



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

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- 2. New London County Fire Chiefs' Hosting Special Educational Training Seminars in Conjunction with the 2016 CSFA Convention**
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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. New London County Fire Chiefs' Hosting Special Educational Training Seminars in Conjunction with the 2016 CSFA Convention**

The New London County Fire Chief's will be hosting special educational training seminars, on Sunday September 18th in conjunction with the 2016 CSFA Convention. Go to: NLCFCA.com and click on Convention, or download the attached Flyers.

- 3. Employment Opportunity - Firefighter - Submarine Base FD - (Reposting)**

Did you know Navy Region Mid-Atlantic Fire & Emergency Services responds to more than 20,000 fire, medical, HAZMAT, and rescue calls for service annually onboard CNRMA installations and in the surrounding communities?

Firefighter-EMT's are being hired for Navy Fire & Emergency Services at Submarine Base New London, which operates two fire stations in Groton, CT.

Enjoy excellent benefits and competitive salary in a diverse workforce, with state of the art equipment.

“Protecting Those Who Defend America” is the creed of Navy Fire & Emergency Services as we support mission readiness by protecting Sailors and Marines and their families; employees and visitors; ships, aircraft, and installation infrastructure; and the surrounding communities with our mutual aid partners.

The announcement opens Monday August 1, 2016 at 12 am on USAJobs.gov and will only remain open until we receive 50 applicants. Look for announcement number SE60081-07-1762726PM432936D

Email us at CNRMA_fire_ems@navy.mil for our recruitment flyer or additional information.

4. Thomaston Fire Department Annual Fireman's Carnival

Thomaston Fire Department Annual Fireman's Carnival Wednesday, July 27th thru Saturday, July 30th. Carnival is located on Sanford Avenue. The carnival opens each night at 6:00pm and closes at 11:00pm. Wrist bands each night are \$22.00 per wrist band for unlimited rides.

New this year! Freshly cooked Roast Beef Sandwiches will be served **Friday Night Only July 29th** along with your favorite carnival menu.

Also new to our Beer Garden we will be serving Yuengling Lager along with Coors Light

Note the Change: Fireworks will now be held on **Friday Night, July 29th beginning at 9:00 PM**. Fireworks can be best seen from the carnival grounds, Sanford Avenue Field.

The annual fireman's parade will take place on July 30th at 6:00 PM

Raffle Tickets will include 5 great prizes. 1st Prize \$2,000.00 Travel Certificate redeemable at the Travel Center, 2nd Prize Ladies Dress Watch, 3rd Prize \$250.00 Gift Certificate redeemable at Barrett Family Oil, 4th Prize Men's Dress Watch, 5th Prize \$100.00 Gift Certificate redeemable at Thomaston Oil. Tickets are \$2.00 each. Raffle drawing will be held at 9:45 PM on July 30, 2016. Winners need not be present.

5. Firefighting Operations in Mega-Mansions Seminar Series

Seats are still available. Training is being held at the Connecticut Fire Academy on August 12th. Applications are available on the CFPC website. Class runs from 8:30 to 4:30. Registration fee is \$55.00. Applications can be mailed or faxed in. Payments are accepted on the day of the seminar. For any questions, please contact Program Manager Jason Decremer at 860-264-9242 or jason.decremer@ct.gov

Faculty:

Greg Jakubowski, P.E., CSP, FSFPE Past Chief, Lingohocken (PA) Fire Company

Christopher J. Naum, SFPE Chief of Training, Command Institute (DC|NY)

Program Description:

Today's residential homes are being built larger than ever and in all community settings from rural to suburban to urban. These occupancies present significant risks and operational challenges to commanders and firefighters, who must have increased knowledge and more skill sets to employ the operational models that must be used in these structures. The program examines building construction, engineered systems, design configurations, and characteristics of common mega-mansions--homes ranging from 4,000 to 40,000 square feet, with operational focus on the 6,000-18,000 SF residential footprint. Among the areas of discussion are the predictability of building performance; occupancy risk and reading the building; strategic command considerations, adaptive operational tactics and the latest on fire behavior; flow path and compartment control with insights on accessibility, limited water supply factors, and coordinated operational and incident management principles. This program has been designed and developed for all operational levels and organizational compositions.

6. CFA & Guilford Fire Department – Leadership 1, 2 & 3

The Connecticut Fire Academy and Guilford Fire Department are proud to announce course offerings for the National Fire Academy Leadership series this Fall. All courses will be held at the Guilford Fire Department. These courses are now pre-requisites to attend the NFA Managing Officer Program. Registration is limited to 30 students per class. A separate application needs to be filled out for each course being attended.

Fee: \$100.00 per course. Class times are 8:30-4:30 each day.

Any questions, please contact Program Manager Jason Decremer at 860-264-9242 or at jason.decremer@ct.gov For further information on these courses please go to https://www.usfa.fema.gov/training/nfa/programs/mo_program.html

7. Firefighter Near Miss Report of the Week**After Complete Loss of Brakes, Driver Ditches Apparatus****SUMMARY**

While it's a very rare occurrence, apparatus brakes can fail. This week's report discusses how a crew averted a potentially catastrophic collision. When the brakes failed on their engine, the driver found a safe place to veer the apparatus off the roadway to help stop the vehicle before a severe accident occurred.

EVENT DESCRIPTION

While returning from a call on the engine, we were headed down a hill with a 12% grade. We passed a small

store and stopped at the four-way intersection going northbound. Heading down the hill on a 10% grade, we made it a short way before the paramedic assigned to drive told us the vehicle brakes felt soft. He had the driveline/exhaust-brake lever fully engaged with no change in speed. We talked through adjusting the brake settings and checked the control switch on the dash.

As we gained speed down a long sweeping turn, the paramedic reported losing all of the brakes. We turned on our warning lights and siren, and I advised the crew that I was going to activate the captain's emergency switch, activating the emergency brake and told them to brace themselves. I counted down and flipped the switch with zero result. I flipped it several times with no change.

At this point, the driver had the vehicle in first gear, but we were still gaining speed. I announced over the radio that we had emergency traffic, that we had no brakes and needed assistance from PD to block traffic at intersections we were approaching. A PD unit reported he was in the area and had the intersection secured.

The road flattened slightly as we caught up to another unit and passed them on the left. Their slow speed blocked traffic in the other northbound lane and the driver and I agreed our only option was to "put it into the hill." We crossed the right shoulder and steered up the hill until we were concerned we were going to roll over. We turned back onto the roadway attempting to miss a concrete storm drain and then back into the right shoulder and hillside. This is where we came to a stop.

The entire situation lasted less than three minutes. I updated dispatch that we had come to a stop with no injuries. I asked that they notify the battalion chief and advised that we would need the department mechanic.

[View the report: Loss of Brakes on a Steep Grade.](#)

TAKE-AWAYS

As apparatus operators, we conduct daily inspections of our equipment. This includes running pumps and ensuring the various components of the vehicle operate effectively. If our brake check only consists of stopping the apparatus on the front ramp of the station, we're doing ourselves and our crew a disservice. Proper DOT airbrake function checks are paramount.

In the lessons learned, the reporter discusses conducting their routine apparatus check, but that this doesn't include a DOT airbrake function check. The reporter also stressed how crisis was averted by keeping a cool head and thinking outside the box to ensure a safe conclusion to the incident. Using local police for traffic control and making every effort to maintain composure kept other drivers safe from the unstoppable apparatus.

Seatbelt use has improved in the fire service, but this incident just reaffirms the importance to buckle as soon as you're seated. When the apparatus was driven into the hillside with the potential to roll, buckling a seatbelt at that point may not be remembered.

DISCUSSION

- During apparatus checks, what's your process to ensure your braking system is functioning properly? Does this meet the minimum requirements set forth by DOT?

- Have you reviewed with your senior driver/operators, training officers or department maintenance personnel on appropriate actions in case of a complete brake failure? Discuss the best practices with these individuals.
- Review your policy or procedure for driveline/exhaust brakes. Discuss how and when they are and are not to be used?
- In what areas of your jurisdiction could brake issues potentially have a devastating effect? Discuss how and when to downshift for steep declines for these areas.

LEADING PRACTICES

There are several key components of this near miss that demonstrate appropriate actions in a very hectic scenario. The reporter discusses how by keeping a level head, problem-solving can lead to the best possible outcome for an unfavorable event and that the use of seatbelts is vital when accidents do occur.

Apparatus can weigh as much as 75K pounds fully loaded and many factors can create mechanical issues that are detrimental for safe travel. Just because an apparatus is newer doesn't leave it unsusceptible to malfunction. Complacency about basic safety checks can easily set in, causing a false sense of security. We must know that all of our equipment is in proper working order.

Should a malfunction occur, quick thinking and appropriate action is paramount. This is only accomplished through a high-quality initial instructional process and continuous training thereafter. A thorough review of your apparatus' capabilities and limitations, specific to your jurisdiction, also ensures appropriate preparedness for such an event.

RELATED NEAR MISS REPORTS

- [Bridge Weight Limits Exceeded During Response](#)
- [Tire Failure on Tanker](#)
- [Excessive Speed Leads to Pumper Rollover](#)
- [Broken Vehicle Suspension Nearly Causes Roll Over](#)

ADDITIONAL RESOURCES

- [FirefighterToolBox.com Article: How to Perform an Air Brake Test](#)
- [Fire Engineering Article: Air Brakes and the Driver Operator](#)
- [IAFC's Fire Department Maintenance Program Development \(PDF\)](#)
- [Analysis of Firetruck Crashes and Associated Firefighter Injuries in the United States](#)

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