

# ON SCENE



FOR AND ABOUT THE EMPLOYEES OF THE JACKSONVILLE FIRE AND RESCUE DEPARTMENT

November 2011



## AERIAL RESCUE





## DEAR FELLOW FIREFIGHTERS

### What's new?

That's a popular question, especially in our department, and it can spark plenty of conversation. Life at the fire station naturally leads to interaction among personnel, and this often reveals who has a knack for communicating.

If you have been on the job for a few years, then you can appreciate officers who deliver clear and effective communication, whether it's on the fire ground, during a class at the Training Academy, or while you're learning the basics of the job. Captains and Lieutenants who are effective communicators are typically successful in their careers, and they're in a unique position to help their Engineers and Firefighters become successful as future leaders. In fact, effective leaders are often effective communicators. They may say a lot or a little, but they usually get our attention and make themselves understood because they choose their words wisely.

Effective leaders also have a passion for setting the very best example. If you're a Captain or Lieutenant, then you understand you're in a prime position of influence when it comes to leading your colleagues. This influence is both an opportunity and a responsibility to improve our department as well as the skills of our personnel and customer service.

Using your influence as an officer can be as simple as placing an emphasis on getting out of the station quickly or ensuring that your Engineer always drives safely. It can involve focusing on how to reduce expenses where the opportunity presents itself, like keeping the thermostat in your station set at a reasonable temperature or ordering only the supplies you need. As an officer, when thinking of how to positively influence and lead others, you might also consider how your officer mentored you and motivated you as you came up through the ranks.

Whether our department's officers are excelling in these areas of influence or whether they need some improvement, I believe that effective communication is a factor because they are leading a team. Our Captains and Lieutenants need everyone to understand the objectives and then do what is required to be successful and safe in achieving them. When teamwork is successful, it fosters mutual respect.

I have communicated with you about leadership before, and my convictions about leadership are strong enough to continue doing so. I have also made Leadership Development one of our department's Strategic Initiatives, all of which are contained in a document I recently distributed by e-mail. The Professional Growth and Development Plan has components of leadership training, and nearly 350 of our officers have completed the Company Officer Class since it launched in March 2007. That's excellent progress, but I believe more attention to grooming our emerging leaders – especially Lieutenants and Captains – would benefit all ranks as well as the citizens we serve. So I welcome your thoughts on leadership development.

I will share one final thought on the power of choosing your words wisely, and this applies to all ranks. Communication doesn't end when we close our mouths; the effects can be long lasting and far reaching, for better or worse. So please make every effort to communicate effectively, clearly and honestly. That's what effective leaders do.

Sincerely,

A handwritten signature in black ink, appearing to read 'C. Moreland', written over a white background.

Dr. Charles E. Moreland  
Director/Fire Chief

**About the Cover:** Engine 13's Firefighter Shane Ward is one of two dozen JFRD members who recently participated in a four-day/on-duty/off-duty course in aerial rescue. The exercises centered around patients trapped 30 to 40 feet up in trees.

# Fat SUBJECT

A popular myth is that there is a specific range of heart rates in which you must exercise to burn fat. Cardio machines perpetuate this idea by including a “fat-burning zone” on their display panels, encouraging people to exercise in a specific heart rate range.

Have you ever wondered if you really have to exercise in a specific heart rate zone to lose fat? And what happens if you venture out of that zone? Jason R. Karp, PhD, a nationally recognized exercise physiologist who coaches recreational runners to Olympic hopefuls through his company, RunCoachJason.com, sheds light on this issue.

## Fuel Use During Exercise

During exercise, you use fat initially and then mainly carbohydrates as exercise intensity increases, with these two fuels providing that energy on a sliding scale. The body will only draw upon protein as an energy source under extreme conditions, such as starvation. During low intensity exercise (e.g., walking), fat accounts for most of the energy expenditure. As exercise intensity increases past a certain threshold, the energy contribution from fat decreases, and the contribution from carbohydrates increases. This threshold marks the transition between exercise that is almost purely aerobic and exercise that includes a significant anaerobic contribution. At some point of high-intensity exercise, which is different for each of us, carbohydrates become the only fuel source. And when carbohydrates are burned, they will not be stored as fat.

Since more fat is used during low-intensity exercise, people often assume that is best for burning fat, an idea that has fostered the “fat-burning zone.” However, during high-intensity exercise, the rate of caloric expenditure and the total number of calories expended are much greater than during low-intensity exercise, so the total amount of fat used is greater.

## Workouts for Fat Loss

To maximize your fat loss, try these workouts. For assistance in designing effective, safe workouts, consult with a certified personal trainer or schedule a fitness assessment with Tom Fonger at the Training Academy – [tfonger@coj.net](mailto:tfonger@coj.net).

### Go Hard

A great way to perform high-intensity exercise and decrease your body fat percentage is through interval training, which breaks up the work with rest periods. Not only does interval training allow you to improve your fitness quickly, it is also more effective than continuous exercise for burning lots of calories and increasing your post-workout metabolic rate. Try one or two of these workouts each week:

- 5-6 intervals of 3 minutes at 95-100 percent maximum heart rate with 2-minute active recovery periods.
- 4 intervals of 4 minutes at 95-100 percent max HR with 3-minute active recovery periods
- 8-12 intervals of 30 seconds with 1-minute active recovery periods.

Each of these interval workouts should include a warm-up and a cool-down.

### Go Very Long

Long runs or bike rides (1½–2 hours at 65–70 percent max HR) that promote the depletion of glycogen threaten the muscles’ survival, since carbohydrates are muscles’ preferred fuel. In response to this threat, muscles “learn” how to use fat and over time become better fat-burning machines.

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## THE BOTTOM LINE

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**Fat and weight loss is about burning more calories than you consume. It matters little whether the calories burned during exercise come from fat or carbohydrates.**

**PERSONNEL FITNESS**



# No Felines, Just Trouble In The Trees

The cliché image of a firefighter coaxing a cat from a tree is not as simple a rescue as it appears. Sometimes you can't see the danger for the trees, and training in the discipline of aerial access will open your eyes and elevate your understanding.

About 25 members of JFRD – all rope rescue technicians – recently participated in a four-day course, on duty and off, which simulated the rescue of an arborist stranded 30-40 feet up in a tree. There was no bucket truck, no ladder truck, just rope rigging, spurs on the students' boots and a 24-foot ladder to forge a path straight up to the patient. The training, which took place in a wooded lot in the Arlington area, included access evaluation, patient packaging in the tree and safely lowering the patient to the ground.

The exercises mirrored one of the more common incidents involving rope rescue – an inexperienced person trying to trim a few limbs who gets trapped or succumbs to fear or fatigue. But more unusual calls can involve parachutists and even the hunter in a broken “climbing” tree stand. Even if a ground ladder can reach the stranded people, their descent must be safe guarded with fall protection, sometimes a rope lowering system. If a ladder cannot provide access, then the only answer is to deploy a rescuer into the tree, which requires rigging high anchors for the rope systems.

Firefighters learned that taking rescue to such heights has obvious risk, since trees can be unforgiving if not evaluated and approached with training and caution. Electrical lines, falls,



Lt. Jesse Brown and Engineers Dallas Butler and Josh Montoro belay firefighters positioned 35 feet up in a tree during an aerial rescue exercise. About 25 JFRD members, all rope rescue technicians, recently completed the training.





**Firefighters Shane Ward and Elliot Watkins prepare to package a “patient” during an aerial rescue exercise.**

and chainsaws are also factors. The JFRD class covered those issues and some of the less attention-grabbing hazards like root rot, dead limbs, insects, and poison oak. On occasion, first responders must overcome these to reach the patient.

“Our Technical Rescue Team has rappelled off of buildings and participated in numerous high-angle exercises and incidents, but tree rescue has several variables that we need to be familiar with to ensure our safety,” said Special Operations Chief Les McCormick. “For example, you’re not likely to find a reliable Class A anchor point in a forest. You could easily be relying upon a limb to effect your rescue.”

JFRD members also honed their throw bag techniques, which is the initial phase of rope rigging. Think of tossing into the branches – the strong ones – a small weight tied to a cord which ultimately helps thread the full-size rope into a crotch, the point where a branch stems from the trunk or joins another branch. Firefighters also practiced their climbing skills – wearing spurs – and learned that situational awareness applies from top to bottom, especially when you consider falling objects and the force of impact.

During the rescue evolutions, each team was put on the clock, and the timer kept ticking until the 150-pound mannequin/patient was on the ground. Times measured between 25 to 45 minutes, and most of that was invested in preparing for the climb and packaging the patient.

“Those are good times,” said Glenn Peroni, who is a Lieutenant on the Leesburg, Fla. Fire Department, an arborist and an aerial rescue instructor for North American Training Solutions.

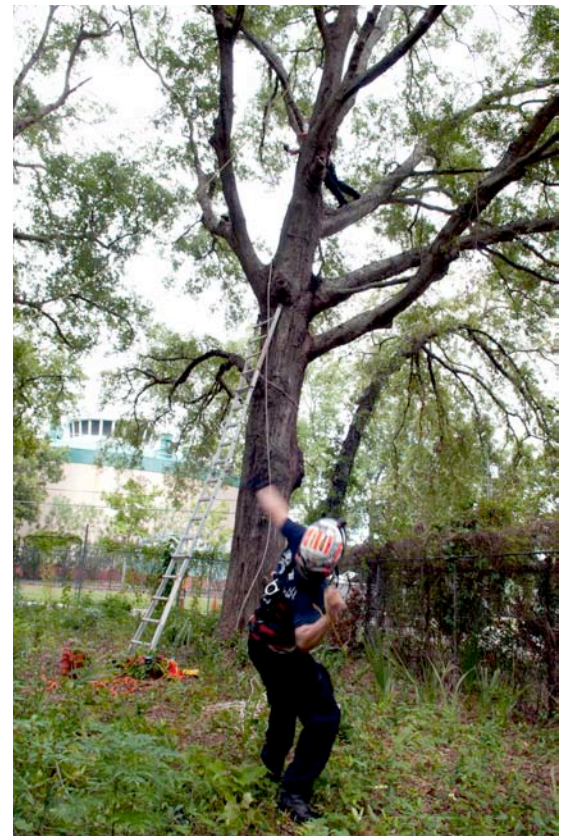
Peroni, a USAR member with Leesburg, didn’t participate in JFRD’s training, but praised our Special Operations Team for adding aerial rescue to its agenda.

“There’s a fatality involved with tree work every three-and-a-half days,” Peroni said, adding that the industry of arboriculture is growing as more people seek opportunity during the economic downturn.

“People become more willing to try other vocations,” he said. “You might have a plumber who isn’t working because there’s not enough new construction, so he tries tree work.”

The problem, Peroni says, is not everyone considers the potential for danger. A total of 1,285 workers died while performing tree care and maintenance from 1992 – 2007, according to the National Institute of Occupational Safety and Health. The most common cause of death – 44 percent of the fatalities – involved being struck by an object, such as a branch. Falls to a lower level killed 34 percent of the 1,285 workers and contact with electric current led to 14 percent of the reported deaths.

**Ready, aim, throw. The first step in rigging rope is using a throw bag system which positions a cord between the branches that will be used to pull the rope into position.**





# PROMOTIONS



**Battalion Chief**  
**Greg Roland**  
**Rescue 103**

## **Captains** (Provisional)

**George Bartley**  
**R-5-A**

**James Taylor**  
**R-36-C**



**Lieutenants**  
**Chris McKeown**  
**R-103-A**

**Justin Morris**  
**R-22-C**

## **Engineers**

**Danny Abboud**  
**R-21-A**



**Gerald D. Bailey**  
**R-50-B**

**James C. Bennett**  
**R-1-C**

**Sharaad Christopher**  
**R-35-B**

**Matthew T. Conner**  
**R-7-B**



**William R. Coyle**  
**R-35-C**

**John D. Crawford**  
**R-25-B**

**Timothy Curington**  
**R-42-A**

**Adam Esslinger**  
**R-17-B**



# PROMOTIONS



**Ryan Gordon**  
R-58-A



**Donald Hardin**  
R-21-B

**Marcus Holliday**  
R-34-C

**James Lanier**  
R-52-B



**Zack Lundy**  
R-36-B

**Allen Mason**  
R-7-A

**Matt McCormack**  
R-31-B

**Daniel McGowan**  
R-17-C



**Erika McManus**  
R-28-A





# PROMOTIONS



**Jeremy McRae**  
R-52-C



**Scott Miller**  
R-34-A

**Clinton Milstead**  
2007 Firefighter of the Year  
R-19-B



**Robert N. Nail**  
R-59-A



**Sam Oughterson**  
R-21-C

**Shawn Palmer**  
R-71-B

**Stephen Park**  
R-58-B



**Justin K. Pinker**  
R-5-A



**Joseph Rhoden**  
R-5-B

**James F. Schaudel**  
R-30-C

**Stephen C. Schnepel**  
R-28-C



**John K. Solberg**  
R-1-A



**Brian B. Southall**  
R-4-B



# PROMOTIONS



**William T. Spicer**  
R-1-B



**Preston L. Taylor**  
R-17-A

## Dispatch Way Back



Fifty years ago, dispatch or Fire Control, as it was called, was a two-person operation based at Station 1 at Ocean and Adams streets. The small control room was known as "The Booth" and included a telephone switchboard on the right, a turn out board on the left, and in the middle, a filing system of 3x5 index cards which listed street names and corresponding fire districts. Frank Wiley (left) and J.W. Jackson (right) were on duty when this photo was taken in the early 1960s. Jackson received calls and communicated with stations using the switchboard. Wiley used the turn out board, a system of red and green lights, to track which apparatus were committed. The microphone next to Wiley was part of a radio system he used to communicate with stations and apparatus. If you look above the turnout board, you will notice a window through which you can see Engine 1 and the ladder attached to its side.

**Learn more about JFRD's history at the Jacksonville Fire Museum**  
or visit its web site [www.jacksonvillefiremuseum.com](http://www.jacksonvillefiremuseum.com)





Mayor Alvin Brown dropped by JFRD's booth at the Black Expo last month and visited with (L-R) Eng. Cynthia Downer and Firefighters Berlinda Tookes, Francine LaFavor, Dallas Cooke and Robert Kappelmann.

# CALL VOLUMES October 2011

## ENGINES

E31 .....383  
 E19 .....328  
 E28 .....324  
 E51 .....317  
 E30 .....310  
 E22 .....306  
 E1 .....304  
 E152 .....300  
 E21 .....293  
 E32 .....286  
 E44 .....286  
 E18 .....278  
 E9 .....269  
 E10 .....256  
 E24 .....256  
 E36 .....248  
 E27 .....247  
 E42 .....247  
 E17 .....234  
 E25 .....233  
 E4 .....233  
 E34 .....232  
 E20 .....230  
 E7 .....227  
 E2 .....224  
 E13 .....218  
 E58 .....201  
 E5 .....196

E150 .....195  
 E154 .....190  
 E59 .....183  
 E135 .....178  
 E55 .....174  
 E37 .....148  
 E12 .....147  
 E14 .....138  
 E57 .....127  
 E33 .....125  
 E29 .....116  
 E26 .....107  
 E41 .....107  
 E11 .....106  
 E23 .....93  
 E49 .....92  
 HAZ7 .....70  
 E16 .....70  
 HAZ21 .....66  
 E143 .....62  
 E53 .....56  
 E48 .....53  
 E46 .....52  
 E56 .....51  
 HR4 .....24  
 AIR5 .....22  
 E45 .....18  
 E40 .....16  
 CVAN .....16

## RESCUES

R31 .....352  
 R28 .....346  
 R1 .....343  
 R30 .....335  
 R2 .....334  
 R7 .....325  
 R4 .....322  
 R22 .....316  
 R36 .....312  
 R21 .....302  
 R17 .....301  
 R19 .....294  
 R5 .....293  
 R24 .....288  
 R13 .....287  
 R15 .....276  
 R32 .....275  
 R34 .....274  
 R51 .....271  
 R20 .....262  
 R54 .....250  
 R52 .....245  
 R25 .....236  
 R58 .....231  
 R27 .....224  
 R35 .....221  
 R50 .....220  
 R42 .....216

R55 .....199  
 R57 .....196  
 R23 .....188  
 R71 .....186  
 R59 .....172  
 R49 .....140

## LADDERS

L28 .....199  
 L30 .....166  
 L44 .....139  
 L31 .....133  
 TL21 .....132  
 L10 .....117  
 L18 .....113  
 L32 .....112  
 L4 .....91  
 L1 .....86  
 L34 .....85  
 TL9 .....71

## TANKERS (Top 5)

T28 .....74  
 T52 .....59  
 T42 .....50  
 T29 .....39  
 T31 .....36

## BRUSH TRUCKS (Top 5)

BR42 .....80  
 BR43 .....58

BR31 .....40  
 BR32 .....34  
 BR50 .....32

## MARINE UNITS

M1 .....12  
 M3 .....12

## FIRE PREVENTION

Investigations .....30

## FIELD CHIEFS

F3 .....112  
 F6 .....81  
 F4 .....80  
 R104 .....79  
 F9 .....77  
 F7 .....68  
 R103 .....66  
 R105 .....55  
 F5 .....52  
 F8 .....51  
 F2 .....48  
 F1 .....42

## MONTHLY TOTALS

EMS .....7,891  
 FIRE .....1,454  
 NON EMR ....441

**Total: .....9,786**