

This Month's "Working Fire"...

Volume 95-9: September 1995
Approx. Program Length: 55:56

Building Collapse & Fire
Los Angeles, CA

FIRST REPORT

Approx. length: 2:50

Los Angeles City firefighters responded in the middle of the night to a vacant building completely engulfed in flames. First-in companies began an interior attack but quickly backed out and went to a defensive mode. The attack was going well when a wall came down on 13 firefighters outside. Rescue crews went to work feverishly to save their colleagues. In all, ten firefighters were transported and three were treated and released. One firefighter sustained a fractured lower leg and a serious back injury. We will follow up with a full incident report on an upcoming edition of Working Fire

Ultralight Plane Crash
Pittsfield, MA

Approx. length: 10:27

On Father's Day, a 77-year-old pilot was attempting to land his homemade ultralight plane. He came up short of the runway and landed 60 feet in the air among pine trees. Firefighters faced access problems getting into the woods and up to him. He was alert and conscious. But, as the technical rescue team found anchor points and began climbing to get to him, he took a turn for the worse. The victim was suffering from crush syndrome and there was little, if anything, responders could do for him. The man died while still in the plane. This segment chronicles the two-hour rescue effort and follows up with a discussion about crush syndrome and the proper field treatment for EMTs and paramedics. Discussion topic: Discuss the equipment you should have with you at a crush incident. For more information on this incident, contact: Chief James Tobin, Pittsfield Fire Dept., 74 Columbus Ave., Pittsfield, MA 01201. Or call: (413) 448-9764.

Ambulance Crash/Safety
San Diego, CA

Approx. length: 2:58

A recent collision between a 1993 Ford Chassis Econoline and a passenger vehicle points up the importance of knowing your equipment; not just your ambulances, but all of your emergency response vehicles. Regular maintenance, including daily fluid and tire checks, weekly routine checks and more advanced maintenance after every 5,000 miles is discussed in this segment.

***Remember, we're looking for your input and suggestions!!
Call us at (800) 516-3473 and let us know about your upcoming
training on so we might include it in our programming!***

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Fire Investigation K-9 Units MO State Fire Marshal's Office

Approx. length: 8:45

This segment is a nice add-on to the three part series on fire investigation that ran in Volumes 95-5, -7 & -8. This month, we discuss how and why arson investigation K-9 units are valuable and go through a demonstration with "Gus," a golden retriever used to sniff out accelerants. For more information on fire investigation or using K-9 units for accelerant detection, contact: Asst. Chief Ken Hines, 3700 Bray Court, Columbia, MO 65203. *NOTE: Look for Enhanced training on using arson K-9 units in the Working Fire Trainers' Manual.*

Swift Water Rescue Training Part III: Pre-planning & Overview

Approx. length: 2:30

The trainers from Dive Rescue International finish up swiftwater rescue training with information on pre-planning and a brief explanation of four rescue techniques. For more information on swiftwater rescue training, contact: Dive Rescue International, 201 North Link Lane, Fort Collins, CO 80524. Or call: (800) 248-DIVE.

Chevron Fire Brigade Training Part I: Valve Isolation

Approx. length: 9:07

The first of our series on industrial firefighting and EMS practices gets back to the basics on valve isolation. Hose patterns are discussed and demonstrated as we take you through an evolution to isolate a combination flammable liquid fire. Safety is emphasized, as well as "practicing like you play." For more information on these industrial training segments, contact: Lt. Steve O'Hare, Chevron Fire Brigade, 841 Chevron Way, Richmond, CA 94802. Or call: (510) 242-5576. We'll continue our series next month by looking at some haz-mat basics.

FIRE MEDICS

Setting Up Medical Rehab Part III: Why You Need A Rehab Sector

Approx. length: 3:45

We wrap up our series on creating a medical rehab sector with the reasons you need it. We narrow the focus to explain the responsibilities of the Incident Commander, crew supervisors and frontline personnel. Most importantly, you need to remember that you need to train with a rehab sector in place long before you use one on the emergency scene. For more information on setting up a medical rehab sector, contact : David Becker, Chief Medical Officer, Chesterfield Fire Protection District, 15405 Olive Blvd., Chesterfield, MO 63017. Or call: (314) 532-4571.

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UP TO CODE

Length of Service Award Bill

Approx. length: 6:00

Nearly 150,000 volunteer fire & ems personnel in 37 states receive Length of Service Awards (LOSA's) for their contribution in their communities. They are earned over the years of service and are collected at the time of retirement. But, a technicality in the tax laws requires recipients to pay taxes on their LOSA's long before they claim the cash. Representative Amo Houghton, R-NY, has sponsored a bill that would defer the taxation on LOSA's until the time of collection. To get involved, contact your congressman or senator. Or contact Rep. Houghton's office at: 1110 Longworth HOB, Washington D.C. 20515. Or call: (202) 225-3161.=

Enhanced Training

Fire Investigation: Part IV

Objectives

Student objectives for this training session are:

1. To understand the criteria for using arson K-9 dogs.

Standards and Regulations

This training is compatible with NFPA 921 "Guide for Fire and Explosion Investigations" (1995 Edition).

Training Outline

- A. This is Part four in a four-part series on fire investigation and the fire company. In Parts One and Two we learned important elements to observe on the exterior and interior of the structure involved in fire. In Lesson Three we covered the follow-up investigation interview. In this lesson, we will examine the use of arson dogs in investigating fires.
- B. The use of dogs for law enforcement and search and rescue work is very commonplace. In recent years the scope of use has expanded into the fire service with accelerant detection dogs, commonly referred to as arson dogs.
- C. As with many resources we use in the fire service, the availability of an accelerant detection dog may be limited. (As an example, there are only two in the State of Missouri). Most departments that own accelerant detection dog have a certain criteria for use. Requirements and suggestions will vary by area or region. Check with the accelerant detection dog handler in your area for specific requirements. Generally, for the safety of the dog, the following applies:
 1. The loss should be incendiary or reasonably believed to be so and there should be some indication that an accelerant was used.
 2. The areas of origin should be identified, or at least the general area.
 3. Depending on the travel distance for the dog, the loss should be of fair value.
 4. Debris should be removed or will be by the time the dog arrives. The scene should be reasonably dry. Water and ice are a pretty effective vapor barrier.
 5. The dogs can be used to eliminate an area of damage, but this is not the primary use for the dog.

Answers to Fire Investigation Quiz on following page:

1. False 2. True 3. False 4. a. 5. c.

Fire Investigation: Part IV

6. The dogs are specially trained and very talented but are not fire investigators. As with a camera or tape recorder, they are only a tool. They are used to assist in the location of samples of accelerant at the scene.
7. If the dog is a long distance away, samples can be taken and then confirmed by the accelerant detection dog at a separate location.
8. The accelerant detection dog have very few shortcomings. The primary one is that they don't work well in wind or smoke. The wind on a complete loss or grounder will or grounder will often cause the dog problems.
 - a. Smoke will cause the dog to refuse to sniff. If it hurts your nose, multiply that feeling and that is how it feels to the dog.
9. Try and provide for the dog handler the following information prior to their arrival:
 - a. What burned and how bad?
 - b. Is the fire out?
 - c. How much debris is on the scene?
 - d. Where is the point of origin?
 - e. Is there evidence of an incendiary fire or is the investigator fishing for possibilities?
 - f. Is there a certain area to be examined?
 - g. Are there any flammable liquids that belong on the scene?
 - h. Are there any hazards? (i.e. CCA lumber, chemicals, collapse, etc.)

Enhanced Training

Fire Investigation: Part IV Quiz

Select the best answer:

1. True or False Accelerant detection dogs can determine point of origin.
2. True or False Accelerant detection dogs are a limited resource for determining the presence of acceleration.
3. True or False Accelerant detection dogs work well when smoke is present.
4. Accelerant detection dogs work best when:
 - a. the scene is relatively dry
 - b. there is great deal of smoke remaining
 - c. there is no wind
 - d. none of the above
5. Accelerant detection dogs are best used for:
 - a. determining cause
 - b. determining origin
 - c. locating accelerant locations
 - d. all of the above

Bibliography

National Fire Protection Association, Batterymarch Park, MA; *Guide for Fire and Explosion Investigations*; 1995 edition.

Missouri Division of Fire Safety; Jefferson City, MO.