



Smoke Signals

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Chief's Message

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While traveling, I get to finally spend time catching up on my reading. One article that caught my attention was "Lesson From the Aviation Industry". Capt. "Sully" Sullenberger, the pilot of the plane that landed in the Hudson River said, "In so many areas of life, you need to be a long term optimist but a short term realist. That is especially true given the inherent dangers of aviation. You cannot be a wishful thinker. You have to know what you know and don't know, know what your airplane can and can't do in every situation". Now substitute firefighting for aviation and available resources for airplane and you have a quote that works for the fire service. The fire service has already adopted some concepts from aviation.

Many of you have heard me talk about such things as the pit crew approach to patient care. This is another term from crew resource management. This came out of the aviation world, specifically as a result of two 747's hitting each other in the Canary Islands. The co-pilot did not want to speak up and contradict the senior officer. On the fireground, we need to have people who speak up. Lives are at risk, our lives and the people we are sworn to protect!

In aviation and in the fire service, the "Human Factor" is an integral part of the investigation. Why did the aircraft hit the mountain or why did the firefighter get hurt? What are the factors? Fatigue, distraction, situational awareness, no command presence? We kill about 100 firefighters a year. How many could have



been prevented by proper management?

The FAA identified five dangerous attitudes that keep repeating themselves in accident investigations. Let's put this into a fire service perspective.

Anti-authority- You can't tell me what to do- We are professionals that understand the ICS rank structure. It is very important to voice concern about a situation that could go wrong within an intervention.

Impulsivity- Do something quickly! – Remember it's not our emergency. Gather information quickly and make an *INFORMED* decision. The 1 minute lost for a 360 evaluation may save you hours on the other end.

Invulnerability- It can't happen to me- It *CAN* happen to us and it does! We need to look at all incidents from a risk management perspective. Is it worth the risk? Just because we have been doing something this way for years does not mean it's right.

Macho-I can do this- I have seen this so many times in my career. I have done it myself. Let's see how we can do this safely.

Resignation- What's the use?- Yes this is a dangerous job, but we don't have to accept the 100 LODD's (line of duty death) a year. We can protect our own better. There is always room for improvement.

I found it interesting how these factors apply to the

fire service. I bet that there is a correlation if these were used in fire service accident and death investigations.

One of the characteristics of the good pilots is the pre-occupation of failure. Pilots are constantly checking their gauges and looking for a place to land if needed. Could the command team learn for this? What is the plan if something goes wrong on the fireground? Let's face the facts, things go wrong on the fireground. Are we prepared for the problem? Aviation lives by check list, yet the fire service does not use checklists on emergencies. Forgetting one item can be disastrous to an aircraft. I would argue the same holds true on the fireground .

Here is the "call to action". Be the change you want to see in the world (this applies to life also). Firefighters, wearing your PPE, fastening your seatbelts, and washing your gear are just a few examples of how YOU can lead change. Be prepared to respectfully point out safety concerns. Always seek more training and be prepared, physically and mentally. Learn from past mistakes. Read accident investigation reports and join the Secret list.

Together we can keep ourselves safe and give exceptional service to our customers.

Until next time...Let's be safe out there.



Logistics

By Kris Sherman;
Division Chief Logistics

The new tender is in service at Station 2, the tender that was at Station 2 is now at Station 4 and the tender from 4 is now at Station 6. Stop by Station 2 and get familiar with it. We will set up some training with it for drafting and driving.

I just got back from a conference in Sun River. There were over 400 city, county, state, and special districts personnel there. There was so much information and so little time, but I did learn a few things. One is that we are not even near ready for the "big one" and..... we are not alone.

If there is a major quake our aging power system and fuel storage facilities will be at risk of severe damage. It could take up to 2 years to get the electricity going again, then there is the primary and secondary road systems. Bridges and liquefaction could shut down the road systems for years depending on how extensive the damage.

So with that information the 7-10 days of food I have stored probably is not near enough. I'm thinking 7-10 months might do it.



Stemming from the unification of the Armed Forces under the Department of Defense, the annual celebration now commemorates all branches of the military during one solitary day. The first official Armed Forces Day took place on May 20, 1950 and was themed "Teamed for Defense".



Operations & Prevention

By Kamron Ismaili; Division Chief Operations and Prevention

20 SIGNS YOU'RE A FIREFIGHTER



As we all know, firefighters are a pretty unique bunch. And there's a number of ways to tell you're really a part of this close-knit brotherhood. Whether you've ever slept in a hose bed or have taken 10 showers in a day, here are 20 ways you can be pretty reliably sure that you're really a firefighter.

1. You can tell what type of fire it is by the smell of smoke 10 miles away .
2. You have ever had a heated debate over the color of fire trucks.
3. You have ever spent 10 min trying to force open a door only to have someone come along and open it by turning the handle.
4. You have ever taken 10 or more showers in one day.
5. You layout your clothes from that day so if there is a call at night you can find them quickly.
6. You take great joy in smashing the windows of a car parked in a fire zone or in front of a hydrant .
7. You have ever been airborne without an aircraft and water was your thrust.
8. You always wear red suspenders.
9. You have ever slept in a hose bed.
10. You carry a ton of specially modified tools in your pocket.
11. You ever cursed out someone for armor-alling the seats to make them look nice.
12. You've ever clung to the air horn chord for dear life because the driver is insane.
13. You have ever played jingle bells at Xmas time on the air horns to clear traffic.
14. You double your weight every time you go on a fire call.
15. You have ever said, "she's hot tonight" and not been talking about a girl.
16. You have ever dried your gloves on the trucks exhaust.
17. You have ever called an animal found after a fire a "crispy critter."
18. You have ever smoked and there wasn't a cigarette in sight.
19. You have ever stomped out a fire with your boots because you couldn't wait for water.
20. You have ever walked three miles into the woods in 100 degree heat in full turnout gear and a 5 gal or more water can strapped on your back just to put out a fire.





Training and Safety

By Jeff Gavlik: Deputy Chief

One of the things that have been going through my thoughts lately has been about succession planning. I mean let's face it, we will not be in our current positions or roles forever! When that day comes have we groomed others to pick up the torch to keep things moving in a positive direction? This thought process starts from the top down; from the fire chief to the firefighter levels. We all need to groom and prepare for our next replacement to hit the ground running from where we left off. That being said, is there anyone interested in learning more of the training world of what we do? I would love to give you the opportunity to grow in this area. How about the next Lieutenant or Captain position, who is showing good command presence and knowledge base to work into our next leadership roles?

I already shared with you some of the things that I have learned from the OFIA Conference and now I am heading out to this year's FDIC Conference and plan to bring back something new to add to our department's training / operation capabilities and with so many vendors being there maybe even some new products that can help us in our day to day operations.



In District

By Neil Kisiela:

Type Six - Brush Trucks

It's very prestigious to be driving a big red truck or greenish (at st.3), for that matter, carrying 1000 plus gallons of water. Only tenders can compete. Type Sixes, on the other hand, look like car mechanics' pickup trucks, they are built on p/u frames. They are required to carry a minimum of 150 US gallons of water, (usually 200-300 gal) but only pump 50 US gallons per minute, at a pressure of 100 pounds per square inch. Nevertheless, Type Sixes and Type Fives are very widely used on wildland fires. There are many reasons why smaller fire trucks are useful in wildland scenarios. They are versatile, can drive on steeper grades because of lower center of gravity, they are smaller so they fit in tight or narrow dirt roads or even walking path ways, and the technique of pump-and-roll could be used.* Because of minimal weight, they can cross small bridges not rated for heavier equipment. They are easy to turn around, extremely easy to operate, and ideal for rapid deployment or initial attack.

In the fire business, it's crucial that all the equipment should be known very well before use. It's easier to get to learn to drive and operate a smaller truck like a Type Six, but driving it is a very small part of being a Type Six operator. To be a useful and efficient driver/operator, everyone needs to know, for instance, how to engage the 4-wheel drive on these puppies. Anything can get screwed up easily without know-how and practice. Nothing is firefighter-proof.

In order to understand how to operate this unit, people need to understand exactly how the Type Six pump works. So, here are some insights on how the brush truck at Station One (most famous station) works.

For starters, make sure you have water in the water tank and fuel in the fuel tank. It's a very good idea to find where the wildland shelter is located because once you get out from your brush truck one scene, you have

to don that piece of equipment, and be wearing Nomex wildland turnouts, helmet and gloves. A face scarf could come handy, too.

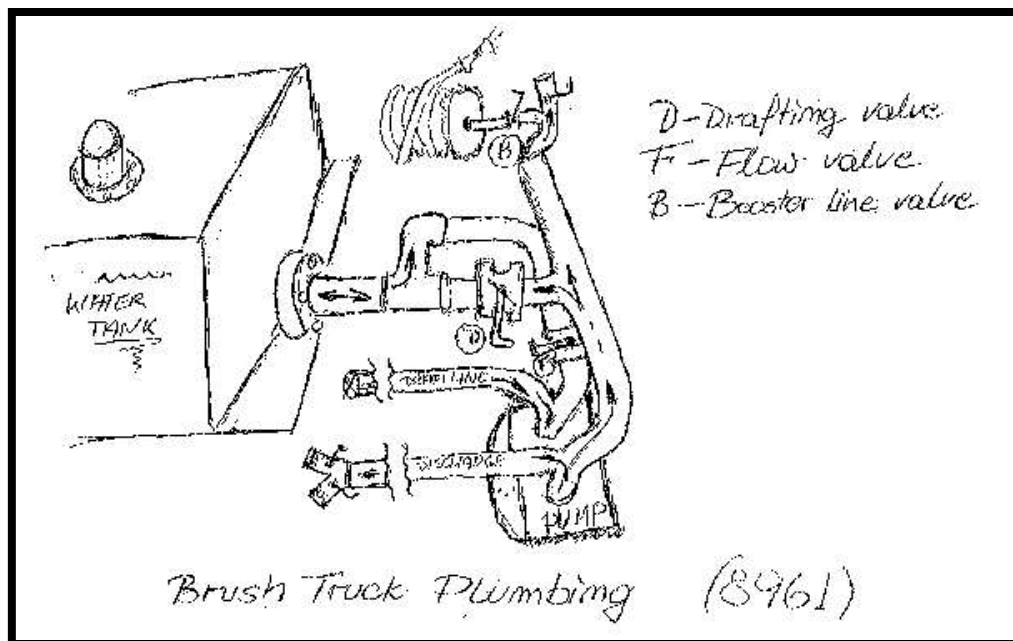
When you park, apply the foot break and get out of the truck, simply press the clutch and slowly pull the PTO lever up. Once you hear the PTO engaged, you release the clutch slowly, and the pump is engaged. On the outside, there are two handles on the drivers' side controlling water to the pump. One is for drafting and is in the closed position, the flow/fill handle controls the valve to the discharge ports. When you are flowing water that is in your tank, you don't have to do anything to those two valves. There is one discharge port in the back of the truck that usually has a Y on it, and another port on the driver's side, which has a side connector to a rubber booster line. On that line there is a ball valve controlling that line. [You will see that on the drawing.]

It is recommended to always put chucks under wheels, but in certain situations like rapidly changing fire conditions, you may consider not using wheel chucks.

The truck is ready to fight fire. In most scenarios, you won't have to do drafting as the tenders will fill you up from the top (direct tank fill). If you were to draft on this truck, a word explanation will be too lengthy for this article, so drafting will have to be learned hands on. When you start running out of water, you'll get back in the cab, press the clutch, and slowly push the PTO lever in. Roll the booster line back on the wheel (using hidden black button), or if you had another hose laid, disconnect that line and go to fill-up. As simple as that.

Plumbing

The flow/fill handle stays in open position unless you decide to draft. When you're drafting, you open the drafting handle and close the flow/fill one. Below are two diagrams explaining the plumbing on this type of engine.

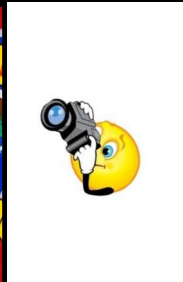


Since we had a lot of rain, and luscious fuels growing abundantly in the valley, wildland season may come late but there is no telling if it's going to be very active or not. We should be ready to jump on brush trucks and put out those fires.

*Ideal for vegetation fires. They can pump water while driving, whereas most, but not all traditional engines must be put into park to flow water.

Through the Lenses

Of: Dale Sandberg, Jason Bayless, and Ned Booth—IVFD Media Department





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ILLINOIS VALLEY FIRE DISTRICT SMOKE SIGNALS, MAY 2017



REMEMBERING OUR HEROES ON MEMORIAL DAY!



By Sue Williams

CERT

BEING COMMITTED

No, . . . not that kind of "being committed" to an institution! But having the kind of commitment one has to a family, or a cause, or to a close friend. That kind of commitment involves follow-through, a "saying-what-you'll-do-and-doing-what-you-say" kind of attitude. A commitment to CERT should be no less.

While we are a group of volunteers who can stay or leave the group when we want to, our membership is more than a social club. We train to support a group of first responders who put their lives on the line every time they jump in a fire vehicle and deploy to a variety of dangerous incidents.

As a volunteer group that is part of IV Fire, we need to make sure that when we train on areas that will directly support them, we are "present" in the training. What I mean by that is, for example, if we are doing classroom training, we need to be a participant and not just an observer. If we are doing any kind of driving exercise, learning new routes around the valley, or noting where bridges are located, we should also be noting the roadways, their names, the terrain surrounding them, how wooded the area is, the condition of the roads, how densely populated the area is, or any special feature or obstacle. Focusing on these things will make an impression that hopefully will stay with you when you're deployed in the dark of night to a structure fire or traffic accident. You learn by paying attention as you travel around and through our valley and not being distracted by social chatter. This is one part of the commitment to CERT training.

Commitment also involves following through with actions you agree to do; in other words, being individually responsible. We are such a small group and we are a new group; we have a lot to learn and practice in order to be confi-

dently prepared. One, two, or even three people cannot do all the tasks necessary to equip, maintain, resupply, fund raise, or plan and conduct trainings. If you volunteer to help with a project, get information on a project or piece of equipment, put together a training event, you need to follow through with that commitment. All of us have lives and responsibilities outside of CERT, but . . . you joined CERT to help make a difference in our community. So make that difference by being reliable for doing whatever you agreed to do.

One of the most active roles we play is that of deploying to an incident to provide traffic control. If you've volunteered to be part of the CERT first responder group either as a driver or as part of the responding team, and you've signed up for a given day, . . . be there. Make a special effort to organize your life so that you can meet that obligation. And if you can't be available for whatever reasons, at least let the driver know directly that you won't be available but that you are finding your replacement for that time. Yes, you are the one who needs to find someone who can fill your position, not the driver. Deploying with one is a scary proposition, but we've had to do it on occasion.

As we approach the summer months two things are of concern: fire season and the absences of some of our members due to vacations. Planning ahead for absences and letting people know well ahead of time that you will be gone can help make sure that vacancies are covered or that other plans for a CERT response can be put in place in advance.

It all comes down to being responsible to the commitment you've made as a member of an emergency response team. If you think CERT isn't making a difference, consider that through the middle of March 2017, we've provided over 300 hours of support to IVFD and our community that wasn't there before. That's a pretty nice accomplishment, I'd say!

The Firehouse Cook



By Pramada Kisiela:

User Friendly Lentils

We all know that legumes or more familiarly, beans - are very nutritious to eat. There are many varieties, and all beans con-



tain large amounts of protein, iron and other minerals, B vitamins and fiber. But - how to get people to eat them? Many beans require soaking and take a long time to cook, and a pressure cooker helps with most beans. Lentils, however, can't be cooked in a pressure cooker, don't need soaking, and take no more than a half hour to cook, maybe a bit more for soup. But how to make them tasty? My answer: Lentil Patties or Lentil Loaf. I experimented the other day and found that Lentil Patties were a big hit, and can be frozen after cooking for eating later. The herbs and spices not only add flavor but help with digestion of proteins, which is definitely user friendly! This recipe makes a lot; try making half into patties and half into a baked loaf, which can be sliced for sandwiches.

Step One:

Bring 2 cups washed lentils in 4 cups water and 1/2 t. salt to a boil, then turn heat medium low and cook un-

til tender; probably won't need extra water but check. Drain off any extra water.

Meanwhile bring 2 cups washed brown rice in 4 cups water and 1/2 t. salt to a boil, turn to low, put lid on and cook until all water is absorbed (usually about 45 minutes).

Step Two:

Sautee in oil or butter until just soft:

1 c. each minced onion, bell pepper, celery including feather tops, mushrooms or any other vegetable desired, carrots should be shredded. Amounts can of course be varied. Some recipes add 1 cup finely chopped walnuts. Grated sharp cheese can also be added.

While cooking add:

Minced garlic and ginger if desired

1 t. each turmeric, basil, paprika, basil and dill, salt and pepper. Rosemary and oregano can be added but sparingly.

Step Three:

Mix rice, lentils, sauteed vegetables in a big bowl along with 1-2 cups bread crumbs or crumbled toast, 1/2 c flour, and half a can of tomato paste if handy. When well mixed, form into flattish patties and saute in hot oil for a few minutes on each side. it is much easier to get them to stick together if you cool the mixture first. To make a loaf, butter or oil a baking pan and press down well, bake at 350 until crusty. Try spreading a thin layer of spaghetti sauce or ketchup on the top before baking.



May 14

Tech Tips

By David White, Systems Administrator, A.K.A "IT"



Mail gestures

The new Mail app in Windows 10 supports a couple of gestures for common tasks. Click on the gears icon in the app to bring up the Settings and switch to Option section. Now enable the 'Swipe actions' option and use the pull-down menu to define actions for the left and right swipe gestures.



Administration

By Jamie Paul, Executive Administrator



May Birthdays

Daniel Marler	9
Paula LeMasters	13
Richard Alves	16
Rose Davis	18
Ron Humphres	22
Toby Wallace	22
Sherryl Baker	24
Patty Booth	56
David Struewing	26

Anniversary Dates

Celebrating Years of Service..

David White	Since 2004
Dale Sandberg	Since 2004
Christina O'Brien	Since 2016
Kay Rodriguez	Since 2016

May Volunteer Events:

- Pet Parade 6

Joys and Concerns:

Chief Hoke is finally going in to get his knee replaced. After many painful hours trying to run calls he has decided enough is enough!!! Good Luck with your surgery this month. Hope your knee heals quickly and smoothly.



"Surgery went well, Mr. Hoke. I had a lot of fun rebuilding your knee joint."



Wishing you the very best this Mother's Day!

May Day History

May Day marks the half-way point between the first day of spring and the summer solstice. May Day dates back to the days of the Romans and involved many pagan rituals and ancient customs which were slowly phased out with the arrival of Christianity. Festivals, dances, and rituals related to agriculture and fertility were practiced by many Germanic and European countries. May Day also commemorates the struggle for fair labor practices and the Haymarket Affair of 1886. It is observed on May 1st each year.



Armed Forces Day	20
Memorial Day	29



Remember - our fallen heros. They are the reason that we are free.