



FREMONT COUNTY FIRE PROTECTION DISTRICT

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The District

November-December 2010

Volume 3, Issue 6

From the Desk of Chief Craig Haslam

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Well last week gave us a glimpse that winter might get here some time. Mother Nature has been very kind to us for the last couple of months, but now there is finally some snow in the mountains and the temps are dropping. Before we know it we will have snow on the ground and freezing temperatures. Are we ready for it??

Most of us understand that driving on a snow or ice covered highway takes a little more caution and lower speeds, but do we really think about it when we are driving a 20+ ton vehicle?? On a dry road it takes more time and effort to stop a fire engine or tanker and a lot more effort on slick roads. These trucks drive, corner, and stop differently than the vehicles that most of us normally drive and need to be driven with respect. If your mind doesn't shift gears when you get behind the wheel of a fire truck you are putting yourself and the other firefighters in the engine at risk. As I read the reports on accidents around the state and country there is one very common denominator – none of the firefighters involved in an accident left the station wanting to be involved in an accident or hurting themselves or a fellow firefighter. Yet accidents continue to happen. We need to ensure that we are being as safe as possible especially when winter driving conditions arrive. I understand that when the pager goes off we want to get to the fire hall as quickly as we can and get to the scene in a fire truck as quickly as we can. But are we truly doing it safely??

We have all seen the person driving down the road peaking through the three inch swath from the ice scraper or hunched down looking between the steering wheel and the dash through the thin clear spot at the bottom of the windshield where the defroster has just barely cleared the windshield off. These are not safe conditions and are putting you and the public in general in danger. Your vision is impaired reducing your reaction time and increasing your chances of an accident.

Important Reminder:

Remember to get your flu shot!

Daylight savings time ends Sunday November 7th. Turn your clocks back and change the batteries in your smoke alarms.

Remind your friends, family and neighbors to change the batteries in their smoke alarms as well!

**Remember to Vote
Tuesday November 2nd**

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The District

Notes form District Trainer Oakley

Hey folks,

Well it looks like we made it through another fire season with little activity. With all of the moisture last spring, the flooding in June, precipitation in July and a relatively cool August Mother Nature seems to have foiled the fire gods. However, the fuels are now cured and primed for burning. On September 26th there was a wildland fire on Long Creek in the Dubois area. On September 27th and 28th we had the Maryanne fire in Atlantic City; this was a small 2 acre fire with some pretty impressive fire behavior. Thankfully, for the first time that I can remember, the wind did not blow on the mountain. The most recent fire was on October 23rd and 24th, the BIA and Riverton Fire had a 30 acre fire on the river bottom and requested mutual aid from the District.

I would like to commend the men and women of this District for the outstanding job that they did on these 3 incidents. When the call for assistance came out, you responded without hesitation no matter who

had jurisdiction. The Long Creek fire was within the jurisdiction of the USFS and Dubois Fire District, a mutual aid request was issued and Crowheart answered the call. The Maryanne Fire was BLM, FCFPD provided the initial attack with Atlantic City, Lander Rural, Fort Washakie, Battalion 1 and Missouri Valley responding. The River Bottom Fire was BIA and Riverton Fire District's, FCFPD responded to an initial attack request with Battalion 1 and Hudson. FCFPD then provided assistance with extended attack and mop up with a response of 5 trucks and personnel from Battalion 1, Lander Rural, Missouri Valley, Crowheart, Pavilion, Midvale and Shoshoni. As a District Officer I was amazed at how a group of people who very seldom work together seamlessly meshed and performed at a level that could not be topped.

FCFPD has an outstanding reputation and very strong working relationships with our counterparts. We also have some of the most highly trained and experienced volunteer firefighters in the

Upcoming Training
<ul style="list-style-type: none"> ◆ January 2011 – Mid-Winter Fire School Jan 7,8 & 9. See course list. ◆ November 6 – Written Testing All Levels FF1-FO1 ◆ November 20 – Firefighter Academy – CPR Training ◆ November – December – BEC classes – See calendar for schedule

state. You should be proud of the service you provide and quality at which you provide it. After watching how the members of this district came together on these incidents, I know we are the best in the business.

Have a great November and December, eat lots of turkey, open lots of presents, enjoy the time you have with your family and Be Safe.

Dan

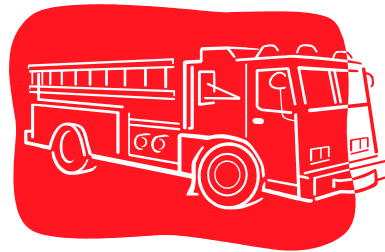
From the Desk Craig Haslam continued from page 1

Driving a fire engine is like driving no other vehicle; you cannot compare it to anything else. What else is out there that holds 1000 gallons of water, high pressure bottles, hundreds of feet of hose, ventilation fans, extrication equipment, nozzles, axes, pike poles, hooligans, and whatever else we can get on them.

The closest thing I can compare it to is the old gypsy wagons or traveling salesmen vendor wagons from the old west days. The site of a fire truck on its side or top with its load scattered all over is not very pretty. An old saying that goes around is “it wasn’t the wreck that got them it was the flying debris.” We need to be sure that our equipment is secure and that we are wearing our seat belts. Seat belts, while perceived as a nuisance by some, are the one thing that could save our lives in an accident no matter what type of vehicle we are in. Seat belts should be worn any time we are in a moving vehicle.

It doesn’t do us any good to take short cuts (more than just literally) to get somewhere faster if it creates a situation

that we don’t arrive at all. So slow down, put on your seat belt, pay attention, drive defensively, and arrive safely. And you passengers out there if the driver is doing something that isn’t right or safe tell him and if they don’t correct it tell me or another officer. At no time should anyone fear for their safety while in a vehicle.



Winter conditions are coming and we need to be ready in all facets of what we do. Be ready for the cold, slick surfaces, and inclement weather conditions. Dress appropriately and be cautious of slick surfaces and icy conditions.

If you have to work out on the roadways place the equipment to protect you while out there, I would much rather have to get some body work done on a truck than have to visit one of our firefighters in the hospital. Our safety is paramount and should not be sacrificed for any reason. Think before you

engage, protect yourself and your fellow firefighters.

So whether you are driving to the Fire Hall, driving a piece of apparatus to the scene, parking apparatus, putting on your bunker gear, working on scene, or going back to the fire hall—engage your brain, dress properly, drive defensively and carefully, put on your seat belt, pay attention to what the heck you are doing and what those around you are doing, use some common sense and be safe out there.

I appreciate what each and every one of you do for the District and your communities. I agree 100% with Deputy Chief Oakley’s message. We have some of the most professional and well trained firefighters in the state and nation. We have demonstrated time and time again that we can do the job and will do the job.

Again thanks to all of you for the hard work and effort that you put in to what we do. Thanks for all that you do and keep up the good work. THANKS!

Fremont County



Fire Protection District

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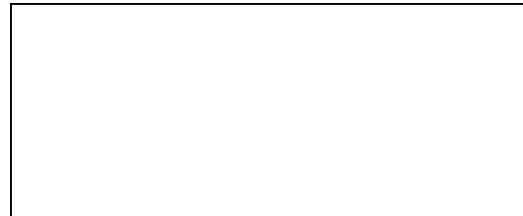
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Mission Statement

The Fremont County Fire District is dedicated to providing the highest quality of fire, emergency and other community related services to the residents and visitors of the district.



We're on the Web at

FremontCountyFireDistrict.com



Day is Done, Gone the Sun,

Have you ever wondered where the melody for Taps comes from? The playing of a melody to signal the end of the day dates back to the Civil War. The 24 note melody that is most commonly used today and is known as Taps probably came from Daniel Adams Butterfield.

Brigadier General Butterfield served with the Third Brigade, First Division, Fifth Army Corps, with the Army of the Potomac in 1862. The General said there were certain bugle calls that were established for use by Commanders. Utilizing one of those calls he modified it into a call just for his Brigade. He said "I had composed a call for my brigade indicating that such calls were orders for my brigade alone. This was of very great use and effect on the march and in battle. It enabled me to cause my whole command, at times, in march, covering over a mile on the road,

all to halt instantly, and lie down, and all to arise and start at the same moment. . .It saves fatigue. The men rather liked their call."

It is believed that the word taps came from the three drum taps that were commonly used to sound the end of the day when a bugle was not available. Today Taps are played most commonly at a funeral and almost always at a Military Funeral. Today the same 24 note eloquent melody is used for taps; and there is probably no other melody known to have such a stirring effect on Americans.