



# HOT TOPICS

Oshkosh Fire Department

## CHIEF'S CORNER



It is my privilege to present the Oshkosh Fire Department's new mission and values that are a result of our recent strategic planning process. Since 1856 our firefighters have been protecting the community and leading in times of crisis.

Over the years, we have evolved from providing only fire protection to the full-service, all-hazards organization we are today. Our mission statement is our pledge that our highly trained team will continue providing a wide range of emergency services with skill and compassion to add value to the community. Our values provide us with a guide as we continue to evolve and change to meet the dynamic emergency service needs of those we serve.

I want to thank the dedicated members of the department, our elected officials, and our stakeholders for their support and input during the strategic planning process. They came to the planning sessions with open minds, prepared to drive change, ready to start new traditions, and recognized that their work would help chart our future. That feedback led to the development of a mission statement and values that capture what the Oshkosh Fire Department does and who we are.

On behalf of the men and women of the Oshkosh Fire Department, we are grateful for the trust you place in us. It allows us the opportunity to make a difference in people's lives each and every day.

--Chief Mike Stanley



## PREPARE, PREVENT, PRACTICE

by John Holland, Public Information Officer

If you're heading out to fish, snowmobile, or partake in any other form of winter recreation on the ice we want you to have fun while also being safe. A bit of advance planning and practicing basic ice precautions can help you return home safely.

One of the most important things to remember is that there is no such thing as 100% safe ice. Ice conditions vary from body of water to body of water and can change rapidly. Your best bet is to find out current ice conditions from a local fishing club or bait shop. In Oshkosh, The Otter Street Fishing Club is a great resource.

### Safety Tips:

- Dress warmly in layers.
- Don't go alone.
- Make sure someone knows where you are going and when you are expected to return and then stick to that plan.
- Don't travel in areas you are not familiar with and don't travel at night or during reduced visibility.
- Avoid inlets, outlets or narrows that may have currents that can thin the ice. In Oshkosh, that would be where the river enters into the lake.

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# PREPARE, PREVENT, PRACTICE

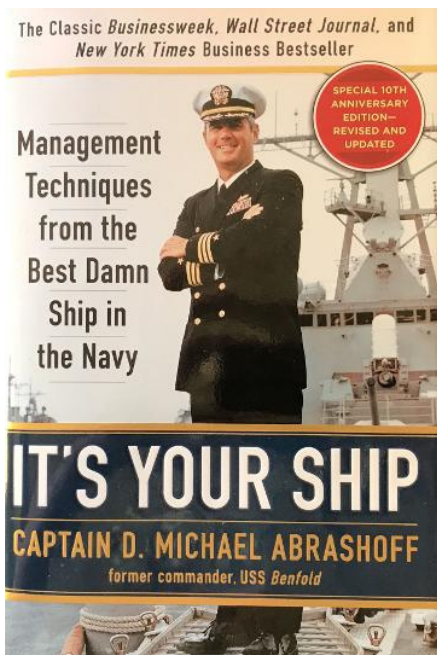
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- Look for clear ice, which is generally stronger than ice with snow on it or bubbles in it.
- Carry some basic safety gear: ice picks, a cellphone in a waterproof bag, and a life jacket.

If you fall through the ice, try to remain calm and act quickly.

- Do not remove your winter clothing. Heavy clothes can trap air, which can help provide warmth and keep you afloat.
- Go back toward the direction you came. That is probably where you will find the strongest ice. You have no idea of ice conditions ahead of you.
- Place your hands and arms on the unbroken surface. This is where ice picks will come in handy to pull yourself up onto the ice.
- Kick your feet and dig in your ice picks to work your way back onto the solid ice.
- Once back on the ice, don't try to stand up. Lie flat until you are completely out of the water, then roll away from the hole. This may prevent you from breaking through again.
- Get to a warm, dry, sheltered area and warm yourself up immediately. If you were in the water for an extended period of time get medical attention as soon as you can.

We are trained and prepared for ice emergencies. However, we're always hoping to not have to use these skills. Please help us and yourself by following these basic tips.



OFD officers attended a presentation by retired Captain D. Michael Abrashoff, author of "It's Your Ship". The presentation was sponsored in collaboration with several local police and fire departments. Following the general presentation, Abrashoff spoke to OFD personnel





## Our Mission

The City of Oshkosh Fire Department is a highly trained team that adds value to our community by providing a wide range of emergency services with skill and compassion.

We advocate risk reduction through prevention and education, and we provide leadership in times of crisis.



# MISSION

# VISION

# VALUES

### Our vision:

The Oshkosh Fire Department's 2027 vision is to be known as an internationally accredited agency that supports the pursuit of a safe and vibrant community.

This will be accomplished by honoring our history and those we serve by investing in our greatest asset, our members. We will strive to recruit and retain an efficient, trained, and healthy workforce while understanding that we must always plan for the future. Enhanced management of physical resources and greater use of technology will improve effectiveness so that we can continue to be there for those who live, work, and play in Oshkosh. As a progressive department, we will assemble and apply communication processes that deliver contemporary, transparent, and beneficial value to our members and ever-changing community.

We will be an initiative-focused department responsible for building a collaborative environment of excellence and service through individual and organizational accountability to deliver our mission, live our values, and make this vision a reality.

## OFD

**I**ntegrity

**S**afety

**R**espect

**E**mpathy

**S**ervice

**P**rofessionalism

**E**fficiency

**C**ommunity-Focus

**T**eamwork



# KITCHEN TABLE TRAINING

by Captain Jason Shikoski

Prepare to stand by for some new equipment that will be coming our way in the near future! The training division has been working hard. We have been able to purchase 6 RAM XD Monitors that should be arriving soon. These are the same monitors that we evaluated and that we trained with recently. After the evaluation between this appliance and the Blitzfire, the RAM XD won out. When they arrive we will review the training on them and then they will be distributed to each Engine Company and Quint 17.

Rescue 42 Struts will be arriving this year as well. It was identified that our current strut systems had reached the end of their life and we needed to see what was out there for replacements. Thanks to many of you and your expert subject knowledge, the Rescue 42 Strut system recommendation should be a great tool for our needs. We will train with these struts when they arrive and they will be placed on L15 and E16.

Where are the orange RIC tarps that were mentioned at our recent RIC training you ask? I am still actively looking for solid, quality tarps that will withstand the nature of our operations, yet fit within our budgetary constraints (I never realized how expensive tarps could be!). Hopefully they will be purchased and disseminated soon. Thank you for your patience.

If you have any suggestions for other equipment to help serve our needs, please bring them to the attention of the training division. I can't guarantee that the purchase will be made immediately, but your requests will definitely be evaluated and planned for.

Thank you and be safe.





# EVERYONE GOES HOME

by Lieutenant Drew Jaeger

Life Safety Initiative 16 deals with the goal that no firefighter death should occur due to apparatus or equipment issues. Technology has given us many recent advances to help in this regard, such as back-up cameras, electronic pressure governors on fire pumps, and thermal imaging cameras. We have made progress in some regards, but need to remain diligent to ensure that we recognize the potential failure points and limitations of the technology, apparatus and equipment that we rely upon.

*Clean Cab* is a term for an apparatus design that attempts to reduce the exposure of personnel to the carcinogenic compounds that remain on firefighter turnout gear and SCBA's after a fire. Although the work period inside of a building may only last for a few minutes or a couple of hours, the residues remain on the exterior clothing and cloth components of the SCBA, and may then be transferred to the fabric of the vehicle seats, and other cab components. This has the potential to serve as a continued source of exposure to personnel long after the fire. The idea behind *clean cab* is that by storing the SCBA's and dirty turnout gear in an exterior cabinet instead of in the cab, that we will drastically reduce this cross contamination. Engine 15 and 19 were designed using this concept, and have special brackets to hold the SCBA's in a compartment rather than being installed in the seats of the fire apparatus. We have also adopted department wide on scene firefighter decontamination practices, and personnel on other fire apparatus should place their contaminated gear in plastic bags to transit back to the fire station and obtain clean gear.



Several large departments in Florida, Southern California and Arizona were the innovators and early adopters of this change. Their preliminary feedback is that there has not been enough time yet to evaluate whether this change will result in lower cancer rates, and this might be the most challenging aspect of cancer reduction efforts. It will take many years to properly evaluate whether this type of change makes a difference. These practices are not without challenge, as the crews working on the *clean cab* vehicles must adjust their initial on scene routines to include the extra steps of grabbing the SCBA instead of stepping off the truck with it already in place.

The feedback from those same *clean cab* departments has noted a couple of other significant safety improvements that they have observed. There has been a reduction in orthopedic injuries from personnel stepping from the truck with the extra weight of an SCBA on their backs, and perhaps an even more important goal, greater seat belt compliance has been uniformly achieved. Studies across the American fire service have consistently shown that firefighters routinely either don't wear their seatbelts AT ALL in their effort to rapidly don their SCBA while enroute to fire calls, or at least temporarily remove them. We have seatbelt alarms on the majority of our fire apparatus, which can serve as a reminder, but despite technology, it still remains the human element of personal diligence that makes this work.

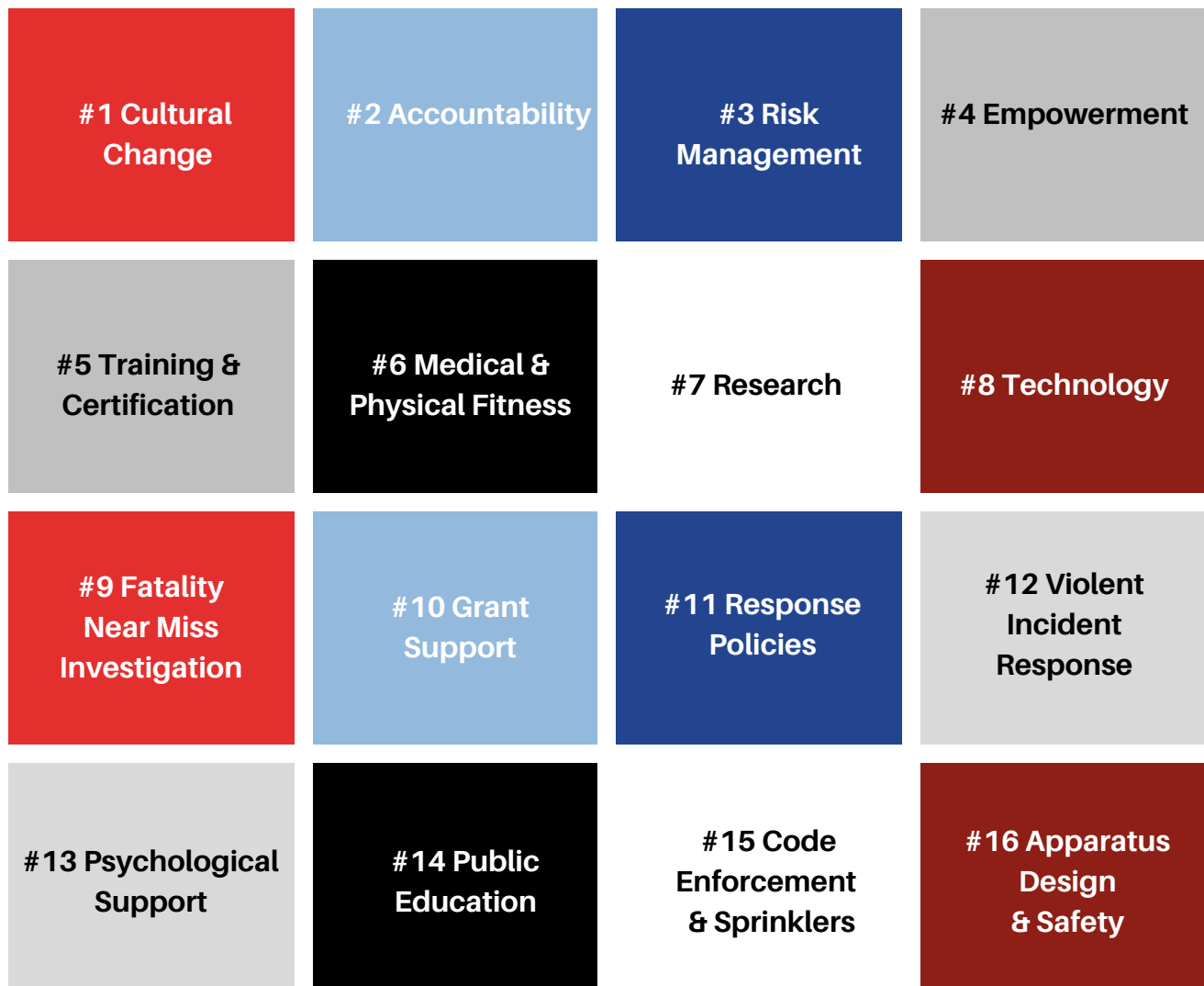
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# EVERYONE GOES HOME (Continued from page 5)

Our most recent fire apparatus purchases have included trucks with larger water tanks, but also higher hose beds. We have recently made a transition from accordion style to flat loads, partially to provide a safer method to perform the shoulder loading step of our high and low rise fire hose deployment procedures. These trucks also have computer settings and sensors that will not allow the pump pressure to be increased if there is a lack of water to the pump. While this seems like a good idea to prevent damage to the pump, it also can lead to a few seconds of confusion for the pump operator. Sometimes the sensors will not instantaneously detect that a water supply has been established, leading the engineer to scramble to solve a problem that really just takes an understanding of this momentary phenomena, rather than more advanced troubleshooting.

Apparatus and equipment design continues to evolve, and our department is committed to utilizing updated design and technology elements in our equipment and vehicles. It will never replace the good judgement, training and decision making that our members will need to maintain in order to make sure that Everyone Goes Home.

**To learn more about the 16 Fire Safety Initiatives click on the image below:**



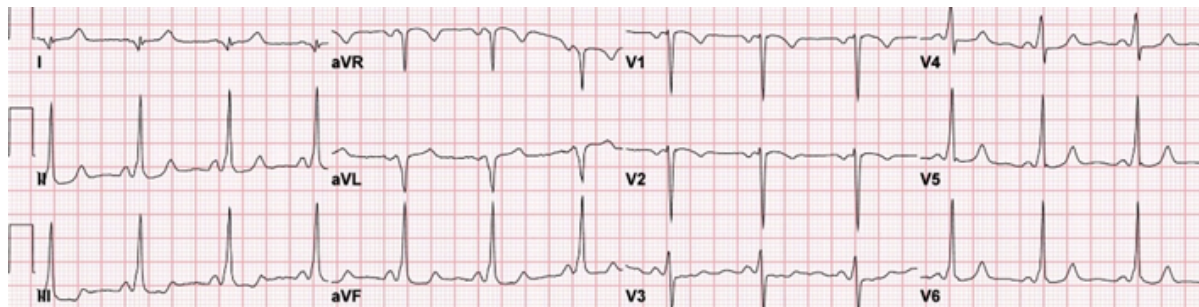


# MEDICAL DIRECTOR MINUTE

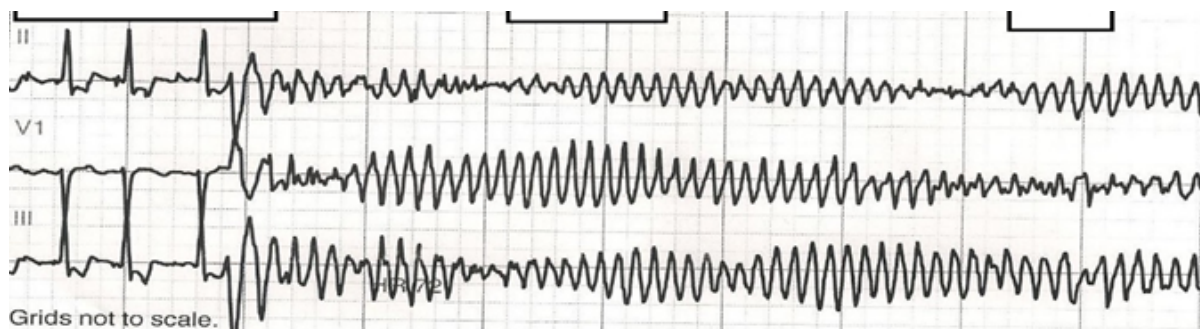
by Dr. Kerry Ahrens

Happy February! it is so great to see the days getting longer as we get closer to summer! February is American Heart Month; thus in its honor let's look at some EKGs!

You are called to a household where the main complaint is palpitations followed by a brief syncopal episode in a 30 year old female. When you arrive she is awake, alert, oriented. You grab vitals: HR 70 RR 16 BP 130/60. She reports lately she has had some nausea and vomiting. She has no known medical history. You grab a 12 lead as you are an excellent paramedic. What is seen in the pattern below? Does this person have an underlying, undiagnosed cardiac issue?



Suddenly, patient does not look so well; becomes diaphoretic then becomes unresponsive. You see this on the monitor:



What do you do for this? The correct answer is to revive the patient and transport her to the nearest hospital. See more details on page 8.

# MEDICAL DIRECTOR MINUTE

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1. In the initial EKG the patient has several findings pathognomonic for Wolff-Parkinson White Syndrome: shortened PR interval, delta wave (seen best in lead II). This was first noticed in the 1930's when healthy appearing people would have short bursts of atypical tachycardia. WPW is a genetic issue caused when the electrical system in your heart has an additional pathway called 'accessory pathway' which may conduct impulses faster than normal and bypasses the AV node. When the heart becomes tachycardic the impulse from the SA node is traveling down the extra pathway ('accessory pathway') causing a 're-entry tachycardia' otherwise known as SVT. These re-entry arrhythmias occur in about 50% of people with WPW. Other patients may also have atrial fibrillation which can become life threatening as it can progress into fast ventricular response and further degrade into v fib.
2. The second image is Torsades. As you already know this is profoundly unstable as demonstrated by our unresponsive patient. This needs to immediately be cardioverted and ACLS initiated according to protocol until arrival at the hospital or patient is awake. If the patient has not passed out, but has developed SVT then you should initially try vagal maneuvers. If these fail, try adenosine.

This was our mini-case of the month. Stay tuned for more. Have a great month!

## References:

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## LET'S CONNECT

