



The Responder

Volume 6, Issue 4
April 2013

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2013 STATISTICS

March 1— March 31

Average

Response Time:

8 min. 35 sec.

Responses by Type:

Fire: 14

EMS: 169

Other: 39

Total: 222

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Proudly serving the communities of Blaine, Birch Bay, Custer, Laurel and the unincorporated areas of Lynden & Bellingham

“Providing Quality Service for a Safe Community”

NWFR Member Profile



John Hatfield was born in Arizona. After being stationed in both Germany and California his father retired from the army and relocated the family to Washington State. John attended South Kitsap High where he was very active in athletics.

After high school he went on to graduate from Western with a Bachelor of Arts in Education (BAEd) in chemistry/mathematics. In order to pay for his student

teaching at Sehome High, John obtained an internship working in the lab at what was BP Refinery (currently Phillips66) in Ferndale. John worked as a chemist and teacher before moving back to Whatcom County finding employment at the refinery as an operator.

While living in Custer, John noticed a sign looking for volunteer firefighters. In 1995 he joined Fire District #13. Thinking the skills he learned at District#13 would help at work and vice versa, John joined the various emergency response teams at work. In addition to being a volunteer lieutenant with NWFR, he is also a captain on the Phillips66 Fire Brigade and Rope Res-

cue Team as well as a HAZMAT technician on Specialized Emergency Response Program (SERP.) In 2001 John moved and transferred to Fire District #4.

Now that NWFR and District #4 have joined forces, John finds himself back with familiar faces (but they have grayer hair).When he can find the time, John likes to travel and see the world and looks forward to doing so with his new fiancée.



Precious Cargo: Keeping Kids Safe in Vehicles

Motor vehicle crashes are the leading cause of death and injury to children over the age of one. The most important action we can take to keep kids safe in vehicles is to make sure they are riding in an appropriate child restraint that is correctly installed.

There are “four stages” for children riding in vehicles: rear-facing in a harness, forward-facing in a harness, booster seat, and seat belt. Children should ride at each stage as long as possible for

maximum protection.

Rear-facing in a harness: All newborns and young toddlers should ride rear-facing. Vulnerable heads and necks are best protected when cradled in a rear-facing car seat. Children should remain in a rear-facing seat *at least* until age two, or to the height and weight limit of the seat. Babies who outgrow an “infant carrier” seat can move to a convertible car seat and remain rear-facing.

Forward-facing in a harness:

Children should remain harnessed after they turn forward-facing for as long as possible. The *minimum* recommendation is until age 4, but many seats now include harnesses that will restrain children much longer. Riding in a five-point harnessed seat is a more complete restraint system than a booster seat with seat belt.

Booster seat: Children should not move to a booster seat until they have outgrown their forward-facing *continued on pg. 2*

Please remember to keep
the district up to date
with any changes
including your contact
information.

All changes should be
directed to Jennie. These
changes may include:

Phone

Address

Email

Banking

Family Additions

Name changes

Precious Cargo cont.

harness weight or seat height, at a minimum of age 4. They also need to be able to remain upright in the booster seat with the shoulder seat belt fitting comfortably across the middle of their chest and the lap seat belt snug on their upper thighs. Booster seats *must* be used with a vehicle lap and shoulder belt. Children should remain in a booster seat until the height and weight limit of the seat.

Seat belt: Older children (ages 8-12) are not ready to move to an adult seat belt until the lap and shoulder belt

fits them properly (across the shoulder and middle of the chest and the top of the thighs). Their legs must bend over the edge of the vehicle seat while they are sitting all the way back on the seat. And they must be able to remain in this position for the entire ride without putting the shoulder belt behind their back, pulling their legs up under them, or moving out of position.

In Whatcom County, over 90% of car seats observed at check-up events are installed incorrectly. When installing a car seat, refer to the vehicle and car

seat manuals for information, and all car seat manufacturers also have customer service numbers and websites. Nationally-certified child passenger safety technicians in Whatcom County can also educate caregivers about the proper use of seats. For more information, email Erica Work at ework@whatcomES.org.



Enjoy Training in the Outdoors

By Captain Noonchester

Spring is here! We are excited that training is able to once again move to the outdoors! Crews are taking full advantage of the dry weather *when it's available* and performing various drills like ground ladder throws/optional uses, hose evolutions, roof prop exercises, etc. Semiannual Tower Operator Refresher Training has begun, which will aid in available operators to assist with running the burn tower for outside agencies who use our facilities to train their crews.

Ladder 61 made a trip to the tower this month, allowing the firefighters to utilize the structure to sharpen their aerial sets and rescue methods. On March 18th, Captain Schmidt and his crew lead the Volunteer firefighters group through the "aluminum jungle," focusing on their ladder skills and fire-

fighter bail out techniques. Nice work C-63!

Upcoming Volunteer Monday Night Training Opportunities:

April 1st – Hose Evolutions; focus on pre connects

April 8th – VO2 Max Testing

April 15th – Incident Simulations

April 22nd – MCO Training,

April 29th – Bunker Gear Inspections

The 2013 Fire Officer Academy is over half way through its four month course, wrapping up at the end of April. All recruits in the Fire Officer Academy will be attending a Multi Company Operation (MCO) drill being held at the Washington State Fire Academy located in North Bend, WA. This all day training will focus on intense Multi Company Operations on the drill ground with incident size up and simulations as the Recruit performs the duties as the Officer/

Incident Command on scene. All recruits have done well through the academy and we are pleased thus far with their efforts and dedication to their Academy.

Training Division Recognition Highlight: Thank you to the Tender Support group for their response and efficiency while bringing water to the fires. Their ongoing training and tight knit support is evident on the drill ground and recognizable on scene at incidents. The Tender Support group is an essential part of our response team and they are doing a great job! Please take a moment to show your appreciation to the Tender Support individuals who work so hard for our department, they deserve the recognition!



Your 3-Step Plan to Run a 5K pt. 2

By Sarah Lorge Butler • *Runner's World*—continued from March edition

BLUEBERRY PANCAKES

After the race is over, you'll be able to break down the race from your new perspective—that of a real runner. You'll head to breakfast with your running buddies, and recap the highlights: "I went out too fast, but I calmed down at the first turn." "That hill at mile two was a killer." "I passed that guy in a tutu." "So, when's the next race?"

STEP 2: Get Ready To Run

With a little planning and preparation, you can run—comfortably—every step of the way of a 5K. The slow buildup and easy pacing of this five-week plan will allow your body to adapt to running 3.1 miles continuously, and the three-mile dress rehearsal runs will give you the confidence that you can go the distance on race day, says Paul. (If you haven't been exercising at all, first spend several weeks running and walking until you can run for 10 minutes.) As you follow this schedule, avoid running on consecutive days and keep the pace easy enough to talk. Twice a week, cross-train by swimming, cycling, walking briskly, or taking a fitness class.

Week -- Weekday 1, Weekday 2, Weekday 3

1 -- 1.5 miles, 1.5 miles, 2 miles
2 -- 2 miles, 2 miles, 2.5 miles
3 -- 2 miles, 2.5 miles, 3 miles
4 -- 2.5 miles, 2.5 miles, 3 miles
5 -- 2.5 miles, 2 miles, Race 3.1 miles!

STEP 3: Race Day: Now What?

You've done every workout, cross-trained, and rested well. You've run three miles—twice—and you're confident that running 3.1 continuously is going to be cake. But unforeseen scenarios on race day can

derail your ambitions. The trick is knowing which situations you can run through, and which require a change in plans. Depending on the problem, putting your just-run goal on hold isn't giving up; it's a smart move that ensures you'll be in good shape to try again next weekend.

THE SITUATION: Side Stitch

THE CALL: Slow down and change your breathing pattern. Take quick, shallow breaths for a minute or two, then switch to taking deep breaths for a minute. Keep running slowly for another quarter- to half-mile. If the pain doesn't subside by then, stop and stretch on the side of the road, bending to the opposite side of the stitch, Corso says.

THE SITUATION: Blister

THE CALL: You can tough it out through 3.1 miles, Corso says. Steer clear of this situation entirely by testing your sock/shoe combo during your training runs.

THE SITUATION: Stomach distress

THE CALL: Assess the issue: Is it anxiety? Give yourself a pep talk and push along. Serious tummy trouble? Time to walk.

THE SITUATION: Thirst

THE CALL: At the next water stop, grab a cup, keep to the side of the road, and walk for a few steps while you're drinking. It still counts as running the whole way.

THE SITUATION: Gasping for air

THE CALL: Cut your pace way back to an easy jog until you catch your breath. To avoid this situation, make sure you pace yourself properly. Start the race by jogging at a very easy pace. "Run the first mile no faster than you usually run," Finke says. "If that feels okay, run the second mile a

little faster, 10 to 15 seconds at most. If that feels good, run the third a tad faster."

THE SITUATION: Heat

THE CALL: Run slower than usual—especially in the beginning so you don't get overheated early on. If you had a time goal in mind, let it go. Drink plenty of fluids, and take the pressure off yourself. "The weather is out of your control, but it's the same weather for everyone entered in the race," Finke says.

THE SITUATION: Rain

THE CALL: Run through it. Rain alone doesn't usually make the road slippery. But getting tangled up with other runners can cause a fall. "Don't start at the front of the pack," Finke says. "You'll get mowed down." Line up in the back.

STRETCH IT OUT

Long, slow runs aren't just for half-marathons and marathons, says Jon Sinclair, a coach in Fort Collins, Colorado. They train your body to become more efficient at moving oxygen to your muscles, so you're able to hold a faster race pace—at any distance. Add five to 10 minutes per week to your longest run until you reach at least five miles. If you can, continue to add time every week.

GO UP

Hill work develops strength. "Running uphill makes you a faster runner on the flats," Sinclair says. "Hills build strength, and make the flats feel easy!" Find an incline that takes one to two minutes to ascend. Run up it at a comfortably hard pace. Jog back down.

Do three repeats. Add one repeat each week until you're up to eight. *continued on pg. 4*



Events to Celebrate April Birthdays

6—Chris Byer

18—Benita Williams

19—Mike Schmidt

22—Scott Brown

Officer Academy

January—April

2013 Food Bank Totals

February—375 pounds

Fitness Challenge

January 4 – March 29

Winning Team—"Bad Decision"

1 Year Probation Completion

Joel Sellinger - March 1

NWFR SAVE THE DATE

Haulin' Axe—May 19





4142 Britton Loop Rd.
Bellingham, WA 98226

*Providing quality service
for a safe community*



Your 3-Step Plan to Run a 5K pt. 2 cont.

RUN FAST

Fartleks get your legs and lungs accustomed to the hard pace of a fast 5K. Warm up, then run a mile at your regular pace. Pick up the pace so you're running hard (but not all-out) for two minutes, then jog for two minutes. Repeat four times. Gradually shorten the recovery interval to one minute or increase the hard effort to three minutes.



Upcoming Nuptials



Lt. Jon Ahrenholz and Brie Wentzel are planning a summer wedding on Sunday, July 28, 2013 to be held at Ever-

green Gardens. Brie is a first grade teacher originally from Auburn WA, was introduced to Jon by Battalion Chief Larry Johnston and his wife.

Firefighter John Hollstein and Stephanie Klein are also planning a July 6, 2013 wedding which will be held at John's parents farm in Nampa Idaho. The couple met in college through mutual friends and have known each other for approximately ten years. Steph



grew up in Kirkland WA and is currently pursuing a nursing degree.

Congratulations to both couples

Health and Wellness Coordinator Completes Re-Certification

By Kelly Freeman

This past month I had the amazing opportunity to participate in a five day fitness certification seminar in Bellingham. Coach Scott Sonnon along with a team of international head coaches came together to instruct the fundamentals of CST and TACFIT to a group of about 30 students. Although I had previously been certified in both of these arenas of fitness and was attending for recertification, the level of instruction and changes made to the course structure made the five days of teaching absolutely invaluable.

CST or Circular Strength Training is an inductive theory of teaching and implementing a program from the ground up. Starting with a poise analysis which is designed to address imbalances in an individual and taking that information to design a

program to correct the imbalances and create equal, healthy strength. CST is a tri-ring integration program that essentially ensures that you warm up (mobility), workout (rotational resistance) and cool down (compensation) to allow form to follow function. Most conventional methods of fitness concentrate on bi-planer or tri-planer movements, CST methods work in the six degrees of freedom (heave, sway, surge, pitch, yaw & roll) adding in the elements of rotation. The seminar taught students to confidently be able to create a program for a specific type of individual to include the most effective rotational resistance movements and the correct mobility and compensation exercises for each movement.

After three amazing days of exercising our minds and our bodies a large majority of

the students jumped right into two days of TACFIT certification. Making this transition from CST to TACFIT is very interesting as TACFIT teaches from the other end of the spectrum. TACFIT is a deductive method of instructing that is reversed engineered from tactical skills. The workouts are based off a 4/7 day wave working towards recovery from intensity through breathing, vibration, heart rate recovery and biofeedback. The two days of workouts focus highly on maintaining proper technique throughout high intensity workouts and maximizing optimal recovery.

I was honored to have the opportunity to be a part of these amazing seminars and be instructed by a group of such skilled head coaches from around the world.