual shakedown cruise and was given a colorful send off by the Center Harbor Fire Department. The cruise went well and the “Mount” is ready for another summer on Lake Winnipesaukee. 🚒

Fire at Bridgewater Power Plant



This photo was sent to us by John Keller, and shows Plymouth's Tower 1 and Bridgewater's Ladder 1 at a silo fire at the Bridgewater Power Plant on June 2, 2012. 🚒

2012 Rural Hitch Deadlines

THIRD QUARTER (July/Aug/Sep): **Sept. 20, 2012**

FOURTH QUARTER (Oct/Nov/Dec): **Dec. 20, 2012**

RIT TRAINING — CONTINUED FROM PAGE 3

Members from eight LRMFA departments and two out-of-system departments participated in the *NHFA Rapid Intervention Teams, Firefighter Safety & Survival Program* under the guidance of lead instructor Chief Chris Silver and his team of assistants. In this program, students refreshed on skills such as SCBA Emergency Procedures and basic knots, and moved on to self-rescue and survival skills. The final day of the program was devoted to real-world scenarios where firefighters assembled as a RIT to respond to a single firefighter MAYDAY and multiple firefighter MAYDAYs under very difficult and strenuous circumstances.

The *Managing the RIT Operation* program, attended by six LRMFA Chief Officers, ran concurrently with the RIT program. Lt. James McCormick, Indianapolis FD and owner of the Fire Department Training Network, www.FDTN.com, was the lead instructor for this program. In the classroom students used LODD reports, footage of incidents and audio recordings involving FF MAYDAYS and RIT deployments to examine what went wrong at these incidents in regards to Command and Control of the MAYDAY call and the RIT deployment. The Chiefs then put their knowledge and skills to the test when they became ICs tasked with managing team deployments. Scenarios commanded by the Chiefs ranged from a “simple” one FF down scenario to complex scenarios in which three FF MAYDAYs occurred, resulting in multiple RIT operating on the incident.

LRMFA is working to identify ways in which we as a mutual aid system can be better prepared to respond in the event of a MAYDAY call, as well as deployment and management of RIT. The LRMFA Standardization Committee has formed a sub-committee to address RIT within the system. The committee is tasked with researching different RIT models in place throughout the region and country. At the end of July, the sub-committee will be presenting its findings to the Standardization Committee, with a recommendation on how the LRMFA should proceed with addressing this important issue.

Stay tuned for additional information in the near future. 🚒



Meredith Deputy Chief Kloetz manages the RIT operation.

Fire Chiefs Graduate Certified Public Manager Program

Chief Kevin LaChapelle of Franklin Fire Department, Deputy Chief John Beland of Lakes Region Mutual Fire Aid, Chief Casino Clogston of Plymouth Fire-Rescue, and Chief Bradley Ober of Tilton-Northfield Fire & EMS (at right, left to right) are recent graduates of the Certified Public Managers (CPM) Program offered through the State of NH Bureau of Education and Training.

CPM is a two-year program: Level I as Public Supervisor and Level II as Public Manager. The program provides participants with the training and development needed to enhance management skills and increase knowledge of public administration. Networking, sharing of problem-solving techniques, and preparing managers to actively pursue ongoing professional growth and development for themselves and their organizations is also part of the goal for this program.

These fire service leaders have taken this opportunity to strengthen leadership within their departments. It



should not be overlooked that this type of education would not be possible without the support of the taxpayers, town and city administrators, and the workers in the field.

The State of NH Bureau of Education and Training is recognized by the National Certified Public Manager Consortium as a fully accredited member. Graduates are encouraged to join the American Academy of Certified Public Managers®. 

Please join us for a
retirement dinner
in honor of
Lt. Frank J. Latosek
on
Saturday, July Twenty-eighth
at Belknap Sportsman's Club
182 Lily Pond Road, Gilford, NH

Happy Hour at 3:00 PM
BBQ Dinner at 4:30 PM

Tickets are \$35.00 each to include a special gift
- Hawaiian Shirts, Shorts and Sandles are all Required -



Please make checks payable to:
Gilford Professional Firefighters
Post Office Box 7614
Gilford, New Hampshire 03247-7614



For additional information please contact Firefighter Scott Mooney at smooney@gilfordnh.org

Annual Senior Safety Day – Save the Date!

LRGHealthcare will again sponsor the annual Senior Safety Day program on **Saturday, October 27th**. In conjunction with our local participating fire departments, we organize an opportunity for seniors to have their home visited and their smoke detector batteries changed free of charge by fire department staff. Our LRGHealthcare Education Services team advertises and recruits the seniors, as well as gets the information and supplies to the local fire departments to perform the service. This is a great community service and allows your department the opportunity to visit members of the community on a non-emergent basis. If your department did not participate last year and you would like more information, please contact Melissa Rizzo at 934-2060 ext. 8369. We'd love to get all of our service area towns on board! 

Training & Education Opportunities

- **Trauma Grand Rounds.** Last Friday of each month. 7:30 a.m. at either LRGH or FRH. For information, contact Shawn Riley at 524-6881.
- **ALS Breakfasts – Wednesdays. 0900-1100.** Nurses, EMTs, EMT-Is are all welcome to attend. Please contact Shawn Riley at 524-6881 or Bruce Goldthwaite at 934-2205 with questions.



From the Training Division...

FIRE OFFICER PROFESSIONAL DEVELOPMENT SERIES

All programs will be held at LRMFA, 62 Communications Dr., Laconia and will begin at 6:30 p.m.

Monday, July 9. Strategy and Tactics at Church Fires. On average 1,300 church fires are reported annually, causing more than \$38 million in property loss. This program examines common ignition factors, building construction dangers, and developing effective strategies and incident action plans for dealing with church fires.

Instructor: Deputy Chief Deborah Pendergast, Laconia Fire Department

Monday, August 6. Identifying Strategies and Developing Incident Action Plans for Managing Incidents. In this program, students will learn to identify and use critical

fireground factors to develop correct operational strategies, tactical objectives, and tasks needed for an effective incident action plan. In this interactive, scenario-based class, participants will have the opportunity to function as incident commanders.

Instructor: Deputy Coordinator John Beland, LRMFA

Monday, September 10. On-Scene Reports and Strategies for the First-Arriving Company Officer. In this highly interactive program, fireground footage from local fires will be used to allow students to practice arrival reports and develop and implement Incident Action Plans for a variety of incidents. This program is a must for any emer-

gency responder who may have to give an arrival report and manage an incident for a period of time.

Instructor: Chief Stephen Carrier, Gilford Fire-Rescue Department

Monday, October 1. Pushing Fire — Attacking From the Unburned Side. Science vs. Tradition!

For years, the fire service has taught, trained, and practiced the method of attacking the fire from the unburned side of a structure. In this program we will look at some current fire behavior studies that may change the way we look at this practice.

Instructor: Captain Tim Joubert, Tilton-Northfield Fire-Rescue

TRAINING — CONTINUED ON PAGE 13

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New Apparatus... Congratulations...



New Moultonborough Fire Boat

Moultonborough Fire Rescue Department is pleased to announce it has placed into service its new fire boat, 15 Boat 1. The long-awaited fire boat was constructed by Eastern Boats in Milton, NH. The new boat replaces a 30-year-old donated pleasure craft. The new fire boat is 26 feet long and is equipped with a 1,000 gallon per minute fire pump. The boat is designed to provide transport of up to two patients, with a crew of six fire-fighters on board. The boat is powered by twin 150 horsepower Honda outboard motors.

15 Boat 1 will be kept at the Town Docks at Lee's Mills. The fire boat was purchased to address an action item identified in the Moultonborough Master Plan, whose objective was to insure the adequacy of fire rescue service to island residents. Several fires on islands over the years, including a 2010 fire on Evergreen Island that destroyed a home, highlighted the need for such a piece of fire apparatus. Moultonborough, which has the most shoreline of any community on Lake Winnipesaukee, has seen an increased demand for water-based fire, rescue, and emergency medical services in recent years. This boat will enable the fire-rescue department a means to provide those services for the next 15–20 years.

In recent testing and training, the Department has found the boat will be a great water resource for any fire along the shoreline of Winnipesaukee. The boat is able to refill a 1,000 gallon tank through the rural hitch set in approximately two minutes or less. The boat is plumbed with 2.56" piping to four discharges and equipped with 300 feet of 2-1/2" hose and 300 feet of 1-3/4" hose, as well as a 750 gpm monitor. Moultonborough is pleased to offer this resource to any of our mutual aid neighbors around the lake and thanks all of those departments that have provided us assistance over the years with their fire boats. 

Association Meetings

Meetings are the last Thursday of odd-numbered months.

July 26, 2012: Barnstead

Sept. 27, 2012: Gilmanton

Check www.LRMFA.org for locations and updated information.



Joyce Jastrem, NH 9-1-1 Receives National EMD of the Year Award

Joyce Jastrem recently received the national EMD of the Year Award at the National Academies of Emergency Dispatch Navigator conference. Also shown is Jim Riley of Barnstead, who suffered a cardiac arrest and was saved. At right is Carlyn Page, Assoc. Dir. of the NAED, Salt Lake City, UT. Also involved in this event was LRMFA Dispatcher Jeff Tobine, the Alton Fire Department, and a paramedic from Wolfeboro, all of whom were recognized at the state level. 

TRAINING – CONTINUED FROM PAGE 11

Monday, November 5. Successful Transition from Firefighter to Company Officer. Tips and techniques to help make a successful transition from firefighter to company officer. Includes the promotional process, first day, week, month, discipline, employee evaluations, and more. Also includes a basic incident management component with tips for running the early stages of an incident effectively.

Instructor: Captain Kirk Beattie, Laconia Fire Department

Monday, December 3. Fireground Decision Making.

Fireground Decision Making is geared for all levels of fire officers. The program looks at what goes into making decisions — situational awareness, common errors, causes of injuries, what resources are needed for different buildings, water supply, when to call for help, and red flags. Past experiences are used and the program is based on realistic numbers, not what standards call for.

Instructor: Chief Ken Erickson, Laconia Fire Department

Please complete the LRMFA General Application Form, which may be downloaded at: www.lrmfa.org and fax to: 528-5989. You may also e-mail it to jbeland@lrmfa.org or snail mail to LRMFA, 62 Communications Drive, Laconia NH 03246. 

Second Quarter Statistics...

From Apr. 1, 2012 through June 30, 2012

Incidents Dispatched:	April 2012	1,677
	May 2012	1,642
	June 2012	1,892
	Total	5,211
	YTD Total	10,275

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

Statistics:

- Began operations in September of 1971. Moved operations to our current facility in June of 2000.
- Dispatches Fire and Medical Emergencies for 35 communities and 35 Fire and EMS Agencies.
- Serves a population of 115,112 residents (2010 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 \$19.6 billion dollars of property (2010 Valuation).
- Has an operating budget of \$1,059,880 (2012 budget).
- Has 9 full-time and 10 part-time employees.
- Dispatched 21,601 incidents during 2011 (59.18 calls per day).
- Dispatched 21,413 incidents during 2010 (58.67 calls per day).
- Dispatched 19,837 incidents during 2009 (54.35 calls per day).

From the Chief ...

Chief James R. Hayes



Sixty-one years have passed since the Lakes Region Mutual Fire Aid Association was formed. A lot of effort has been expended by many people to build this organization from its infancy to what it is today. On October 27, 2012 a dinner banquet will be held with "A Look Back in Time" theme to observe the history of the Fire Service and, specifically, the history of the Lakes Region Mutual Fire Aid Association. Please watch for more details and plan to attend, you won't want to miss this.

Several projects are continuing to move forward within the system. The CAD project is progressing well. All of the computer hardware has arrived and the base software packages have been loaded. Training will begin soon for the system administrators, followed by data collection and entry. The goal is to have the CAD operational by late November and go into full operation beginning in January 2013. LRMFA has received the

LRMFA HEADQUARTERS, LACONIA, NH



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LRGHealthcare

AL's Breakfast

Con-Ed for EMS and Nursing

Who the heck is AI?

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2012 SCHEDULE

Enjoy your	August	Summer
Wednesday	September 5th	Sanbornton
Watch for	Paramedic	RTP
Wednesday	November 7th	Gilford
Wednesday	December 5th	Laconia

All Breakfasts will be from 0900-1100hrs

Any Question please contact Shawn Riley 524-6881 or Bruce Goldthwaite 934-2205

final approval from FEMA to move forward with the Simulcast project. This project should begin to develop rapidly now. Remember that all of your department radios must be reprogrammed to operate on narrow-band emission before January 1, 2013.

As always, if you have any questions about the LRMFA system or communications issues, please feel free to contact me.

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Email: info@lakesfire.com • www.lakesfire.com





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

LRGHealthcare Recognizes Lakes Region EMS Providers

The 2012 LRGHealthcare EMS Awards Banquet was held Tuesday, May 22 in the new cafeteria at LRGH in Laconia. This annual event recognizes local EMS providers who have gone above and beyond the call of duty throughout the past year.



Gilford Fire Department receiving a Unit Citation during the LRGHealthcare EMS Awards Banquet. From Left to Right are LRGHealthcare/Laconia Fire Deputy Chief Shawn Riley, Gilford Fire Deputy Chief Rick Andrews, FF/EMT-I Pat McGonagle, FF/EMT-I Nick Proulx, and FF/EMT-I Dom DeCarli. Pat McGonagle also received the Paul Racicot Award for Excellence for his life saving actions during this call.

The following local providers were recognized:

Lifetime Achievement

Tom Clairmont

Unit Citation

Laconia Fire/Laconia Police/Laconia Public Works for a cooperative effort in saving a life during a blizzard

Unit Citation

Alton Fire for their efforts in saving a heart attack victim in Alton

Unit Citation

Gilford Fire Department for saving an athlete during the Timberman Triathlon

Paul Racicot Award

Pat McGonagle for his efforts above and beyond in saving a life at the same Timberman Triathlon

EMS Provider of the Year

Mike Balcom from Gilford Fire Department

EMS Service of the Year

Franklin Fire Department