



**State of Connecticut
Department of Emergency Services & Public Protection
Commission on Fire Prevention and Control**

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1. 1st Annual Dream Ride Firemen Chili Cook-Off

The First Annual Dream Ride Firemen Chili Cook-Off will be held on Saturday, August 27, 2016 from noon to 6 p.m. at the Farmington Polo Club Grounds in Farmington, CT. Fire Departments are encouraged to compete for thousands of dollars in prizes. First Prize is \$5,000!! See the attached for additional information and rules or contact Danielle Zercie (203) 250-5391 or Marty Smith (860) 985-6483. RSVP today to Marty by emailing msmith@turnpikemotors.com. Each team is allowed to bring one fire apparatus for display and encouraged to bring a banner to display on their serving table. Visit dreamride.org for additional information!!

2. Simsbury Volunteer Fire Company's 18th Annual Golf Tournament

The Simsbury Volunteer Fire Company and Ladies Auxiliary is hosting its 18th Annual Golf Tournament Fund Raising Event at Avon's Blue Fox Golf Course in the beautiful Farmington River Valley. The tournament will be held on Thursday, June 16th with a shot gun start at 10AM. Please go to <http://simsburyfire.org/golf-tournament> for tournament details and to sign up. While we can't guarantee your golf score we can guarantee you'll have a great time with friends and associates. Lunch & Dinner includes with lots of games and prizes throughout the day.

Link for more information: <http://simsburyfire.org/golf-tournament>

3. National Honor Guard Academy is Coming to CT

The NHGA is one of the premier honor guard training units in the country. This week long course is dedicated to developing and elevating the ceremonial knowledge and skill level of honor guard units while reinforcing a sense of pride and compassion by upholding honor guard traditions with precise attention to detail. The NHGA specializes in providing honor guard training to firefighters, police officers, and EMS personnel.

See attached for more information

4. 10 Things Firefighters Can Do to Reduce Cardiovascular Disease

Some of the nation's leading experts in the area of firefighting and heart disease have come up with a new checklist to help firefighters keep their hearts healthy. With 50 percent of all line-of-duty deaths being blamed on heart disease, there may be no greater priority than prevention. That's why the National Fallen Firefighters Foundation (NFFF) brought firefighters, researchers and physicians together in Washington, DC, last December for the *Heart to Heart* meeting.

The report lists 10 things firefighters can do to reduce cardiovascular disease. While much of it is common sense, the hope is the work being done by this group will put a new focus on keeping firefighters healthy so they can do what they do best: fight fires and save lives.

In addition, this report lists actions to help a company officer/crew boss and chief officers to encourage heart health among their firefighters.

Before the end of this year, NFFF will bring the same group together, along with marketing experts in an effort to strengthen and broaden the reach of this important message.

For more information on Heart to Heart, please contact Dr. JoEllen Kelly, jkelly@everyonegoeshome.com. If you would like to be placed on a list to be notified as more CVD material becomes available, please send an email to heart@firehero.org and note on the subject line, SIGN ME UP.

To download the full report visit:

<http://www.everyonegoeshome.com/wp-content/uploads/sites/2/2016/06/Heart-to-Heart-WP2016.pdf>

5. Firefighter Near Miss Report of the Week

Tiller Truck Leaves Without Tiller Operator

SUMMARY

The engineer of a tiller truck (tractor-drawn aerial) unknowingly drove the apparatus from the fire station without the tiller driver in the tiller cab. The tiller driver ran after the vehicle and climbed aboard as it was moving to gain control of the tiller.

EVENT DESCRIPTION

A tiller truck was in quarters when it received a dispatch for a collision involving two motorcycles. The engineer and captain got into the tractor cab while the tiller driver began donning his turnout gear before getting into the tiller cab. The tiller driver was still outside the vehicle when the apparatus began to move out of the station. The tiller driver yelled repeatedly for the engineer to stop, made an “X” with his arms over his head, and ran the length of the station bay after the truck. The engineer did not see him in the mirror or hear his shouts. The tiller driver was able to reach and close an open compartment door on the tiller truck as the vehicle pass through the front doors.

As the tiller-truck began to turn right onto a public street with its tiller cab unoccupied, the tiller-operator feared for the safety of the public and ran quickly after it. As the tiller began to sway into oncoming traffic, the tiller-operator was able to grab onto a handle and climb up into the tiller cab and take control of the steering wheel. He then shut the cab door, buckled his seatbelt, and communicated with the engineer that he hadn't been in the cab.

After clearing the call, the crew investigated how this could have happened. The engineer should not have been able to start the tractor at all; a safety switch should have prevented the truck's engine from starting if no one was seated in the tiller cab. The crew discovered that someone had tampered with this deadman-style switch, using a small piece of plastic to keep the switch activated. Due to the plastic, the engineer was able to start and move the tiller without a tiller operator.

[Go here to view report: Engineer Pulls out of Station Without Tillerman](#)

TAKE-AWAYS

This report doesn't say if the crew ever discovered who had disabled the safety switch or why they did it. Whatever the reason, this simple action could have ended up causing severe or fatal injuries to the tiller crew and members of the public.

After the event, the crew discussed how the tiller operator was at high risk of being seriously injured or killed had he slipped when he climbed up and into the moving vehicle. The officer and engineer reinforced that the high risk was not worth the benefit.

The crew decided that a best practice would be for the engineer to verify the presence of the tiller operator verbally via headsets before moving, in case a problem with the safety systems ever arose again.

DISCUSSION

- What safety features or failsafe mechanisms do your vehicles have?
- What safety features or failsafe mechanisms do your tools and equipment have?
- How can you prevent these safety features from being deactivated? Do you check to make sure they're still active at the start of your shift?

- Do you have safety procedures in place utilizing various forms of mechanical and operational safety practices, such as verbally checking with all crew that their seatbelts are fastened or mechanical deadman switches that prevent such actions?
- When your vehicles come back from maintenance, do you have a checklist for making sure all safety features are still enabled?

LEADING PRACTICES

Never disable safety features on vehicles or equipment that are in service. If you discover a safety feature that's inoperable, immediately notify your officer and fellow crew members, take the equipment out of service, and document the issue thoroughly. Label the equipment or vehicle in such a way that another crew will not put it back in service. Think about the lock-out / tag-out techniques (LOTO) we use for elevator operations, and implement a similar process so that no one attempts to use that vehicle or equipment.

Instruct all personnel that they're forbidden from tampering with any safety or failsafe devices. Hold discussions on how crews can verify that safety features are still working.

Some maintenance personnel may temporarily disengage or override these devices to conduct their servicing. When receiving any vehicle or equipment back from repair or preventive maintenance, check it thoroughly and make sure all safety features are operable.

6. Entry Level Firefighter Exam and Interview Prep

Bill Peltz will teach the Firefighter Written Examination Prep course at Norwalk Community College. It consists of 6 weekly two-hour sessions at 7 PM, starting on 6/16/16. The course covers everything from building a resume to acing the interview; every type of test question, including math and mechanical aptitude; and test-taking and score-improving strategies. To register, go to www.norwalk.edu and use the Flexible Registration Link.

7. Safe Boaters Class

Sponsored by The Gardner Lake Authority Conducted by CT DEEP Boating Division, The Gardner Lake Volunteer Fire Company Inc. is hosting for the 18th year a Safe Boating Class July 12, July 14 & July 19 2016. contact via e-mail command27@ymail.com to register

8. Fire Instructor I Class Hosted by Wolcott Company 2

Seats remain for a Fire Instructor I class hosted by Wolcott Fire Department Company 2. Classes to be held on 6 Sundays September 11, 18, 25, October 2, 16, 23 with a written exam date of 11/6/16. Cost is \$390 not including required text. For more information contact Captain Brian Andrews BAndrews@wolcottvfd.com. Flyer attached.

9. NFPA's Firefighter Fatalities report shows 68 on-duty firefighter deaths in 2015

2015 represents fourth time in the past five years the total death rate has been below 70

The [National Fire Protection Association \(NFPA\)](#) has released its annual [U.S. Firefighter Fatalities report](#), which showed that a total of 68 firefighters died while on duty in the United States in 2015. This represents the fourth time in the past five years that the total number of deaths has been below 70. The number of deaths of volunteer firefighters was the second lowest total ever reported (32 deaths).

The largest share of firefighter deaths occurred while firefighters were operating at fires (24 deaths), accounting for just over one-third of the on-duty deaths last year. This is the fourth time in the last six years that the total has been fewer than 25 deaths.

“For several years, the number of on-duty firefighter deaths averaged around 100 deaths per year, but recently there’s been a fairly consistent decrease in the annual totals,” said Rita Fahy, NFPA’s manager of fire databases and systems. “The 10-year average has now dropped from approximately 100 firefighter deaths to 81.”

Of the 68 firefighter fatalities last year, 32 were volunteer firefighters, 24 were career firefighters, six were employees of federal land management agencies, three were federal contractors, one was an employee of a state land management agency, one was a civilian employee of the military, and one was a state prison inmate.

Overexertion, stress and medical issues accounted for by far the largest share of firefighter deaths. Of the 40 deaths in this category, 35 were classified as sudden cardiac deaths, usually heart attacks, with onset while the victim was on duty. This reflects only one less death than the 2014 total, reinforcing last year’s finding, which showed that the general downward trend in on-duty sudden cardiac deaths since 2007 has stopped. Cardiac-related events accounted for 51 percent of the deaths in 2015, and 42 percent of the deaths over the past 10 years.

“While it’s encouraging to see an overall decline in the number of firefighter fatalities, areas of concern remain, particularly sudden cardiac deaths,” said Fahy. She also noted the significant number of cancer deaths and suicides among current and former firefighters that are not captured in the report that only tracks on-duty deaths.

The firefighter fatality study is made possible by the cooperation and assistance of the United States Fire Service, the Public Safety Officers’ Benefits Program of the Department of Justice, the CDC National Institute for Occupational Safety and Health, the United States Fire Administration, the Forest Service of the U.S. Department of Agriculture, the Bureau of Indian Affairs, and the Bureau of Land Management of the U.S. Department of the Interior.

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