CAUGHT IN THE MIDDLE OF LEADERSHIP

by
Ray Crouch, Sr.
University of Tennessee Fire Department Consultant

Have you ever seen birds setting on a power line and wondered why the high voltage power that passes through the line did not electrocute them? Well, we know that the answer to that question is that the circuit is not complete unless the bird touches the grounding line so that the circuit is complete and the current passes through the bird. These birds “on the Line” can be compared to the middle management of fire departments. The company officer is the middle management of the fire service. Sometimes they are Captains, sometimes Lieutenants, and sometimes they have other names or ranks, but the bottom line is that they are usually in charge of a group of three or four firefighters and one or sometimes two vehicles. But one thing is always certain; they are always “On the Line.”

In an article back in 1999 Fire-Rescue Magazine compared the company officer to a person walking a tightrope. The article said that there are two characteristics of a good middle manager: (1) Supports the fire department in word and deed, and (2) Supports the firefighters in word and deed. If you think about those two characteristics carefully, you will see why being a company officer and being in the middle between the Chiefs and the Firefighters is such a balancing act.

The Fire Chief expects you to enforce policy, rules, and regulations. He expects you to carry out orders and meet deadlines. Sometimes there will be real conflicts between what is perceived to be the right thing to do by the Fire Chief and how the firefighters think it should be done. It is the company officer that gets caught in the middle. You may understand what needs to be done and by when, but you, the company officer, may not totally agree with the decision. Yet, you are the person that will be held accountable for completing the assignment – on time and within budget.

The successful company officer will “walk the tightrope” between these two positions. I have found from my experience that it is always best to be honest and open about your feelings. You may say to your firefighters, “Hey guys, I don’t totally agree with this decision either, but after all, we signed on to do a job and this is the job that we have been assigned.” I have found that it is best not to discuss the particular part of the policy or assignment that you disagree with, but to say, “After we get this done, we can discuss the pros and cons in more detail when we have some down time, in the mean time, lets just get it done.”

Be sure that you follow up on your promise to discuss the situation in more detail later. This would make a good discussion for a time when you are at the fire station with some stand-by time on your hands. As a responsible company officer, bring the discussion up yourself. Don’t wait until someone else has the floor and you have to be the referee. After bringing up the topic, have each person tell what their policy would be if they become the Fire Chief. Don’t argue or agree with anyone until each firefighter has made his or her position clear. Take notes as they talk on the major points, either pro or con. At the end of each person’s statement, ask him or her any questions you may have to fully understand their position on the topic. Once each firefighter has had a chance to talk, you can then give your opinion about the subject. Remember; never criticize the Fire Chief or the Fire Department – instead, tell the firefighters what your policy would be if you were the Fire Chief and why.

CONTINUED ON PAGE 16
WICKET!! had a full summer of training to continue building the foundations of her SAR (Search and Rescue) work. I started her initial SAR training in trailing (similar to tracking but the dog follows the general path of the subject, whereas in tracking the dog follows the exact path of the subject). WICKET!! knows at the end of every trail her subject will have her favorite reward, either a special treat or her toy. It is a toss up among handlers whether our dogs are really seeking their food or toy reward or the subject himself. All the dog knows is that it is a game and the dog wins every time he plays it.

WICKET!! returned from her third seminar in the last four months. Each seminar stresses her by living in a strange place with several dozen unfamiliar dogs and handlers. I would rather find out early in a dog’s life if he has the stable temperament that is required for a good SAR dog. The more I expose the dog to challenging and unusual situations the less distracted he is by new environments. The instructors have always been encouraging after they get over their reaction to her size.

I try to ‘run a trail’ at least twice a week. I am training a scent discrimination dog which is a dog who is cued to which subject he will find by the scent the subject has left at the beginning of the trail. This may be brought to the scene on a known article of clothing that no one has touched to the initial footsteps of the subject.

In addition to the trailing, agility and obedience are being continuously trained and more complex work is demanded each time. Agility is as important to a SAR dog as his trained specialties. This not only gives the dog confidence but helps him in more challenging terrain so he gets through his assignment without injury. Obedience is important for the safety and efficiency. Being able to direct the dog will help the search effort by saving time and energy.

Every time we go for a walk I try to find something that WICKET!! can climb so she challenges herself on unstable surfaces. As she becomes more comfortable on different surfaces, she gains confidence, relaxes in stressful environments, and will be more willing to follow my commands (commands that were learned at a different time and place, separate from the current exercise). Teaching a dog a complex behavior starts with training each behavior separately and then combining them into the more complex one. Another rule of training is to only change one variable at a time. If I am lengthening her trail, then I will make it less complex for her.

One of the important ‘rules’ for my dogs is eating and drinking on command (for poison control). After observing a very ill dog from drinking out of a contaminated puddle, I decided to control these activities so that the chances of poisoning were less. I start by training the ‘Leave It!’ Then the dog learns the concept of not consuming anything unless it hears the command. Eventually the dog learns that eating and drinking are under my control when he is with me and hopefully this will carry over to the other times in his life.

One of the characteristics that make a good SAR dog is what we refer to as ‘drive’. It could be the energy, tenacity, or the willingness to learn new things at a rapid rate. All of these contribute to a better SAR dog and its quality of work. The higher the drive the steeper the learning curve and the more the dog wants to work. Unfortunately the dog learns the search game faster than the handler and each dog’s success is related to how well the handler learns how to teach and read his or her dog.
ENHANCED SAFETY FEATURES SEEN IN REFURBISHED SCOTTSVILLE AMBULANCE
by Michael K. Johnson

In 1993, the Scottsville Volunteer Rescue Squad purchased its first modular type III ambulance from Medtec Ambulance Corporation. That unit served us until the spring of this year when it was sent to be refurbished. The unit is now back in service to the citizens of the Scottsville area and sports several new and enhanced features that will improve the care given to our patients and the safety of our crew. The refurbed unit has a 2003 Ford E350 chassis under it with Ford's new Powerstroke® diesel motor/transmission combination. A few of the new features are listed below:

- LED light technology included to reduce amperage draw on the electrical system.
- New radio/switch console with integrated load manager to protect the electrical system.
- New upholstery in the patient compartment including enhanced corner head bump protection.
- Underbody scene lights that improve visibility while working around the outside of the unit at nighttime.
- Two white cornering lights on each side that are attached to the turn signals for better visibility in the blind areas of the vehicle while turning.

Many thanks go out to all who helped with this project and to PL Custom Emergency Vehicles of Manasquan, NJ for their exceptional craftsmanship.

PUBLIC SAFETY PLANS MOVE TO WACHOVIA BUILDING
by John Oprandy

As you may know, the County purchased the Wachovia building located on 5th street extended some time ago. Over the next year, renovations will be made to the building to make room for several county departments including the Police Department and the Department of Fire & Rescue.

COMPUTER-AIDED DISPATCH
by John Oprandy

The Planning Department has been understaffed for quite some time now. Our new ESN maps are a high priority; however, they have not been completed yet. Draft maps for Crozet were printed, reviewed, and additional changes are being worked on by Planning. In the meantime, the CAD management team has been discussing new ideas/changes for CAD. Chief Oprandy is working with the City and ECC to determine the feasibility of implementing some of those ideas. In the meantime, remember that OIC’s need to call for second alarms whenever there is a working incident, and tankers will frequently be dispatched when they are not necessary.

FIRE COMMUNICATIONS TO MOVE TO ECC
by John Oprandy

The draft dispatch protocols for fire communications at ECC have been written and approved. The process of moving dispatch to ECC has been delayed some by a permitting process we had to go through before placing an antenna on a tower site. We are currently looking at January 2004 as a possible switchover date.
THE TRAINING GROUNDS
by
M. Scott Lambert

In this edition of the training grounds, I’d like to discuss a few issues that many folks may not know about. The first of these issues is the training committee – and its function.

For those of you who do not know, the Training Committee is comprised of local training officers from our fire and rescue stations. Every county agency holds a seat on this standing committee of ACFRAB. Our primary mission is to provide training opportunities for our providers of fire and EMS based upon the needs of our system. In order to accurately plan for training classes, it is imperative that you provide feedback to your representative on what training is desired. Currently, we are in the process of planning all training classes for the next fiscal year. This is tremendously important, for if a class is not planned for, we will not have the necessary budget to conduct the class. Without your input – we would not be able to accurately forecast our training needs. If you do not know who your representative is, please inquire from your senior officers.

I would also like to give an update on our regional fire training center. The site has been undergoing repairs for what seems like an eternity. Well – we have good news. The electricity is finally restored to the training center, and by the time that you read this – the center should be back online. In the future, the training committee has recommended and endorsed full utilization of the burn house – meaning that the training division will be sponsoring multiple burns throughout the fall of the year. Contact your training officer for further details.

Lastly, I would like to remind everyone of the resources that the training division has. In our office, we have a myriad of training resources – such as books, videos, manuals, drills, and materials that can assist you in your fire and EMS training. The material is available for anyone to “check-out” and preview. Hopefully, in the near future, we will have an on-line database that will allow you to search and reserve any available training resource.

Thanks for all of your support in our training classes. We look forward to seeing you in the near future.

STONY POINT NEWS
by
Jack Mellott

Stony Point is having a good year. We’ve continued to build our membership and increase our certification levels. In July we acquired a Holmatro Self-Contained Rescue Tool. This small handy tool can be deployed almost instantly and can be used in a very wide range of applications.

Brush 63, the old duce and a half, is almost back in service. It underwent extensive work and will complement Brush 64. It will never go very fast, but it can get to very rugged places.

As of October 1, we are scheduled to have a new web address: www.spvfc.org and invite you to visit.

We developed a movie for new SPVFC members and mutual aid stations. The short video details our command structure and gives an overview of our apparatus. Just give us a call, we would be glad to send your station a copy.

Our elected officers are:
• Chief – Ted Armentrout
• Assistant Chief – Jack Mellott
• Battalion Chief – Josh Wilberger
• Captain- Gary Hoerman

We also adopted a new station patch in June (see below). New members- Rachel Woloski and Ashton Beebe

In June, Mark Hefren and Eric Lohman completed the Albemarle County Fire Academy.
We had six members attend the VEHEXT class in March and eleven attended the Pegasus LZ coordinator class in June.

VOLUNTEER TRAINING ACADEMY GRADUATION & AWARDS CEREMONY

Tuesday, 16 December 2003
1900 Hours
Albemarle County Office Building
Lane Auditorium
RSVP to 434.296.5833 or cdavis@albemarle.org

Light refreshments will be served.
Class A or Class B Uniform Dress
Open to the public; all are welcome!
CARS RECEIVES NEW HEAVY RESCUE SQUAD
by
John Burruss

This fall CARS will place in-service a 3rd heavy rescue truck, Squad 135. This comes after 7 long years of hard work by the committee assigned to replace the technical rescue team’s aging 1979 Chevrolet C-60 work truck. Squad 135 will respond primarily to technical rescue incidents as well as structure fires and heavy vehicle rescue incidents.

Squad 135 is a Pierce aluminum non-walk-in heavy rescue truck that will carry the squad’s technical rescue equipment. The chassis is a Mack MR688 with a 400 horsepower Maxidyne diesel engine connected to an Allison 6-speed automatic transmission. The truck will have full heavy and vehicle extrication capabilities and will haul the technical rescue team’s 20’ Wells Cargo heavy-duty collapse trailer when needed. Electrical power is provided by an Onan 40 kW PTO generator which supplies power to the Will-Burt 9,000 watt light tower and over 18,000 watts in exterior lights. Also supplied are two electric cord reels that hold 400’ of 6/4 cable. The truck also carries a 6,000psi six-bottle air cascade system that feeds two 400’ long high-pressure air-line reels. This will allow us to supply air and power to the top floor of any local high-rise building.

In addition to a complete set of Hurst hydraulic rescue tools, Squad 135 carries a double set of high-pressure air bags, a Slice Tool exothermic torch, plasma cutter and complete set of forcible entry and firefighting gear. The truck will carry all of our confined space rescue equipment such as atmospheric monitors and search camera along with most of our building/trench collapse rescue gear. A 15,000 lb. front mounted winch, twin awnings, VHF/UHF radios and complete Whelen LED light package round out the truck’s capabilities. Squad 135 is also fully NFPA 1901 compliant and meets FEMA’s criteria for a heavy rescue truck.

“With this new truck, we now have a greatly improved response capability as well as much more reliable vehicle”, Fleet Operations Manager Benjamin Sojka said as he summed up the new unit’s capabilities. “With a state-wide response area for technical rescue, the TRT was in dire need of a much larger truck to haul the team’s rescue gear. The old truck was just flat worn out and was really limited in space. This new vehicle will allow us to carry everything in the rescue equipment cache, and allow for future expansion as new technology comes on-line.”

“As soon as we can get this vehicle placed in-service, we will be traveling around to all the local fire/rescue stations to show how everything works”, said Jake Benner, TRT Captain. “We want everyone to become familiar with a new local resource and know what great things this truck can do on almost any emergency scene.”
THE NATIONAL FIRE ACADEMY
by Jack Mellott

About a year and a half ago Captain Nickie Carter handed me a catalog from the National Fire Academy and told me to take a look and seriously consider putting in an application to attend a class.

At first glance, many of classes seemed about as relevant as the soccer scores in Brazil, interesting perhaps, but not pertinent to my station’s needs. However, the closer I inspected the catalog, the more I saw that I could relate to. In particular, the NFA has a series of classes directed towards volunteers. While the classes are open to all, the NFA calls the series the Volunteer Incentive Program. It could be named the ‘Intensive’ program, because the class I signed up for, Command and Control of Incident Operations required six full days of classes plus reading assignments on several nights. This was truly a college level course delivered in a very professional way by highly qualified instructors.

The take-away from that class was a very thorough understanding of the Incident Command System and very good practice in the NFA simulators. It could be named the ‘Intensive’ program, because the class I signed up for, Command and Control of Incident Operations required six full days of classes plus reading assignments on several nights. This was truly a college level course delivered in a very professional way by highly qualified instructors.

The take-away from that class was a very thorough understanding of the Incident Command System and very good practice in the NFA simulators. The class was an excellent investment of my time. The only cost to me was my time and the only cost to my station was for my meals. Uncle Sam picked up the rest.

Since that experience was so positive, I decided to attend the Virginia Weekend at the NFA September 13/14 of this year. I took the Incident Safety Officer class and once again was very impressed with the class. Since this was sponsored in part by the Virginia Department of Fire Programs, a fee of $60 per student was charged and covered meals, lodging, books and a shirt.

The NFA campus has comfortable dorm rooms, each with a private bath and TV. No, it is not the Boar’s Head, but it is very adequate. Food is plentiful and good. An indoor pool and weight

room are also available and the campus has a great road for running. The Command Post Pub offers some liquid refreshment and functions as a gathering place for telling tales. Lastly, and very impressively, is the library. Here you can check out virtually every manual, video or textbook on firefighting, fire behavior, fire theory, management, etc.

The NFA is a tremendous resource that is only three hours away. Much of their training is either free or nominally priced. The quality of the instruction is outstanding and the environment is very conducive to learning.

Information about next year’s VIP classes can be found at the NFA’s web site. Registration is sometimes required months in advance, so plan accordingly. Sometimes a class has an opening on very short notice, so keep checking back if you are trying to get into a particular class.

The 2004 Virginia Weekend at the NFA is next August 7 & 8. Classes scheduled are:


The Virginia Weekend is coordinated through the Virginia Department of Fire Programs so watch their website for application information as it becomes available.

EAST RIVANNA NEWS
by Pam Butler

Training Accomplishments
Andrew Goss – EMT
Patrick Butler – EMT
Dustin Lang – DPO

Welcome New Members
Dustin Lang
James Rexter, Jr.
Michael Trammell

Special Thank You
Thanks to Jason Tetterton for his time and energy updating the station’s website!

2003 Parade Awards
Scottsville
Best Appearing Tanker and Best Appearing Fire Department

Crozet
1st Place for Best Appearing Commercial Fire Engine and 1st Place for Best Appearing Fire Department

Graduation Congratulations
Paul Moody – Covenant School
David Moody – James Madison University

Wedding Engagement
Amanda Young to Daniel Vanderploeg

Weddings
Jessica Grimes to Calvin S. Butler (27 September 2003)
Kelli Kirby to Dustin Bryant (4 October 2003)
Task Force 2 was requested to set for certain deployment at 0030 hours on Sunday September 21, 2003. The following agencies were staged by 0800 hours at the Charlottesville-Albemarle Rescue Squad: Greene Rescue Squad, Lake Monticello Rescue Squad and the Western-Albemarle Rescue Squad. We received our formal request for deployment to Portsmouth, Virginia at 1000 hours.

The following equipment and personnel were deployed:

- Western-Albemarle 501
  - Kostas Alibertis
  - Carlton Frazier
- Greene Rescue 404
  - Wanda Hedges
  - Kevin Hedges
  - Bruce Jones
  - Jen McKee
- Lake Monticello 52
  - Dave McKinnon
  - Maurie Conrad
  - Jim Link
  - Bryan Morris
- Charlottesville-Albemarle 138
  - Anthony Yoder

Team Commander
  - Michael D. Berg

Prior to receiving our actual assignment, I met with the Task Force 2 team to share insight regarding the City of Portsmouth and its EMS system challenges.

After receiving our briefing from OEMS and event specific identification badges, we proceeded to our arrival point in Portsmouth with an arrival time of 1500 hours. We arrived in time to be introduced to the City Council of Portsmouth and later to the City Manager’s staff. We met with our contact person, Captain Ron Early and began the logistical process.

The following logistical events were addressed:

1. Communications – each crew was assigned an 800 MHz radio with an orientation on its use.
2. Each crew was assigned an on-duty firefighter as their navigator and support person.
3. Ambulance-to-hospital communications – with Tidewater being on a different H.E.A.R. channel and most of our trucks not having COR capabilities, cell communications between the vehicles and the hospital was established.
4. The Medical Director, Martin Payne, and I met to establish the use of Thomas Jefferson protocols and to address their local concern of a paramedic on each vehicle. Since it was a declared local and statewide emergency – their local requirements for staffing were lifted temporarily.
5. Captain Early and I met with the Pharmacy at the local hospital, Maryview, and established a rapport for the restocking of our drug boxes. This was met with no resistance and the process went very smooth.
6. Stationing – Greene 404 became Medic 106 and was housed at Station 3, Lake Monticello became Medic 107 and was housed at Station 4 (also the EOC for Portsmouth) and Western-Albemarle became Medic 111 and was housed at Station 1. Accommodations were superb.
7. Restocking of supplies and call reporting was addressed. Any supply not replaced by the hospital was replaced by Portsmouth Fire and EMS. The OEMS PPCR was utilized with all copies left with Portsmouth Fire and EMS.
8. Any vehicle maintenance and fuel was to be replaced and/or furnished by the maintenance facility for the City of Portsmouth.

9. As team Commander, I married to the on-duty EMS supervisor and was involved in call assignment and EMS system oversight.

Each crew was asked to split their teams into two response teams so shifts could be utilized in order to reduce the chance of fatigue and to not have 5 people on a unit for responses. The EMS Supervisor and I worked to “rotate” calls among the existing resources. Each crew was allowed to “tour” the city to see first-hand the damage the storm had created for this jurisdiction. Upon our arrival on Sunday, most Fire stations were on generator power, over 80% of the City was without power and the Mid-Town Tunnel was flooded thus reducing the travel pattern for the area. There were over 3,000 homes destroyed or damaged in this city of 100,000 people with 238 homes condemned. The National Guard and State Police were brought in also to assist with traffic and security measures. Many roads could not be accessed by emergency vehicles due to trees and power lines blocking the passage.

At the time of our release from the City of Portsmouth, Task Force 2 had responded on 39 EMS calls with the following breakdown:

- ALS – 8
- Life Crisis averted – 2
- DOA’s – 2
- No Transport – 5

CONTINUED ON PAGE 8
IN ADDITION TO EMS response, a team member was assigned to a fire person to assist with the delivery and pick-up of home oxygen from citizens whose normal means of supply was cut by the storm.

We did experience a vehicle mechanical issue which was addressed immediately by the City of Portsmouth – a transmission was shifting incorrectly. As it turned out, the alternator was spiking, sending messages to the computer to shift incorrectly – all expenses handled by the City of Portsmouth.

Daily reports were communicated with the Emergency Support Center at OEMS.

A face-to-face briefing was completed with Captain Earl, the Prince Edward team and myself prior to our departure. All team members returned safely home with a final arrival time of 1230 hours on September 24, 2003.

Our teams were received well and established a rapport with their individual stations quickly. Despite many of the on-duty firefighters and medics having had major damage and in some cases their homes destroyed, they all smiled. Our professionalism was commented many times by the Fire Chief and the City Manager who could not thank us enough for coming.

I had many one-on-one conversations with the Fire Chief, the Emergency Manager, the City Manager and the EMS Supervisor. I felt this only strengthened the relationship between our Task Force and the City of Portsmouth.

In closing, Thomas Jefferson Task Force 2 represented the Commonwealth of Virginia in a light no less than the professionals we are. Many of the firefighters and medics were simply amazed that we were volunteers with diverse and varying backgrounds giving our time to assist them in their time of need. Recovery will be long and painful, but hopefully our small contribution will make that recovery a bit less stressful.
ALBEMARLE FIRE & RESCUE WEATHER
HURRICANE ISABEL
by
Becky Robinette Wright

She was the size of Colorado. A rare category five, only the third in a decade. She formed near Africa, a small seemingly innocent tropical storm that quickly swelled to one of nature's weapons of mass destruction. Bold, defiant and looking for a fight she crept menacingly toward the East Coast.

Predictions were made for landfall. For several weeks she teased us, barely moving, never losing strength. The whole East Coast was on alert. Communities began to scramble as a path was projected. North Carolina and Virginia coastlines began immediate and massive evacuations. Isabel's 161 mph winds meant business and she was on the prowl. Monday, September 15, 2003, Governor Warner declared a State of Emergency, all possible resources were now on alert. The war with nature was about to begin.

Wednesday, September 7, 2003. Hotels all the way to Charlottesville were filled to capacity. Residents literally had to venture across state lines for hotel rooms, and Isabel hadn't even knocked on the door yet.

A small miracle happens. Two winds come up from seemingly nowhere and strike a blow to Isabel. This wind punch and slightly cooler waters took away a little of her power. At a category three now, winds 120 mph, she was still a force to be reckoned with.

Thursday, September 18,2003,11:00am,Isabel-now a category two sweeps her massive bulk of energy, wind and rain across the Outer Banks, N.C. Then onward and upward through Virginia, still a potent category one, she becomes a wrecking ball, a bully pushing down everything in her path.

Sustained winds up to 50 and 60 mph, gusts of 78 to 100mph. Giant dinosaurs of trees were like pieces of straw to Isabel. Along would come a gust and punch them down. The soil that had been saturated with rains all summer was like a sponge. The fact that the trees had experienced heavy leaf growth spurs due to the summer rain only intensified the problem. Had the hurricane passed when the trees were bare, the winds may have only passed through. Instead the leaves were so thick they formed pockets that filled with wind.

The storm marched fiercely across Virginia. Two million people were without power. Over 50% of the roads in the state had debris on them and were blocked.

At first fire, rescue and law enforcement struggled to keep up with the ever-mounting number of calls. As Isabel spewed her fury and conditions worsened, a decision had to be made. It is not a word those who have taken an oath to protect and serve desire to hear, Lockdown.

Lt. Earl Newton of Albemarle Police Dept reports that Command pulled officers off the road when the winds hit 50mph. The ECC and County Police HQ were on emergency generators. Some of the biggest problems encountered were loss of traffic signals. The police dept was divided in half, Newton said, they pulled 12 hour shifts. Most were doing traffic control after the storm. During the 24 storm hours, county police answered 578 calls, and put in 350 man-hours. At one point the count revealed 192 roads blocked by trees and power lines.

One officer was injured, there was some vehicle damage. The county had a car and a truck damaged.

Fire Chief Dan Eggleston said there were about 300 calls to Fire & Rescue during the hurricane's duration. Types of calls were auto accidents, trees down, lines down,2 water rescues and a couple of house fires (no real working fires). No firefighters were injured. Firefighters were on lockdown for about two hours. Minor calls (trees down) were held in dispatch until the brunt of the storm had passed. Several fire/rescue vehicles had minor damage, one Engine in Scottsville lost a windshield.

East Rivanna served as a shelter under the leadership of Chief John Hood. Nearly two hundred sought refuge at the station. "It was mostly adults," said Chief Hood." They were pretty calm considering the circumstances. Social Services and the Salvation Army fed them."

Many citizens wouldn't leave home without their pets, Chief Hood knew just what to do. "I opened up the bay as an animal shelter. I had several volunteers from the SPCA here helping. There wasn't any problems. The pets were kept away from the people area."

Chief Hood is no stranger to handling emergencies-he's been a firefighter for 28 years.

The cost of Isabel was $714 million and the price tag is still rising. Thirty deaths were reported. Isabel is gone now, but she will not soon be forgotten.
Albemarle County Fire Academy students get hands on experience at Station 2 when engine returns after maintenance. All the hose was reloaded with the work of Station 2 volunteers and Fire Academy students.

September 2003
Photo by Pam Butler

Deputy Chief Scott Davis, Firefighter Andrew Goss, and Firefighter Paul Moody
27 September 2003
Photo by Pam Butler

Live Burn Evolution
May 2003
Photo by Todd Southard

Wedding of Kelli Kirby & Dustin Bryant
4 October 2003
Photo by Scott Lambert
Hurricane Isabel arrived with a vengeance but all firefighters and EMTs were ready to respond at East Rivanna. Crews got little rest as four trucks were on the road around the clock clearing roads and responding to emergency calls.

Twenty-eight (28) brigade members logged in 630.5 hours during the disaster.

East Rivanna Ladies Auxiliary provided much appreciated support to the brigade with hearty meals, coffee, and their supportive presence.

Station 2 also functioned as an emergency shelter for 127 evacuees. Albemarle County emergency management officials arranged for food, lodging, and support to the evacuees while the Charlottesville-Albemarle SPCA provided a shelter in the fire bay for many four-legged friends as well.

Thanks to everyone for the huge team effort during the disaster.

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East Rivanna Volunteer Fire Company transformed the bay into a beautiful sunlit chapel for the wedding of firefighters Calvin Butler and Jessica Grimes on 27 September 2003. The green engines glistened in the bay flanked by an altar adorned with white and lavender roses with East Rivanna green highlights. The ceremony was highlighted by a poem read by Chief John Hood, the Fireman’s Prayer read by Assistant Chief Scott Goss, and Bible passages read by Firefighter Paul Moody. As the couple recessed from the ceremony, the duty crew, in dress uniform, stood at attention by the gear racks that glowed with polished helmets and folded gear!

This ceremony of commitment and love between this young couple was enhanced by the caring of their firefighting family of East Rivanna Volunteer Fire Company. Memorable times like this truly embody the commitment of this brigade to each other, their community, and the fire service.

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Albemarle County Department of Fire & Rescue
Training Division

FIRE & RESCUE REGIONAL SCHOOL

Saturday & Sunday
20-21 March 2003

Tentatively scheduled to be held at Monticello High School!

Watch www.ACFireRescue.org for more details!
## Albemarle County Department of Fire and Rescue

### OCTOBER 2003

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**NATIONAL FIRE PREVENTION WEEK**

12-18 October

### www.ACFireRescue.org
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www.ACFireRescue.org
A TRIBUTE TO ENGINE 22
by Jessica Grimes Butler

As we step back in time, the year is 1971. East Rivanna Fire Company has been up and running for only 1 year. Money is tight and the thought of ever responding to an EMS call is far from anyone’s mind. The vision of a green fire engine is absurd. Firefighters are known for riding on the tailboard of the engines and SCBA is still on the drawing board.

American La France arrives at the station with a 1970 American La France fire pumper. It is powered by a 6 cylinder, 220HP Detroit Diesel engine. It has a five speed manual transmission, a one thousand gallon per minute two stage pump, and a Pioneer Cab. It was the first year that American LaFrance showed the Pioneer Cab. This state of the art new pumper is East Rivanna’s to test drive for a week. At the end of the week, the Brigade meets with the Board of Directors and the cost of the engine is $32,500. The Board of Directors does not have the money to buy the engine but challenges the Brigade. If the Brigade can raise $6,500 in a week, then the Board will pay for the rest of the engine.

This American La France pumper is now known as Engine 22. It was the first Diesel powered fire pumper in Albemarle County. She has seen her fair share of fire and has been on the scene of nearly all major fires since she was purchased. Engine 22 is known for saving the town of Scottsville where it pumped 24 hours straight up against its governor, and was buried in the James River up to the tail board. Her distinct sound lets you know when she’s coming. Times have changed – red is a color of the past at East Rivanna – but everyone still shows Engine 22 the respect she has earned. Rust has begun to creep up her side and she has a few rough spots, but thanks to Firefighter Andrew Goss, her beauty will once again be seen. He has begun to refurbish old Engine 22 to bring her back to her glory days!!

FIRE IN THE WOODS
by Calvin Butler

At the stroke of 8pm, on a quiet, bitter cold evening in winter, East Rivanna’s pagers were toned for a fire in the woods. Attack 22 and Tanker 26 arrived on the scene to find a sea of trash, debris, and woods on fire. Car 21 and a few personal vehicles followed them into the ring of fire.

Firefighters stepped up to the plate and attacked the raging fire head on, resulting in a fast stop. The flaming inferno complicated by bitterly cold air, limited accessibility, and difficult terrain proved to be no match for the firefighters teamwork, skill, training and perseverance.

A special thanks goes out to the dedicated volunteers that left warm homes to assist with extinguishing the fire. Chief John Hood, Tony Santana, Scott Davis, Andrew Goss, Patrick Butler, Cynthia Turnage, Jason Tetterton, Jessica Grimes, and Calvin Butler deserve recognition on this call but all of our brigade members and fellow firefighters deserve recognition for their ongoing pursuit of service to our community each and every day!

SIRENS
SUBMISSIONS AND CONTRIBUTIONS ARE NEEDED FOR THE WINTER 2004 EDITION OF SIRENS!


Send your contribution to:
Albemarle County Fire & Rescue
401 McIntire Road, Suite 222
Charlottesville, VA 22902-4579
Voice: 434.296.5833
FAX: 434.972.4123
E-Mail: jnauman@albemarle.org
LEADERSHIP  
CONTINUED FROM PAGE 1

Make sure you then tell them why the policy is like it is now. If you don’t know why the policy is like it is now, then you should not be having this conversation. The Company Officer must be able to explain why a policy is like it is. If you don’t know, ask.

Don’t wait for an emergency to question a policy. During an actual emergency operation it is very important that everyone obey orders instantly and without question unless it is clear that you will endanger life by following the policy or orders. As a Company Officer, it is your duty to not only know the Fire Department standard operational guidelines, but to follow them. If an SOG is out of date or needs modification, you and the firefighters of your company should draft a sample of how you think the SOG should read and run it up the channels to see what happens. Who knows, you might actually change the policy. I know one thing for sure, if you go through the process of writing an SOG that the entire company agrees on, you will all be better for the effort.

Remember, you can’t be touching both wires at the same time or you, like the birds on the line will, “Get the Juice.” You must always do a balancing act. Spend some time with the firefighters — understand what they don’t like or think should be changed. Make sure that you have carefully weighted all the pros and cons and questioned all the possible solutions. When you have what you believe to be a solid proposal, it will be your turn to take it the “chief.” Don’t go as a group. You will be tempted to defend the position your company has taken instead of listening carefully to what the “chief” has to say about your proposal or why the policy is like it is now. It is now time for your to represent your company to the chief. Be careful to fairly represent both sides. Tell the chief only what all the group has agreed. Don’t credit or blame any one individual. Say “we” when you are talking to the Fire Chief and let the “we” mean all of the members of your company. When you go back to report to the company, once again, say “we” and this time let the “we” mean the Fire Department.

There can only be three answers when you return to the company: (1) The policy will not be changed, (2) The department will review our recommendations, or (3) The policy will be changed either in part or in total. If answer two or three is given, you have succeeded. You have a 67% chance of making constructive and positive change in your department if you follow this process. Remember – don’t touch both wires at the same time, but for the sake of progress of your fire department and in the fire service keep flying back and forth between the wires in the name of good communication and employee development.