

Piringer, Peter

From: timothy sendelbach [tesendelbach@msn.com]
Sent: Wednesday, March 05, 2008 6:17 PM
To: brian.crawford@ci.shreveport.la.us; lynbrookfd379@yahoo.com; jgroutley@aol.com; Piringer, Peter; kevin.roche@earthlink.net
Subject: Update - as per CFD Contact

All:

Just wanted to share a quick update on what's happening in Charleston. Today I received a call from a member CFD advising that Engine 11 has been shut down since early this morning for unknown reasons. When the Captain asked the BC why it was shut down and when it would be back on line he was told it would be back-up later today. At around 4:30pm EST it was still not back on line.

In other news, it seems a specific member of the department is being fast-tracked to become eligible for a Captain's position within the Training Division. William Johnson has been fast-tracked to get his Firefighter I certification and recently has been sent to the academy to certify or recertify as an Instructor. As per this individual, Mr. Johnson is "one of the boys" and has been given preference for training over a number of folks (none of this training or other such opportunities has been posted for others to consider).

Finally, during a recent Engineer's test it was noted that several of the questions on the exam were about the "old" PASS alarms. No details as to what the exact questions were, but it seems as if the department (select members) provided a "school teacher" (designated to serve as "the third party") with the questions, he/she typed them up and the same old test was used to qualify members for the position of engineer. Once again, a conscious decision to maintain the status quo as opposed to using a "true" outsider to design/develop a "validated" test.

Folks, while I cannot confirm all of these details to be true, I'm extremely frustrated by the shell game that is being played behind the scenes (the aforementioned and what I witnessed first hand last week is proof that we are NOT making the forward strides we had hoped). At some point we need to throw the flag and stop this madness.

One additional point, do we have any type of agenda for our upcoming visit? If not, I would like to suggest that we brainstorm on what we need to accomplish and set some time frames to ensure we meet these objectives. Simply meeting with our "peer groups" is not a workable plan for me (remember, we suggested removing my peer from his current position and now he's being slated for promotion. Meeting with him to discuss training issues is simply not an effective use of my time). I would like to once again suggest we meet as a group and attempt to address these issues as a group with the assigned person of the specific area taking the lead (as necessary).

Guys, I'm not trying to be hardheaded here, but what we're doing just doesn't seem to be working. If I'm reading this wrong please, someone tell me. I have witnessed first hand a blatant disregard of several of the first 27 recommendations on my most recent visit. At the same time, I see and hear about guys traveling across the country attending accreditation seminars, visiting fire stations, passing out T-shirts at conferences, etc. What happened to the "immediate" safety issues (i.e. wearing your SCBA, seatbelt, driving with some common sense - not too mention in accordance with the law)?

Again, just my two cents...

TESendelbach

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