



Tilton-Northfield Fire & EMS



www.tnfd.org

Week of 8/3/07

Phone: 286-4781

Vision

SAFETY

PROFESSIONALISM

**CUSTOMER
SERVICE**

Mission

DELIVER:

EFFICIENT,

PROFESSIONAL,

HIGH QUALITY,

COST EFFECTIVE,

AND TIMELY

**FIRE
SUPPRESSION,**

RESCUE,

**EMERGENCY
MEDICAL
SERVICES,**

FIRE PREVENTION,

**PUBLIC SAFETY
EDUCATION, AND**

**CODE
ENFORCEMENT.**

Chief Carrier's e-mail:
21C1@metrocast.net

Good Job on Winter Street!

Early notification, quick response, and aggressive tactics minimized damage to the 2.5 story home at 131 Winter Street. Upon dispatch of the incident, things sounded bad... an explosion with injury. Upon arrival heavy smoke and fire were visible from the rear of the home and a 2nd alarm was requested. A line was stretched to the interior and the fire was knocked down fairly quickly. It was apparent that the fire had extended into the attic and the ceiling was pulled and the fire knocked down there as well. The fire was under control in about 20 minutes.

The cause of the fire appears to be a problem with the supply hose to the gas grill. If you look at the picture below, the grill was sitting on the deck directly below the char and the hole in the wall. The owner heard a loud hissing and when he went to investigate, there was an explosion (probably more of an ignition) of gas that had accumulated on and under the small deck. The fire quickly extended up the side of the home.

It was a tough night to muster up help from our own ranks. We relied heavily on mutual aid, especially from Franklin, Gilford, and Laconia who sent crews that were definitely willing and able to work on a very warm summer night. We had 18 Tilton-Northfield personnel respond, but only 10 or fewer were able to be engaged in interior fire-fighting. The others were EMTs, apparatus operators, or command staff.

Water was not an issue. We laid a line from a poor hydrant, but did not use much water for firefighting.

Just remember: always remove blown-in insulation. The significant incident report will follow up on that.

Keep up the good work!!



Alan MacRae/for The Citizen
A firefighter checks for fire extension in a Tilton home on Winter Street which was the scene of a two-alarm fire Tuesday evening.

Chief's Message

Why Do We Do The Things We Do?

This past week, I received an inquiry from one of our citizens asking why we sent the fire engine to a medical call. The citizen felt, and rightly so, that the engine was not needed.

I politely (I think) answered the question with a rather lengthy e-mail that touched on a number of issues surrounding the particular incident and our operations. I think there are a few areas that I would like to share my view points and professional opinions with you...

Staffing

We have 3 people on duty, full-time, 24-hours each day. Each is a firefighter and EMT—cross-trained to function in either role as necessary.

When there is an ambulance call, 2 FFs respond with the ambulance. If a call is coded with a response determinant of Delta or Echo, the engine will respond, as well, with the 1 remaining FF. The engine may respond to other medical calls as well if those calls are subsequent to another medical or if there are special circumstances surrounding the call such as the need for forcible entry, etc.

Response Determinants

NH 911 conducts Emergency Medical Dispatching (EMD) whenever someone requests an ambulance. Through that process they are able to code the call as to the severity. There are six possible codes: Alpha—least serious, Bravo—unknown severity, Charlie—serious, Delta—more serious, Echo—cardiac or respiratory arrest, and Omega—assist.

Some departments, including

us, respond differently to certain coded calls. We used to send the engine to all Charlie, Delta, and Echo calls. We no longer automatically start the engine to Charlie calls.

It is quite possible that we could arrive at calls coded more seriously than they actually are. This is due to the fact that the call-takers will always err on the more serious side. They certainly do not want to code something less serious than it actually is. So... there are calls that the engine responds to that they may not actually be needed at.

Lag Time

Well, why don't we just let the ambulance get there and determine—really—what the call is and then they can call for help? It has to do with minimizing lag time. We minimize lag time by “front-loading” incidents. By sending the engine with the ambulance, immediately, we eliminate the additional time of the ambulance responding, evaluating, requesting the engine, and the engine responding. All of that is time—time that can be critical in a medical emergency. Or, in any emergency for that matter! That is what automatic responses are all about. We have an engine from Franklin start to all structure fires in our communities in an effort to assemble a more effective crew more quickly to fight a fire. This improves efficiency and effectiveness, but most importantly: safety. And, the same holds true for medicals. An extra set of hands prevents lifting injuries. The fire engine can act as a shield for traffic if operating on a roadway.

Tools of the Trade

Our apparatus and the equipment they carry are our tools.

We often bring our tools with us, because if we left them at the station when nobody else was there, we would have to respond back to the station to get our tools. As many times as we take the apparatus with us, we leave it at the station, because there may be someone there to cover it and respond with it if necessary. This is especially true during the weekdays when the Chief and Fire Prevention Captain are in the station.

We always want to be in a position to be prepared to face the worst case scenario. To not take our apparatus with us (and maybe opt instead to use a pick up truck, or even walk) would be like not wearing our protective clothing when we were investigating an odor of smoke in the building. For example, if we found smoke, we would have to go back, get our gear, get dressed, and then address the problem. This creates an unnecessary delay that is inexcusable. We should be prepared for the potential hazard that exists.

And...

It is important for our apparatus operators to get time behind the wheel. Driving fire apparatus and ambulances is much different than driving a motorcycle, an Audi, or a pick up truck. Our personnel are encouraged to drive the apparatus to assure that they have a “feel” for the piece before the emergency occurs. The extra road time, if they are not needed, is not wasted. And, they are remaining in service, should another call come in.

Take the time to explain these things to those that may ask. It helps them and us.

Chief Carrier

UPCOMING TRAINING OPPORTUNITIES

August 6, 2007	0900 hrs	Entanglement Emergencies Chief Carrier Center Street
August 6, 2007	1800 hrs	To Be Announced Center Street
August 7, 2007	0900 hrs	Entanglement Emergencies Chief Carrier Center Street
August 8, 2007	0900 hrs	Entanglement Emergencies Chief Carrier Center Street
August 9, 2007	1000 hrs	NH Assoc Fire Chiefs Golf Outing (See Chief if interested) Den Brae, Sanbornton
	1800 hrs	NHAFC Dinner Meeting (ticket required) American Legion Tilton-Northfield
August 13, 2007	0900 hrs	Trouble Shooting Pump Ops Chief Carrier Center Street
August 13, 2007	1800 hrs	Officer's Meeting Deputy Robinson Calef Hill Road
August 14, 2007	0900 hrs	Trouble Shooting Pump Ops Chief Carrier Center Street
August 15, 2007	0900 hrs	Trouble Shooting Pump Ops Chief Carrier Center Street

Anyone Wishing to Supply Pictures or Write Articles for Future Newsletters Please forward your materials to Chief Carrier by Wednesday of each week!

Below are quotes from Gail Ober's story of the Winter Street Fire:

Rick Nichols said he and his family had lived in the house for 15 years. "We own it outright and we don't have insurance," he said, shaking his head. "We're really just lucky to be alive."

"[The fire department] did an awesome job," said Jennifer Nichols, noting that she was amazed that they were able to save as much of the house as they did.

There is never anything wrong with good press!!

