



RFD Training Newsletter

April 2015



April Training Calendar Highlights:

Multi-Company Drill – Annual Wild land Training will be held at the Training Tower.

B'C's Academy

Multi Agency Response to Violent Incidents – Part 2

Hazmat IC Course

Fire Engineer:

Open: May 11-25, 2015

Written Exam: June 8, 2015

Orientation Day: June 12, 2015

Outside Interviews & Performance Exam: June 15 & 16, 2015

Inside Interviews: June 22 & 23, 2015

Fire Captain:

Open: June 15-22, 2015

Written Exam: July 1, 2015

Orientation Day: July 6, 2015

Outside Interviews & Assessment Center: July 8 & 9, 2015

Inside Interviews: July 16 & 17, 2015

Engineer Written Exam:

- 1st date is Monday, June 1
- 2nd date is Monday, June 8

Captain Written Exam:

- 1st date is Tuesday, June 23
- 2nd date is Wednesday, July 1



Engine Company Responsibilities during Auto Extrication Incidents

The latest Practical Application was recently published relating to Auto Extrication. This practical application will give us all a standard of operation for engine companies and truck companies when responding to an incident that requires auto extrication.

The Pumpers Local

First Engine or Unit On Scene

- Establish Incident Command as needed.
- Stabilization (deflate one rear tire only, turn ignition off, place transmission in park, and apply parking break). See definition for stabilization.
- Move seats, pedals, and roll-down windows prior to disconnecting batteries
- Disconnect batteries. (Black first, Red last)
- Cut seat belts. (Use diagonal cutting method)
- Peel and peek. (Checking for Air Bags, Curtains, etc.)
- Remove Glass. (Side Windows only as needed)
- Provide Fire Extinguisher or Hose Line.
- Provide patient treatment per protocol.

Trigger Points:

As an Incident Commander, a great trigger point to use is our department's 20min marker. If the plan/incident is not going well, or the patient has not been extricated after the first 20 minutes, think about reevaluating the plan, switching out crews, or calling for additional resources.

Why do we only deflate one rear tire to stabilize the vehicle?



Eliminating the option of deflating the front tires for stabilization will prevent the vehicle from being lowered closer to the ground, which prevents the truck companies from inserting cribbing used for additional stabilization when performing dash jacks, and dash rolls.



Working on the Truck



All trucks have now been equipped with new extrication equipment. Holmatro tools are now a standard on every truck.

First Truck Company On Scene

- Complete a size up of the incident.
- Confirm that the Engine Responsibilities have been completed.
- Determine the need for additional stabilization, equipment, and resources relating to extrication.
- The truck company captain is responsible to determine the proper method of extrication to be used on each vehicle.

A training video will soon be uploaded to Target Solutions that will demonstrate each cut relating to the new practical application for auto extrication.



Roof Operations

We currently have the following practical applications for ventilation:

7.1 – Positive Pressure Ventilation

7.2 How to Vertically Ventilate

7.3 How to ventilate a steep pitch roof with a chain saw & roof ladder

7.4 Hydraulic Ventilation

The training division will soon be focusing on a standard for the following:

Flat Commercial Roofs: Wooden I Beam, Open Web Truss, Metal Gusset Plate, and a review of Panelized Roofs.

Rib Arched Roofs vs. Bow String

Center Hallway Structures

Offensive vs. Defensive Cuts

Attic Fires

Steep Pitch Roofs from an Aerial



Sitting in the Captains Seat



Training for every possible incident, and staying current on firefighting strategy & tactics, EMS, Rescue, and Hazmat will help you mitigate every incident safely and proficiently as a company officer.

EMS – Current EMS Protocols for ALS and BLS, and department policy and procedures for Exposure Reports.

MCI – The basics of running a multi casualty incident using Incident Command, Medical Communications, Triage Unit Leader, Treatment Unit Leader, and Transport Unit Leader.

Structure Fires – (RECEO) Rescue, Exposures, Confinement, Extinguishment, Overhaul, & Salvage & Ventilation at anytime. Assigning a first alarm per the incidents needs. Offensive vs. Defensive attacks. Strategy & Tactics for contents fires, structure fires, attic fires, basement fires, and wild land fires.

High Rise – ALS Base. Attack, Lobby, Staging and Base

Rescues – Low angle rescues, elevator rescues, and technical rescues.

Hazmat – Isolate and deny entry, identification resources, basic decontamination, containment and ICS.

Mentoring & Promotional Section

Oral Interview Tips:

Parts of an Interview: Opening, Body, and Conclusion.

Be able to define the position and duties of the position.

Know the difference between an Objective vs. Subjective question.

Tie all qualifications back to the position you are applying for. Answer each question as if you are working in the position you are seeking.

When asked a subjective question during a promotional interview that relates to the duties of the position you are seeking, define your required duties as you speak about each division of your department. Example: What does the job of fire captain consist of? Answer the question defining the duties of a captain relating to Operations, Training, Administration, and Prevention. The majority of candidates will focus strictly on the duties relating to Operations.



EMS



Hospice: To Resuscitate or Not to Resuscitate

How many times have responded to a medical aid and you find out the patient is under hospice care? Why did they call you if the patient is in hospice? First, remember hospice does not mean NO CARE, by definition it means: “care designed to give supportive care to people in the final phase of a terminal illness and focus on comfort and quality of life, rather than cure. The goal is to enable patients to be comfortable and free of pain, so that they live each day as fully as possible.” Often you are called because the patient is experiencing a complaint that is causing distress or discomfort. Under this situation all care to reduce distress and discomfort should be provided.

Now, what about the hospice patient who is in cardiac arrest upon your arrival? What now? This should be an easy answer but that is often not the case. If you are presented with a Do Not Resuscitate (DNR) dated within the last year, signed by the patient (or their medical power of attorney) and the patient’s physician: do not start care or immediately withdraw any care you have started. Often family members or home care assistants are not prepared for the final stages of death and need the reassurance of EMS providers. They may be scared, emotional, and unsure what to do in this situation. Your job is to provide reassurance, direction, and emotional support.

“An advance directive is a document by which a person makes provision for health care decisions in the event that, in the future, he/she becomes unable to make those decisions.” In Riverside County, EMS providers are allowed to honor a specific advance directive known as a POLST (Physicians Order of Life Sustaining Treatment). If you respond to a patient with this type of advanced directive follow the directions on the form. This form directly informs EMS providers what the patient and his/her physician want if they are not able to give direction. You are not required to make Base Hospital Contact but if you are unsure of what course of action to take you may consult with a Base Hospital, make sure the hospital is aware on the POLST and the patient’s wishes. Include a copy of the POLST form with your E-PCR if possible.

In any situation if you are unsure of how to react always ask yourself ‘what is in the best interest of the patient and his/her family?’ Make a choice to advocate for your patient. Sometimes people just need our guidance and kind words in a very life-altering situation. Be that provider.

By EMS 1

Specialty Stations



JACK BACK™
padding with
breathable D3
cloth keeps
shoulder straps
separated for
easy donning

**ATTACHMENT
POINTS**
at six locations

- front
- sides
- rear travel
restraint loop
- sternal
- dorsal

**ALUMINUM
D-RINGS**
for lightweight
comfort

**ALUMINUM
COBRA
BUCKLES**
for donning
and doffing
ease



**FIXED DORSAL
D-RING**
(ANSI Rated)

**UNIQUE
COAT-STYLE
ENTRY**
prevents possible
contamination from footwear
with no need to step over
or through the harness

STERNAL D-RING
for tower climbing,
limited fall protection,
or hoist operations
(ANSI Rated)

GEAR LOOPS
enable quick
access to
equipment

LEG LOOPS
adjust quickly
for maximum
comfort

WORK-RESCUE HARNESS

**RSQ3 and all truck companies
have been upgraded with new
rescue harnesses.**

Description:

The Work-Rescue Harness is a class III harness that offers a perfect balance of donning/doffing speed, lightweight materials and overall comfort for rescuers who work in the demanding vertical environment.

Specialty Stations



The department is looking into placing these E-tools on units such as E11 and E13. RSQ3 currently carries this Edraulic Tool (E-Tool).

Description:

The Edraulic Combination tool is a battery powered hydraulic spreader and cutter. The tool is designed for portability and does not require a gasoline power unit and hydraulic hose to support it. The SL357-E2 is the latest version which is lighter and stronger than previous generations.