



NORTH KING COUNTY TRAINING CONSORTIUM TRAINING BULLETIN

2Q MCO – MCI DRILL

Thank you to all of the crews that attended the MCI this quarter! Shoreline Community College has been an amazing partner for our Training Division and we were lucky enough to have had use of their facilities for this training. The scenario was a natural gas explosion that resulted in multiple injuries inside a school building. After 8 days of observing groups manage the scenario we learned that taking the following actions could lead to a successful resolution of the emergency.

Incident Commander: When possible, use an aid to help with multiple radio channels, designate transportation corridor early. Consider using patient count estimate when communicating to dispatch for proper resources.

Medical Group: It's best to separate transportation and treatment area. Remember to activate the DMCC early (DO NOT HANG UP!) and consider putting patients directly into transport vehicles, bypassing treatment area. Finally, assign an AMR Supervisor to Medical Group.



Treatment: Triage is on-going. Be sure to monitor green patients in the event that they turn sick.

Transportation Group: Do your best to put more than 1 patient in a vehicle (1 red and 1 yellow) and remember that tracking tags placed by transportation group not in the treatment area. An aid can be very helpful.

Extraction: Have on firefighter coordinate all of patients being extracted and have a system to confirm which rooms have been cleared of patients.

We would be happy to hear your comments and suggestion for improvement for our next MCI!

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Bothell Fire | Northshore Fire | Shoreline Fire | Woodinville Fire & Rescue

Enhance regional training by improving operational consistency and interoperability

3Q 2021



CBT Instructors cannot complete their own paperwork – Please work with a Medic or another CBT Instructor to complete your CBTs.



Forbes

It is not the strongest of the species that survives, nor the most intelligent. It is the one that is most adaptable to change.

Charles Darwin
Naturalist

Never regret a day in your life. Good days give you happiness & bad days give you experience.



NEVER give up BECAUSE great THINGS Take time

Extrication OPS



This quarter, crews traveled to the Shoreline Community College to practice the skills associated with a car over the embankment scenario. Remember that patients qualify for whole blood when they have blunt or penetrating trauma with a blood pressure of less than 70mmHg systolic regardless of heart rate or a blood pressure of between 70mmHg and 90mmHg with a heart rate above 110 bpm. Crews took very similar approaches to this drill and total time ranged from 35 to 80 minutes. The BVM might be the hero of the day!

Training Officers noted that the following things were associated with faster times and better patient care.

1. Strong team leaders
2. Ground ladder slide at top of hill
3. Team dedicated to patient care with two paramedics
4. Medical Group positioned near the patient
5. Patient protected by blanket or spinal immobilization board
6. High point with aerial device
7. Simple rope systems 3:1 with a high point and a change in direction
8. Clear haul field
9. Clear TLOs
10. Recognizing which disciplines require technicians in the supervisor position so that resources can be distributed in the most efficient way

2Q NED Wildland Training

Command and Control covered for Wildland NED.

- Review resource plan for Brush Fires for your Agency.
- Considering benchmarking transfers of command over the radio.
- Confirm, Identify and Announce LCES.
- Remember Divisions or Groups to manage Span of Control
- Two options for wildland brush fires are indirect vs direct fire attack.



- Consider water supply usage and options if unable to find static hydrant source.
- Be aware of other regional and state resources available to us such as helicopter support, hand crews, drones, tenders, etc.
- IRRs for brush / grass / wildland / WUI fires differ from our normal structure fires.

2021 NKCTC Pump Academy



In May of 2021, NKCTC held its first IFSAC Accredited Pump Academy. This was a two-week course held at St. 51 and the North Bend Fire Academy. Students learned the basics of Pumping at St. 51, then moved to North Bend to work on Relay, Dual, Drafting, and big water drills. We had 12 students participate in this inaugural class, and we are planning to run the same class again next May.

You may ask, "What is an IFSAC pumping certification?" It's a nationally recognized professional certification, run through the State Fire Marshal's Office. A Department with IFSAC Certified Drivers has the ability to get a better rating through the Washington State Ratings Bureau. A big benefit to our North End Departments. It also is a Nationally recognized Certificate for the individual that allows possible future Instructor/evaluator credentials, future promotional positions, and possible portability throughout the Country. Plus other than a few extra tests, and a final evaluation from our State IFSAC Evaluators, it's a fun class taught by some of our best Drivers in the North End.

I would like to thank our instructor cadre of Ken Hofschulte, Nate Bess, Kyle Colletti, and Ian Wagner for their time and expertise this past Academy.

Scenes of Violence



NORCOM Nuggets:

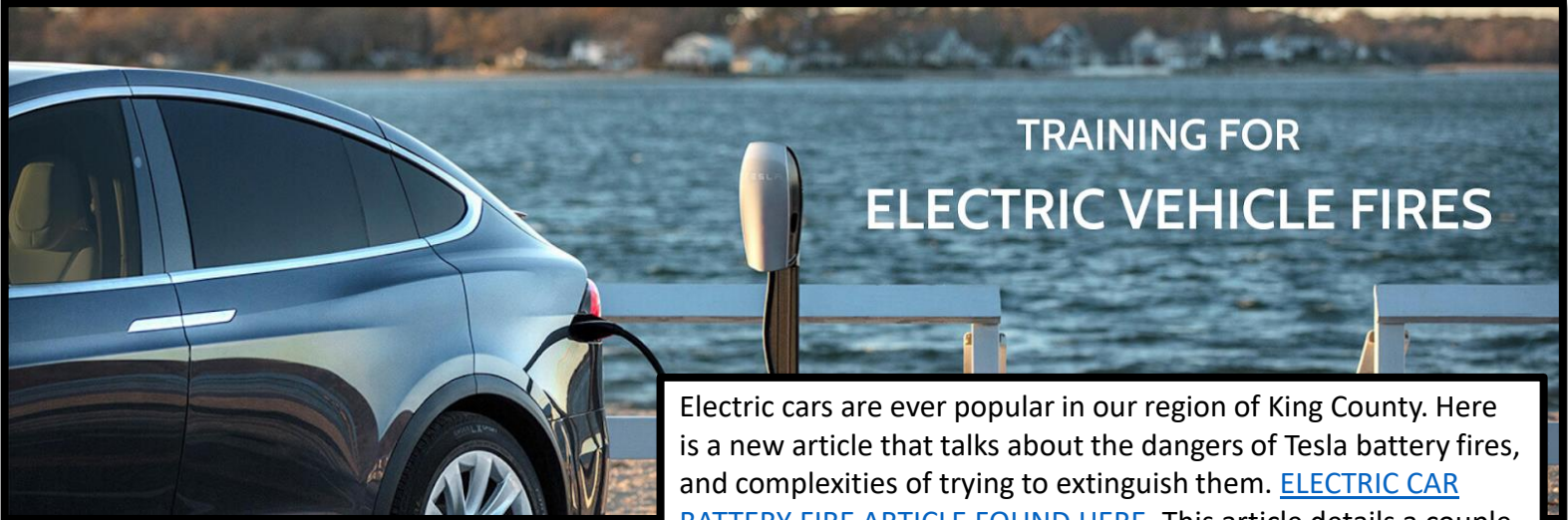
Q: What if you find yourself or your crew in a potentially dangerous or violent situation? How would you communicate that through NORCOM?

A: "Firefighter needs Help" is the best option. If they are in a situation where using that plain language term could cause them or others harm, "Code Blue" is the discrete equivalent in Zone 1.

Q: What is the response plan or NORCOM's policy for handling those calls for assistance? Is one different than the other?

A: Either term will get you immediate police assistance. From the dispatch perspective there is no difference. We will immediately request a police response and assign a BC to the call if not already assigned. We will also move all other incidents off that radio talk group and keep the air clear for the personnel in distress.

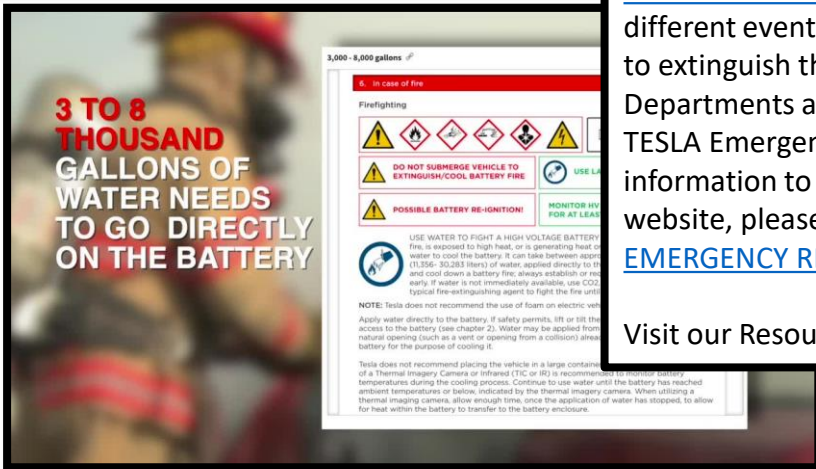
Electric Car Fires



TRAINING FOR ELECTRIC VEHICLE FIRES

Electric cars are ever popular in our region of King County. Here is a new article that talks about the dangers of Tesla battery fires, and complexities of trying to extinguish them. [ELECTRIC CAR BATTERY FIRE ARTICLE FOUND HERE](#). This article details a couple different events where at one incident 28,000 gallons were used to extinguish the fire, and another using 20,000 gallons. Fire Departments across the country are “encouraged” to review the TESLA Emergency Response Guide to see TESLA specific information to combat fires. We have a link on our training website, please review paying attention to pages 23 and 24: [EMERGENCY RESPONSE INFORMATION \(Tesla\)](#).

Visit our Resources & Materials page for this and more!



NKCTC 2021 Recruit Academy

The first NKCTC Recruit Academy is about to begin. Starting August 2, the Academy Instructors will be going on days. They are:

- Jim Vandertoorn, Academy Coordinator - NKCTC
- Kurt McGowan, Lead Instructor - Woodinville
- Ruslan Cherkassikh, Instructor - Shoreline
- Jeremy Jamerson, Instructor - Northshore
- Michael Majeed, Instructor - Shoreline
- Nick Martindale, Instructor – Bothell
- Terry Russell, Instructor - Kirkland

We then welcome the recruits on August 30. The majority of the Academy will be held at Station 51 but there will be a few road trips to outlying stations as well.



Truck OPS – Live Fire & Acquired Structure

This Quarter's Truck OPS training was Single Family Residential Primary Search and Center Hallway Positive Pressure Ventilation. Below are the takeaways from each Truck OPS Drill

Search and Rescue: On average crews took about seven minutes from the time of arrival to patient removal from the building. The fastest crew removed the victim at 3:20. We observed that almost 40% of the crews supported their searches with ventilation and that on average ventilation supported searches were 20% faster than unventilated searches. USFA Civilian Fire Fatality Data tell us that over half our fire victims will be found in bedrooms so following paths of egress to those bedrooms will improve our chances of finding patients when their location is not otherwise known.

Center Hallway Ventilation: Ventilating hallways makes conditions more tenable for building occupants and makes entry safer and more efficient for interior crews. In buildings with built-in stairwell pressurization systems, ventilation can be initiated by simply chocking doors open in your preferred flow path as long as you have an exit opening made. We can replicate this in buildings without systems, by setting up portable fans on the ground floor stairwell entryways. Additional reading about ventilating tall buildings can be found here: [Evaluating Positive Pressure Ventilation In Large Structures: High-Rise Pressure Experiments\(NISTIR 7412\) | NIST](#)

Additionally, Company Officers from Shoreline, Woodinville, Bothell and Northshore traveled to the Sky Valley Training Center to train on ventilation strategy and techniques for single and multi-family residential fires. The focus was using ventilation as a way to mitigate the hazards that contribute to civilian fire fatalities. The Training Division witnessed a tremendous amount of collaboration and relationship building across the officers which is in line with NKCTCs goal of improving interoperability across the four agencies. Takeaways from this drill included:



1. Identifying the flow path, in particular the relationship of the entryway, fire location, interior arrangement and exit opening, and coordinating with the fire attack crew should be part of the Truck's continual size up and initial actions.
2. Ventilation operations require constant evaluation and adjustment while ongoing. Trucks should be ready to adapt to conditions as they evolve. Ventilation is not a "set it and forget it" operation.
3. Experiments conducted by the Company Officers at this training suggest that exit openings that are as large as or slightly larger than the entryway to the fire room allow for quicker less turbulent ventilation. This is supported by the laboratory experiments conducted by UL/NIST in recent years.
4. Adjusting fan speed can be a way to reduce turbulence when the exit opening is not large enough, but Trucks should consider ways to make exit opening larger by cutting down windows or opening additional exits in the fire room.
5. Gas fans and Battery operated fans have different strengths and weaknesses. Having an intimate understanding of how each fan operates and what their effect will be is critical to establishing a good ventilation plan.



LED Talk – Professor Philipson



Consensus & Communication in High Performance Teams

Alexander "Sandy" Pentland on high-performing teams.

Big picture statement:

"When we set out to document the behavior of teams that "click", we noticed we could sense a buzz in a team even if we didn't understand what the members were talking about. That suggested that the key to high performance lay not in the content of the team's discussions but in the manner in which it was communicating...we've found patterns of communication to be the most important predictor of a team's success. Not only that, but they are as significant as all the other factors – individual intelligence, personality, skill and the substance of discussions—combined" (Pentland 2012)

"...the factors most people usually think of as driving group performance – i.e. cohesion, motivation and satisfaction – were not statistically significant"

"The largest factor in predicting group intelligence was the equality of conversational turn-taking; groups where few people dominated the conversation were less collectively intelligent than those with a more equal distribution of conversational turn-taking."

"Characteristics typical of the highest performing groups included:

1. A large number of ideals; many very short contributions rather than a few long ones.
2. Dense interactions: a continuous, overlapping cycling between making contributions and very short (less than one second) responsive comments (such as "good", "that's right", "what?", etc.) that serve to validate or invalidate the ideas and build consensus.
3. Diversity of ideas; everyone within a group contributing ideas and reactions, with similar levels of turn taking among the participants."

NKCTC Contact Information

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UNPAID ADVERTISEMENT

SHORELINE TRUCK ACADEMY



WHEN

August 9th-13th, 2021
0800 - 1700

WHERE

Primary Location: Shoreline, WA

The Shoreline Truck Academy is a five-day (40 hour) physically demanding course designed for experienced firefighters to gain advanced knowledge in truck company operations. Students will be given instruction in:

- Building Construction and Utilities
- Oriented and Targeted Search
- Elevator Rescue
- Rescue With the Aerial
- Horizontal Ventilation
- Vertical Ventilation
- Forcible Entry

There will be live fire components to this training.

**REGISTRATION
OPENS 7/8/21**

\$1400/STUDENT

**MAXIMUM CLASS
SIZE- 36**

Registration Deadline:

August 2nd, 2021

No refunds issued for cancellations made after the deadline.

Registration Contact:

Kimberly Parker

kparker@shorelinefire.com

206.533.6522

Course Questions:

Battalion Chief Jacob Yake

jyake@shorelinefire.com

PPE NEEDED

Structural PPE ensemble

Work gloves

SCBA and spare bottle

Steel-toed boots

Eye protection

Hearing protection

