

Sublimity Fire District

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We're on the Web!
www.sublimityfire.com

Physical Laws of Firefighting

- The Chief Engineer's Law of Gravity: Any tool, when dropped, will always come to rest in the least accessible place possible.
- The First Rule of Equipment: Any piece of fire fighting equipment will never malfunction until a) You need it to fight a fire, or b) the salesman leaves.
- The Second Rule of Equipment: Interchangeable parts DON'T, leak proof seals AREN'T, and self-starters WON'T.
- The First Law of Fire Chiefs: Given the equation $x=y$ = quality of fire fighting, when "x" is the ability that you can render and "y" is the

assistance supplied by any fire chief. If you can eliminate "y" from the equation, the quality of fire fighting will improve by "x."

- The First Rule of Bystanders: Any bystander who offers you help will give you none.

Wildland Laws

- Portable radio batteries will fail at the exact moment you need help.
- The person who contributed least to the fire fighting effort will be the only one interviewed on the six o'clock news.
- Never forget that your equipment was made by the lowest bidder.

Letters Mailed Re: DPSST Re-Cert Hours

Each member of the fire district recently received a letter about the DPSST required training re-certification hours.

This letter also included each person's fire training and fire response hour totals to-date. Failure to achieve the minimum DPSST re-cert hours will cause certifications to be classified as **lapsed**.

There is still time to achieve the minimum number of fire training hours needed for re-cert. On October 20-22, at Stayton Fire, Stan Cooke will be presenting his ITAC class, which addresses current fire fighting theory with a focus on accountability, smoke reading and fire attack tactics. This counts as 20 hours toward re-cert. Contact Amy to sign up.

The Sublimity Re-tone

Sublimity Fire District

From the Chief's Desk

I have often wondered who the most important person is in the fire ground arena.

In my opinion, it is the apparatus operator. This person has more responsibility and liability on their shoulders than any command officer.

The first responsibility of the apparatus operator is to know his/her vehicle and equipment, then the district, hydrants, routes, FDCs, map books and pre-fire plans. There is a lot more to being an operator than driving the apparatus fast. In fact, the best practice is to drive the apparatus safely, making sure the vehicle and personnel (whose safety is in your hands) arrive on

scene to make a difference.

The days of flat out risk everything driving are gone; it's your responsibility to make sure everyone, including yourself, goes home that night. District personnel need to understand that these vehicles are not your own, private cars. The board has put a lot of trust in your ability to drive safely and limit district exposure and your own personal liability by operating within the district's driver guidelines.

With a recent change in the fire community's focus, I believe you will see major changes in response procedures throughout the nation, including a concept like emergency

medical dispatch (EMD), but only for fire.

I know that this district will be addressing how many vehicles we have responding Code 3 to incidents. The new watchwords in the fire service are *risk - benefit*, and this certainly applies to our apparatus driving as well.



FROSTY

September 2006 Issue
Newsletter since 2003

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ALARM TOTALS

EMA	190
Service Calls	58
Fires	39
False Calls	18
MVA	17
Good Intent	11
Hazardous Cond.	5
Other	1
TOTAL	339

Check Out the New Format!

In case you haven't noticed, the newsletter has a brand new format.

Because of software and printer upgrades, the district is now able to create a more complete and nicer looking newsletter.

Our new newsletter will feature more photos and occasional color printing.

If you have stories or photos that you would like to have included in the newsletter, e-mail the administrative office at sta51adm@wi.com and

we'll see what we can do. At this point, only electronic files will be accepted.

The newsletter will also be posted on our Web site, so be sure to log on: www.sublimityfire.com and check it out for your-

self! On the Web site, you'll also find archives of our old newsletters. You can look back through at some of the things that have happened in the past few years, or just check out the old recipes.

Every Seat, Every Belt, Every Time

By Chief Gary Morris, Published in Fire Rescue Magazine, August 2006 issue

"I saw a flash of another vehicle going under the windshield," says Captain Chad Dragos as he recalls the accident in which a Lexus passenger vehicle impacted his E-One Typhoon engine. Dragos and the other two members of his crew describe the next few seconds as "darkness with flashes of light" within a dust- and smoke-filled cab, while shattered glass struck them. As they skidded along the road, the entire rig twisted and they felt the cab begin to crush in around them. The impact was so violent, the firefighters report a feeling of being upside down and rolling over as the rig's doors popped open and windows shattered. As their out-of-control 15-ton truck rolled over the car, they all wondered when the horror of what was happening would end.

HOW IT HAPPENED

On Friday, April 14, Engine 141 of the Daisy Mountain Fire District, north of Phoenix, was en route to a reported roll-over auto accident with lights and sirens operating. It was one of several units responding to the incident. Proceeding ahead of them on the same road were Battalion 141 and Rescue 141.

At approximately 1750 hrs, Engine 141 had just negotiated a gentle curve and was entering a westbound stretch of straight road on a 45-mpg, two-lane highway. A pickup truck approaching from the opposite direction had slowed to a stop in the eastbound lane of traffic to yield to the engine. A Lexus driving behind the now stopped pickup suddenly pulled around the pickup and into Engine 141's traffic lane. The impact was so instantaneous that neither vehicle left any skid marks prior to impact.

The engine rolled up over the Lexus, pushing it backward as the engine continued moving forward. Because of the engine's forward momentum, the car was rolled onto its top and then spit out from under the engine. The engine continued westbound, sliding off the road to the right. The front of the engine struck an

embankment of hard rock and dirt, causing the rear of the engine to skid around to the left. The truck stopped at a nearly 90-degree angle to the embankment.

When the engine rocked to a stop, each crewmember conducted a quick self-assessment for injuries. Captain Dragos asked for individual reports from his crewmembers. Within seconds, all three members determined they were mobile. Engineer Mike Hill and Firefighter Juan Reyes exited the rig, grabbed a medical kit and went to evaluate the driver of the Lexus.

Captain Dragos tried to find a portable radio, as the crash had disabled the truck's radio system. After a few seconds, he found one among the crushed debris in the cab, contacted the dispatch center and requested help. Hill and Reyes conducted a patient evaluation and determined that the Lexus's male driver, and only occupant, did not survive the crash.

Engine 141 was severely damaged: The dash was pushed up and in; the captain's side was crushed in on the corner; the windshield had popped out; both the driver-side and captain-side doors popped open; the windows on three of the four doors had shattered; the 750-gallon water tank had separated from the frame and was pitched up and out of the rear bed; and the cab had folded in the middle and shifted sideways about 30 degrees.

SEATBELTS SAVED THEM

All three fire service members walked away from this violent crash because they were wearing their seatbelts. They were transported to the hospital for evaluation and released that evening. Hill suffered minor lacerations on his arms and reported having sore arms and a sore wrist. The soreness was likely a result of grasping the steering when it collapsed and twisted during the crash. Reyes missed two shifts with a severely bruised hip. Dragos was evaluated and released with no apparent injuries.

Although this incident had a tragic

ending with the death of the driver of the Lexus, it could have been even worse—there could have been three additional deaths. With this in mind, consider the following lessons learned from this incident.

Seatbelts: *Seatbelts save lives and minimize injuries.* This was a horrific and tragic high-speed crash. Although the truck was totaled and the cab was severely damaged, crewmembers received only minor injuries. All three were able to dismount the apparatus and render aid.

Ejection Openings: In this crash, both the driver's door and the captain's door popped open. The windshield and windows of three doors shattered. *Each of these six openings would have allowed an ejection route had the members not been wearing seatbelts.*

Cab Protection: Modern standards for crew-compartment protection protected the crew. This crash resulted in significant damage to the apparatus, but the cab compartment absorbed the crash energy to protect the passengers. However, *survival of this kind of accident can only occur in conjunction with seatbelt use.*

Predicting the Other Driver: Be prepared for the unpredictable driver. The sudden move by the approaching driver to cross into oncoming lanes was unexpected. Be prepared for the unexpected, and *wear your seatbelts from the moment you leave the station to arrival on scene.*

BUCKLE UP

Each of the lessons learned noted above can be directly connected to seatbelt use. With this year's International Fire Safety Stand Down focusing on vehicle safety, we must remember the importance of always wearing our seatbelts. After hearing about the incident described here, the 8-year-old son of a member of the Daisy Mountain Fire District said, "Every seat, every belt, every time." I believe this is a good motto for all of us to keep in mind every time we get into a rig.

The Cooking Corner: Chex Muddy Buddies

Recipe submitted by Intern Geoff McFarland

Ingredients:

9 cups Chex cereal (Corn, Rice and/or Wheat—your choice)
1 cup semisweet chocolate chips
1/2 cup peanut butter
1/4 cup margarine or butter
1 teaspoon vanilla extract
1 1/2 cups powdered sugar

Instructions:

Pour cereal(s) into large bowl. Set aside.

In 1-qt microwave-safe bowl, combine choc. chips, peanut butter and margarine. Microwave on HIGH 1-1 1/2 min or until smooth, stirring after 1 minute. Stir in vanilla. Pour chocolate mixture over cereal(s), stirring until all pieces are evenly coated. Pour cereal mixture into large re-sealable plastic bag with powdered sugar. Seal securely and shake until all pieces are well-coated. Spread on waxed paper to cool. Enjoy!

Cowboy Breakfast a Big Success

At its most successful Cowboy Breakfast yet, the Sublimity Firefighters Association went through 97 pounds of pancake mix, 128 dozen eggs, 185 pounds of ham, 55 gallons of orange juice and 18 gallons of milk, while serving between 900-925 people during the annual two-day event.

The breakfast was an excellent fundraiser for the Firefighters Association, bringing in a profit of \$2035. The ma-

majority of the food and supplies was donated by local businesses.

Association President and Breakfast Committee Chair Brandon Hamilton thanked local businesses for their support, volunteers (district volunteers and citizens) for taking their entire weekends to help make the event such a success, and community members for turning out and showing their support for the volunteer firefighters.



Above: Intern Geoff McFarland serves up pancakes while Kim Zuber prepares eggs.

Far right: Chief Frost assists in cleaning up the bay.

Near right: Captain Brandon Hamilton and board members Gary Rychard and Rick Kauffman keep busy working the grills.

September Events

- 4 – Labor Day (office closed)
- 7 – Dinner, EMS Drill, Business Mtg.
- 10 – Harvest Breakfast, Station 51, 7 a.m.—noon
- 11 – Patriot Day
- 13 – Safety Committee Meeting, 3:00 p.m.
- 13 – Board of Directors Meeting, 7:00 p.m.
- 14 – Drill
- 21 – Drill
- 28 – Drill

Congratulations!

Brandon Hamilton and Haley Halligan tied the knot Saturday, August 19, at the Gentle House in Monmouth. They honeymooned in Las Vegas. Best wishes to the bride and groom!