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From the Editor

Heard from an old friend the other day who triggered some nostalgic daydreaming about my early career in the fire service and the people and events that shaped my present-day attitudes and opinions.

That old friend was a guy by the name of Wayne Kee and Wayne was my boss in the early 80's in South Carolina. He and our Fire Chief, Don Spitzer, taught me how important it is to keep learning and, most important, to live and enjoy a life outside the fire department. No matter how stressful, gruesome, or frustrating it became at work, there was a world outside the engine hall with people who cared about you and needed you to be a positive influence. I guess that's where I got the reputation as a light-hearted (dare I say jolly?) guy who didn't always take things as seriously as he should. Guilty.

Not long after hearing from Wayne I experienced another blast from the past when the Air Force announced they were naming their Heroism award after another old boss, Bob McAllister (see page 12). Bob was a real hero who earned his battle scars in the rice paddy's and jungles of Viet Nam as a Pedro (HH-53) crewman. Bob had an innate understanding of what was serious and what wasn't. There wasn't much that fell into the first category with him but when he did get serious he could scare an Airman straight with a stern look and nothing else. Doing the job was serious business with serious situations and serious results; you'd better not take your responsibility as a firefighter lightly. There was plenty of time for relaxing and fun after work. Bob is the guy who taught me the value of attention to detail. He was a stern supervisor but also a great friend who knew how to enjoy himself. The Air Force couldn't have picked a better person to name a heroism award after.

Bob and I worked for a great Fire Chief back then and I am still in touch with him today. Charles Peters, or Pete as he likes to be called, was one of those guys who always seemed to be on high-speed. I don't think he spent more than an hour in his office on any given day, always moving from station to station and office to office. He knew everybody's name every time he saw them. He gave me my first officer's job and then trusted me to do that job well. I was the daggone "Assistant to the Assistant Chief of Training" and things only moved forward for me after that. Pete taught me to trust the people you think enough of to promote, but most of all; he taught me the importance of loyalty. Charlie Peters retired about six years ago after more than 50 years of service to DoD Fire & Emergency Services with the Air Force and Navy. He is still going strong today and we keep in touch.

From the Editor (Cont.)

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In these times of shrinking budgets and seemingly endless bad economic news, another person who stands out in my mind is the guy who had the misfortune of having me as his rookie Deputy Chief. Gordon Messerschmidt knew the business of public safety and firefighting. We had a very small department on what is now known as the Barry Goldwater Range in southwestern Arizona. Gila Bend Auxiliary Air Force Field was a pretty active little base providing structural protection to a hundred or so structures and crash rescue services to the 3+ million acres of bombing and gunnery range that surrounded the base. We had everything we could ever want thanks to Gordie's seasoned business acumen and ability to persuade leadership that the fire department was an integral piece of the mission. We could sure use his talents these days. Ironically, the lesson I took away from Gordie was not about obtaining funds, equipment, and leadership support; his lesson was about how to handle the inevitable situation where you don't get what you ask for.

"If all they give you is a wheelbarrow full of wet toe sacks, that's what you take to the fire and you throw them wet toe sacks as far and as hard as you can."

Think about that for a minute; that is a pretty profound homily old Gordie was using back then (I had look up toe sacks too) and it is probably more pertinent today than it was then.

Say you are used to having three or four units show up simultaneously on an initial response but now find yourself waiting for a second or third due engine. Your instinct will be to approach the situation as you always have but that is a mistake you cannot afford to make. You **MUST** wait for enough resources to show up before you get aggressive. The decision makers are aware of the risk they are accepting and don't expect a crew of three or four to do what normally requires a crew of 13 or 15. The only time there would be an exception to that rule is if there was a no-kidding life saving situation and even then the risk would have to be measured. We must simply do the very best possible job we can within the limitations of the resources we have on hand. We can't be in the business of trading firefighters for vacant buildings. Toss them toe sacks from the sidewalk.

So how do you reign in that "get there first or pick up my line" attitude? It won't be easy but you might start by talking about life outside the job, about paying attention to details and putting things into perspective. Is a vacant building worth risking your lives for? What do your loved ones have to say about that? What about the loved ones of the other people on your crew? What do they think about the "we don't need a culture of safety we need a culture of extinguishment" mentality? Ask them.

"If all they give you is a wheelbarrow full of wet toe sacks, that's what you take to the fire and you throw them wet toe sacks as far and as hard as you can."

- Gordie Messerschmidt

What a great lesson.

-Rick

Last Alarms

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Taking Care of Our Own Update



On the Job - Sicily



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Last Alarms

To date, 37 deaths were reported for 2010. The following line of duty deaths were reported since we published our last issue:

Donald Schneider Jr. ♥	Chet Bauermeister ⇨
Age: 63	Age: 47
Belleville, WI	Mesa, WA
Scott W. Davis ♥	Jay Brown ♥
Age: 46	Age: 42
Oswego, NY	Gresston, GA

2010 Totals

♥ 21(56%) ⇨ 6 (16%)

♥ Indicates cardiac related death

⇨ Indicates vehicle accident related death

Taking Care of Our Own

Check with your Fire Chief if you wish to make a leave donation. There are currently seven DoD firefighters in the Taking Care of Own program.

Name	Location	Point of Contact
Ralph Huston	DSC Richmond, VA	Clyde.Hipshire@dla.mil
Christopher Capps	Fort Sill, OK	Ronald.D.Pyle@us.army.mil
Gregory Feagans	NIOC Sugar Grove, WV	Nanette.Kimble@navy.mil
Paul Hartman	NIOC Sugar Grove, WV	Nanette.Kimble@navy.mil
Joey Tajalle	NAVBASE Guam	Julie.Quinene@fe.navy.mil
Kurt McDonald	SUBASE New London, CT	Marc.J.Smith@navy.mil
Theodore Olson	NAS Oceana, VA	Marc.J.Smith@navy.mil

Sigonella Firefighters Train for High Angle Ops



NAS Sigonella military, host nation, and US civilian firefighters recently completed confined space rescue practical evaluations and conducted a high-angle rescue demonstration from the NAS I water tower for DoDDS students during the school's Career Days.

Joint Base Pearl Harbor-Hickam

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Joint Base Firefighters Train to New Level

By SrA Gustavo Gonzalez 15th Wing Public Affairs, Joint Base Pearl Harbor-Hickam



Panic. Havoc. Tragedy. A projector displayed an aircraft, engulfed in flames, sitting on a runway. This description of a scene unfolding at Joint Base Pearl Harbor-Hickam is one that no one ever thought they would see again, and would not want to see again.

For the firefighters at Joint Base Pearl Harbor-Hickam, it was the Norma Brown trainer, a realistic situational training software used as part of a 12-day Fire Officer Two Course. The command and control training involved both Hickam firefighters and Federal Fire Department Navy Region Hawaii firefighters from Pearl Harbor. The classroom simulation required 12 firefighters to work together, using radio communication, to secure the area where the aircraft was engulfed in flames. With all the firefighters geared up with headsets, communication was the key to a Navy and Air Force joint effort.

According to Staff Sgt. Lawrence McGuire, a 647th Civil Engineer Squadron firefighter, the visuals on the screen, the sound effects and the constant radio communication creates a realistic scene to prepare them for the real thing. The classroom setting was a tense experience for them all. “We went through a practical exercise and what it’s supposed to do is simulate controlled chaos that happens on any fire and or emergency scene,” said Scott Ebert, Federal Fire Department Navy Region Hawaii fire inspector.

The joint training brings Joint Base Pearl Harbor-Hickam one step closer together after combining the two historic bases into one joint installation Feb. 1 to support both Air Force and Navy missions. “Joint basing may have some meshing issues at some point, but in terms of fire and emergency services, that’s one area where we really don’t have a whole lot of problems,” Ebert said. “We are all playing by the same playbook, we all use the same terminology, we are all trained by the same standards, and most of us go through the same school,” he explained.

The incident command system that the students learned in this course module is based on the National Incident Management System (NIMS). NIMS provides a standardized approach in mitigating emergency responses from the local, state and federal levels. “If that plane catches on fire and I’m the first one on scene, then I can take control until the on-scene commander gets there,” said McGuire.

According to TSgt Robert Laning, 312th Training Squadron DoD Fire Academy instructor at Goodfellow Air Force Base, Texas, the joint training they received is right in line with the joint mission in Hawaii.

Hawaii (Cont.)

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“I think on the operations side that’s really going to make things better as far as what Navy does and what the Air Force does and combining those together,” he said. “They both have things that we specialize in on the Navy side and on the Air Force side. These are all things we cover in class.”

Laning said the firefighters for this class passed with flying colors. “This is by far one of the best classes because they really embraced what we are trying to teach them,” he said. “Their level of commitment is beyond reach.” The training was conducted by Laning and Samuel Sprouse. The instructors travel to different installations conducting the training, maximizing the benefit to a larger audience at a minimal cost, and ensuring people are qualified for the mission.

“We go on the road with fire officer two and fire officer three [training courses] and it’s an advanced management in the fire service and more than just what people think about the physical aspects,” said Laning. Not only can the group of joint firefighters put out a fire, thanks to the mobile instructors, but they can safely and effectively manage fire and emergency service resources at a new level.



EMS Expanded in Hawaii



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Navy Region Hawaii Expands EMS Service

By Victor Flint, Battalion Chief, Fire Prevention

Effective in April, the Federal Fire Department (FFD), Navy Region Hawaii expanded emergency medical service (EMS) to the Naval Computer and Telecommunications Area Master Station (NCTAMS) Pacific.

FFD will initiate basic life support (BLS) ambulance transport services for the people and command of NCTAMS.

FFD EMS is a Hawaii state-licensed EMS ambulance provider. The new ambulance unit will be designated as Medic 7 and will be quartered at FFD Fire Station Seven, Wahiawa.

Medic 7 will be augmented by an advanced life support (ALS) unit for cases requiring ALS care. In cases where the estimated arrival time (ETA) for the ALS unit exceeds the required ETA, the Medic 7 team will initiate transport to the nearest appropriate medical facility and provide patient care within their scope of practice.

All personnel assigned to Medic 7 are firefighters certified at the Hawaii State EMT - Basic and National Registry of Emergency Medical Technicians - Intermediate level under the direction of the FFD EMS medical director.



On the Job – Corpus Christi

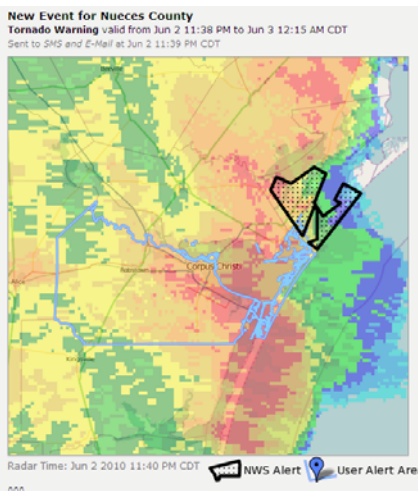
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A Night of Tornadoes and Thunderstorms

By John Morris, Fire Chief, NAS Corpus Christi



Throughout the day on June 2, 2010, radar images showed two large systems working their way towards Corpus Christi; one moving generally to the East, and one moving to the South. The first Severe Thunderstorm Watch was issued at 2002, with a Tornado Warning issued at 2338.

At approximately 2330, these storms hit NAS Corpus Christi with the predicted heavy rain, hail and lightning. The difference between reality and the forecast was that the winds exceeded 80-90 knots on the installation, versus the predicted 45

knots, and were the highest winds reported throughout the affected area. This storm left the area with 47,000 people without power throughout the area, with power restored to the last affected people more than three days after the storm. The worst of the fast-moving storm, and the accompanying winds probably lasted less than thirty minutes; though in its wake left NAS Corpus Christi with significant damage to facilities, aircraft and RV's; and a dynamic mass-casualty incident as personnel from the fire department quickly discovered. Over the next several hours, personnel responded to thirteen calls, including an auto-aid structure fire, a complex technical rescue with two critical patients, roof damage, damaged sprinkler systems, numerous minor injuries, and the usual "weather-related" alarm activations. In addition to organic NASCC F&ES resources that responded; our mutual aid partners provided four ALS ambulances, one Engine Company, a Battalion Chief (BATT 3), and an ALS Supervisor (MED 623).

As the storm hit, NAS Engine1 and NAS Chief 2 were dispatched to an automatic aid structure fire at 2331. Responding units noted that it was a "war zone" with the heavy weather, transformers blowing, and heavy flooding enroute. They were cancelled by the first-due unit, and headed back to the Naval Air Station, where they were greeted with their own warzone!

Shortly before the return of the automatic aid assignment, NASCC Fire Dispatch received a call from Security reporting an overturned RV, with two victims trapped. Truck 1, Engine 2 and Chief 5 were dispatched, responding in the same heavy weather that Engine 1 was encountering. As units responded, additional EMS calls were received and the initial assignment was split, with Engine One ultimately operating at the extrication incident. Ultimately patients were treated and transported at three separate locations, adding to the challenge of maintaining accountability of patients and responders by the Incident Commander. Fire Station One became a temporary shelter and patient receiving point; with nine affected personnel: including a family of six who evacuated their trailer and came to the fire station looking for safe haven; a

Storms (Cont.)

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couple who suffered minor injuries and self-extricated from an overturned motor home, that coincidentally crushed their POV. They were transported at the height of the storm by Security to the fire station, along with two dogs. One male patient was transported by Security with a dislocated shoulder,

and other minor injuries. He was ultimately transported by one of the four City of Corpus Christi ALS ambulances that responded to assist. The most noteworthy incident required a significant deployment of resources, with NAS Chief 2 & CCFD Battalion 3 (Shields Park Unified Command), NAS Truck 1, NAS Engine 1, CCFD Medic 13 and 15, and CCFD 623 (Medical Supervisor) operating at the scene for over an hour.

Arriving crews reported an overturned trailer, resting on its side, with two trapped victims. Firefighters were able to access the 73 year-old male fairly easily; as the damage to the rear of the overturned trailer had opened the entire end of the trailer. Minor removal of debris provided needed access to initiate patient care and packaging. Initial assessment of the patient indicated multiple lacerations, obvious deformity of the left arm and swelling and pain to the patient's lower back on the left side. Personnel initiated c-spine precautions, applying a c-collar and back-boarded the patient. The first-due ambulance had not yet arrived on scene, so this patient, and attending FF-EMT's gained access to an unaffected RV, and moved patient to this shelter and continued treatment. Access to patient number two, a 64 year-old female, was significantly more challenging due to the complete displacement of interior components of the trailer, and subsequent entrapment of the victim. Personnel made an initial cut into the bathroom ceiling to gain access and locate the victim. By this time, CCFD ALS units had arrived on scene. Once patient was located, personnel made contact with the victim, while the extrication team continued cutting and debris removal. Once adequate access was made, the patient was packaged, and CCFD FF-Paramedics began ALS patient care for a cervical neck injury and lower back pain. Working in extremely challenging conditions, a fully interoperable multi-agency team seamlessly extricated, treated and transported these two critically injured patients in less than 30 minutes.

While the primary incident was being worked; NAS Engine 2, NAS TAU 57, Chief 4 (PREV) and Inspector 2 were committed to other incidents as they occurred, to include EMS support at Station One with 3 patients, EMS response w/ two patients at a BQ, and multiple investigative alarms. TAU 57 provided mobile patrol, checking for hazards throughout the base. Throughout this time, the storm continued, adding to the challenges responders were faced with at multiple incidents. Chief One was notified of multiple incidents, and returned to the installation shortly after 0015; providing the Installation Commanding Officer with an installation damage assessment tour.

Storms (Cont.)

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There is no doubt that this storm could easily have resulted in fatalities, as well as more serious injuries. As always, luck played a part; but experience, long-term preparation and training was the paramount factor in minimizing the overall impact and severity of this storm. The majority of NASCC firefighters are certified in Confined Space Rescue and Rescue Tech One as part of a multi-year training effort to best prepare the personnel for the inherent challenges associated with a busy industrial and aviation training mission. NASCC F&ES has an active automatic, and mutual aid partnership with the City of Corpus Christi Fire Department (CCFD). As recently as two months ago, we held a major exercise as part of the N7 Regional Training Team program; testing our ability to respond to a mass-casualty incident, involving an active shooter with multiple victims, and a significant commitment of resources by CCFD. These same capabilities and command structure were in place, and operated seamlessly at this storm response, and were instrumental in the overall success of the operation, and positive patient outcomes.

Note: This came in the mail at NASCC FD recently.



A SHIFT

JUNE 11, 2010

You guys are the Best!! Thank You
so much for taking care of our family
during and after our tornado experience.
You literally gave us the shirts of
your backs + a pair of socks. May
God Bless You for all you do! SPECIAL
FAMILY

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Focus on Fire Safety

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Fireworks

Every year in the United States, we celebrate the Fourth of July with community parades, picnics, barbecues, and fireworks - the things of which happy memories are made. But sadly, Independence Day also includes tragic events resulting from fireworks use. The safest way to enjoy them is through public displays conducted by professional pyrotechnicians hired by communities. Learning fireworks safety tips can help ensure that everyone has a happy and safe summer holiday.

Who is at Most Risk?

In 2008, U.S. hospital emergency rooms treated an estimated 7,000 people for fireworks-related injuries. 70% of these injuries occurred between June 20 - July 20. Of these:

- 46% of injuries were to the extremities and 36% were to the head.
- 56% were burns, while 21% were contusions and lacerations.
- Two of 5 people injured by fireworks were under the age of 15.
- 62% of injuries were to males; 38% were to females.
- Devices such as sparklers, fountains, roman candles, and novelties accounted for 40% of injuries; firecrackers caused 18% of injuries.

Did You Know?

92% of the fireworks injuries treated in hospital emergency rooms involved fireworks that Federal regulations permit consumers to use.

How and Why Do These Injuries Occur?

Availability: In spite of federal regulations and varying state prohibitions, many types of fireworks are still accessible to the public. Distributors often sell fireworks near state borders, where laws prohibiting sales on either side of the border may differ.

Fireworks type: Among the various types of fireworks, some of which are sold legally in some states, bottle rockets can fly into peoples' faces and cause eye injuries; sparklers can ignite clothing (sparklers burn at more than 1,000°F); and firecrackers can injure the hands or face if they explode at close range.

Being too close: Injuries may result from being too close to fireworks when they explode; for example, when someone leans over to look more closely at a firework that has been ignited, or when a misguided bottle rocket hits a nearby person.

Lack of physical coordination: Younger children often lack the physical coordination to handle fireworks safely.

Curiosity: Children are often excited and curious around fireworks, which can increase their chances of being injured (for example, when they re-examine a firecracker dud that initially fails to ignite).

Fireworks (Cont.)

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By the Numbers

30,100 Estimated number of fires caused by fireworks each year

7,000 Estimated number of injuries caused by fireworks in 2008

7 Fireworks-related deaths occurred in 2008

\$34 million Amount of direct property loss caused by fireworks

Sources: National Fire Protection Association (NFPA), Consumer Product Safety Commission (CPSC)

Experimentation: Homemade fireworks (for example, ones made of the powder from several firecrackers) can lead to dangerous and unpredictable explosions.

What Can I Do?

The best way to protect your family is not to use any fireworks at home — period. Attend public fireworks displays and leave the lighting to the professionals.

- Kids should never play with fireworks. Sparklers can reach 1,800° Fahrenheit (982° Celsius) — hot enough to melt gold.
- Steer clear of others — fireworks have been known to backfire or shoot off in the wrong direction. Never throw or point fireworks at someone, even in jest.
- Don't allow kids to pick up pieces of fireworks after an event. Some may still be ignited and can explode at any time.
- Think about your pet. Animals have sensitive ears and can be extremely frightened or stressed on the Fourth of July. Keep pets indoors to reduce the risk that they'll run loose or get injured.

Did You Know?

The tip of a sparkler burns at a temperature of more than 1,200 degrees — this is hot enough to cause third degree burns.

<http://www.usfa.dhs.gov/citizens/focus/fireworks.shtm>



NFPA Conference



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Fire Prevention Working Group at NFPA



Kevin King and Rick Brockman from CNIC HQ joined the officers of the Navy Fire Prevention Working Group (L-R, Jan Olson, Mark Weil, and James Scribner) at the NFPA Conference this month in Las Vegas. Dividing forces allowed them to attend a wider variety of seminars and classes and compare notes afterward. They will report their findings at the next FPWG conference call.

CPSE News

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Applicant Status is Only the Beginning

Nearly all Navy F&ES departments were registered with the Commission on Fire Accreditation International this year and a great many have moved on to Applicant status. Unfortunately, many of our new Applicant Agencies are neglecting two really valuable resources to help them attain accreditation; the CFAI Mentor and SharePoint website. There is a cornucopia of information available on the CFAI SharePoint site and your Mentor is standing by with a ton of inside information to smooth your journey to Accredited Agency status. Please do not squander these resources, put them to use so you can work smarter and not harder to reach your goal. If you need more information or have questions about the Mentor program or the SharePoint site contact Rick Black at rblack@publicsafetyexcellence.org.

2010 Fire-Rescue International Chicago, Illinois

FRI is just around the corner. CPSE is sponsoring a number of education sessions. Don't delay. Register today!

Tuesday and Wednesday, August 24-25, 2010 (8:30 am - 4:30 pm)

- CFAI Self-Assessment Workshop

Tuesday, August 24, 2010 (1:00 pm - 5:00 pm)

- Chief Officer Credentialing: Where Do I Stand?

Thursday, August 26, 2010 (10:30 am - 4:30 pm)

- Keys to Successful Mentoring
- Standards of Cover (SOC) - Basic

Thursday, August 26, 2010 (1:00 pm - 4:30 pm)

- CFAI Peer Assessor Continuing Education Session (Attendance is open to all current Peer Assessors. No registration required.)

Did you know that by attending FRI sessions you can earn credit toward satisfying the training requirements of component 3 of the Chief Fire Officer (CFO) designation?

All education sessions will be held at the McCormick Place.

During your stay, we also would like to invite you to attend CPSE meetings and events.

Tuesday, Wednesday, and Thursday, August 24-26, 2010 (8:00 am - 5:00 pm)

- CFAI Commission Accreditation Meeting

Wednesday, August 25, 2010 (8:30 am - 4:30 pm)

- CPC Commission Business Meeting

Thursday, August 26, 2010 (6:00 pm)

- CPSE 11th Annual Awards Ceremony (tickets required)

All CPSE meetings and events will be held at the Swissotel, 323 E. Wacker Drive, Chicago, IL.

Air Force Heroism Award

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Named for the Late Robert A. McAllister

By Don Warner, The Air Force Fire Chief

I'm excited to announce that The Air Force Civil Engineer has approved the FES Panel's recommendation to rename the Air Force Firefighter Heroism Award to the Robert A. McAllister Firefighter Heroism Award.



Robert A. McAllister was born in Covington, Virginia, on 23 July 1935. He joined the Air Force in 1952 and retired from active duty as a Senior Master Sergeant in 1980 with 28 years of service. After his retirement, he joined the Federal Civil Service in 1981 as a firefighter and rose to the position as Fire Chief at Columbus Air Force Base, Mississippi. His leadership, experience and dedication provided excellent fire protection for Columbus Air Force Base and surrounding communities.

Chief McAllister entered the Air Force in 1952 and is a graduate of the Air Force Fire School at Lowry Air Force Base, CO. After completing his training, Airman McAllister served at Travis Air Force Base, CA. He and went on to several assignments in his 28 year career.

He served in Vietnam where he was credited with 17 lives saved and earned two Distinguished Flying Crosses. The first one for his actions during an attack on Tuy Hoa Air Base. While under fire, his crew lifted off two HH-43 helicopters and directed rescue support for both airborne and ground rescue operations. His second Distinguished Flying Cross was earned for his actions during the rescue of a pilot of a downed UH-1 helicopter. He continuously guided the pilot of his HH-43 through the dense jungle canopy hovering within two feet of the trees. He then entered the jungle canopy and extricated a pilot trapped in wreckage and the pararescueman treating him. His heroism and dedication under fire was instrumental in saving the lives of the downed Airmen.

Additionally, he earned two Bronze Stars, one with Valor; during the rescue of an Army soldier 26 miles from base. In bad weather, his HH-43B helicopter crew left Tuy Hoa Air Base to rescue the soldier and on the return the helicopter crash landed off base in a rice field (hot zone). Under fire, he navigated the soldier and crew back to base. Additionally SSgt McAllister received 33 Air Medals, one for every 35 missions completed, the Vietnamese Medal of Honor, six Meritorious Service Medals and six Air Force Commendation Medals while on active duty. He continued active duty until he retired in 1980.

Chief McAllister retired from Federal Service in 2002 with 50 years of dedicated service to his country and succumbed to cancer on 9 Nov 2005. Chief McAllister was memorialized in 2009 with the dedication of the "Robert A. McAllister Fire Station," at Columbus AFB. He is survived by four children, six grandchildren, a brother and three sisters.

MFHF News

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Pet Fire Safety Day



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Military Firefighter Heritage Foundation

From MFHF *Hot Topic* newsletter, June 2010 issue

Your Military Firefighter's Heritage Foundation has a lot to celebrate this year! This is the foundation's 10 year anniversary. Looking back at what the foundation started with compared to where we are now is simply amazing. The foundation awards TWO scholarships; one for \$3,000 and another for \$2,000 for high school seniors, upcoming college sophomores, juniors and seniors or immediate family members of the DoD Fire Emergency Services. We have also been highly involved in numerous charitable organizations within the local community. The deadline for applications is 16 July 2010 The application can be found on the foundation web site.

<http://www.militaryfirefighterheritage.com/scholarship.html>



The Foundation has been working on getting our fallen brothers and sisters recognized at the National Fallen Firefighter Memorial the past four years. Success resulted this year with the inclusion of 12 Department of Defense firefighters who died

in the line duty at the National Firefighter Memorial in Emmitsburg, MD. The foundation has created a memorial bracelet and keychain that can be purchased in remembrance of their sacrifice.

The MFHF commemorative bracelet honoring the 12 inductees is a black 5-50 cord with 12 red squares woven into the bracelet and can include a key chain fob. The bracelet is \$10, and the keychain is \$5



NVFC Seeking to Highlight Pet Fire Safety Day

Pet Fire Safety Day is July 15, and the National Volunteer Fire Council is partnering with ADT Security Services to raise public awareness about pet fire hazards. We are currently seeking examples of pets that have started home fires to use in the public safety and awareness campaign.

Pet Fire Safety Day is designed to educate pet owners about potential risks when pets are left home alone as well as provide the public with fire prevention and home safety measures to ensure the safety of everyone in the household, including pets. With an estimated 500,000 pets affected by home fires each year, Pet Fire Safety Day educates the public on how they can prevent and prepare for emergencies and present solutions for reducing these tragic instances.

If your department has seen an instance of a pet starting a house fire within the past year, please contact Kimberly Ettinger at kettinger@nvfc.org or 888-ASK-NVFC (275-6832).

On the Job - Norfolk

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Air Evac Training in Mid Atlantic

Navy Region Mid-Atlantic Fire & Emergency Services conducted operations and familiarization training with the Hampton Roads Regional Air Ambulance “Nightingale” operated by Sentara Norfolk General Hospital. The training consisted of a fly in by Nightingale to Naval Air Station Oceana. Once on deck, the flight crew had a meet and greet with emergency responders from NAS Oceana, NALF Fentress, and NSA Northwest fire stations. Firefighters watched a Nightingale training video followed by an interactive open question and answer session. The discussion included detailed notification and communication procedures, information required for flight preparation, in flight operations, and landing zone procedures. The flight crew answered questions regarding their responsibilities and interactions with emergency responders and provided an operational view for firefighters and Nightingale crew members.



The second part of the training included hands on work with the aircraft including a review of firefighting and rescue procedures, aircraft approach, and patient stretcher loading. This was good training for fire personnel and the flight crew appreciated the opportunity to provide training targeted to firefighters who recently completed the Virginia State Emergency Medical Technician course. The air medical evacuation class was a prerequisite to the operational medical director’s certification to practice as an EMT.



New HazMat Rig



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NS Great Lakes Receives New HazMat Vehicle



Midwest Regional Fire Chief Mark Chaney at the Pierce Manufacturing plant in Appleton, WI inspects the new HazMat vehicle prior to its delivery to Naval Station Great Lakes earlier this month.

Navy Region Midwest is the first region to complete the CNIC validated authorization for the purchase of hazardous materials response vehicles at all its installations!

Dispatch News

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Investigation Reveals Inaccurate "Time Stamps"

A recent investigation board documented a finding related to dispatching concerning the fire.

The board's report found the fire department's notification log time stamps were inaccurate and accurate time determination is not possible without significant research and reconstruction."

The board was referring to the DoD automated dispatching system in which the log is dependant on the dispatch operator to click a button to set the time. The voice recordings were also provided for reconstruction.

The bottom-line is; automated or not, dispatch logs and voice recording logs must be as accurate as possible to assist investigation teams to reconstruct event(s).

Therefore, the investigation board recommended the dispatchers periodically check the clocks, computers, and voice recorders in the dispatch center to ensure they match with the Naval Observatory Master Clock

<http://www.usno.navy.mil>.

Combs Cartoon



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Under Utilized Technology



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On the Job – Kings Bay

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TRF Drill Helps Train Fire Department

By Stacey Byington, TRF Public Affairs



Photo by Gregory Walsh
SUBASE Fire Department personnel work to extract "Rescue Randy" from a confined space on a submarine in the drydock.

Trident Refit Facility (TRF) personnel conducted a confined-space drill onboard USS WYOMING (SSBN 742) in the drydock, Apr. 24 and 25.

The drill was executed to build confidence and train the fire department, EMS and TRF employees who observed the evolution, and took part in the exercise.

Greg Walsh, TRF's Disaster Preparedness Officer, said he had

always wondered what would happen if someone had an accident while loading a periscope from the top of the submarine sail while the boat was in the drydock.

"The best opportunity to talk about performing a hazardous job safely is before you need to call for assistance from the fire department and EMS," said Walsh. The confined-space drill was to answer some of those questions.

A 170-pound mannequin, "Rescue Randy," was placed in a main ballast tank aboard the submarine located in the drydock. Lisa Parsons, a painter apprentice from Shop 71A, who was working in the drydock at the time, was asked to call to the dispatcher (initiating the drill), saying her partner had slipped in the tank and was injured.

The fire department had to navigate their way through the maze of equipment, hose, and JLG lifts in the drydock to reach the injured man. They then had to verify that the environment was gas-free prior to entering the tank. "Ms. Parsons was unaware that she was going to be involved in the drill," said Walsh. "She was cool and collected, and responded with all the correct actions. This indicated to me that TRF is communicating the correct emergency response procedures to its workforce."

"This drill was about building a confident relationship with the fire department and EMS prior to needing them," said Walsh. Did it go according to plan, no, but that was ok because it was just a drill." He said a great deal of coordination between the command, the submarine and the fire department and EMS was necessary to carry off the exercise, and he hopes that more such types of drills can be coordinated in the future.

"The fire department can now visualize our working environment," added Walsh. "I am confident now that if we needed their help in this type of scenario, we would receive five-star services from them. Both the responders and TRF personnel learned a lot. I can say overall, it was a success."

Battery Pack Recall

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AED Battery Packs May Create Error Message

The Food and Drug Administration issued a Class I Recall Notice regarding Defibtech DBP-2800 battery packs used by the Defibtech DDU-100 series AEDs sold under the brand names, Lifeline AED and ReviveR AED. In rare instances, when the AED is used with an affected DBP-2800 battery pack, the AED may falsely detect an error condition during charging for a shock, then cancel charge and not provide therapy. If this situation occurs, the AED will speak "shock cancelled" followed by "service code 1003" while powering off.



Our records indicate several Regions may be affected. A review of the current Navy F&ES installation AED inventory indicates approximately 22 AEDs may be affected; we e-mailed specific AED information to the Regional Fire Chiefs on 10 June. We recommend each Region and Installation review their latest inventory to determine whether they are affected, and maintain this recall notice on file for future reference.

If you own an affected battery pack you must follow the instructions attached to the 10 June e-mail, in the "Affected Battery Pack Determination" section to receive the field update listed in Attachment 2.

Defibtech is contacting customers to arrange for the return and replacement of all the recalled AED battery packs by sending notification letters to distributors and users.

To contact Defibtech within the United States, call 1-877-453-4507 or 1-203-453-4507, 8:30 A.M. to 5:00 P.M. (Eastern), Monday - Friday or contact Defibtech Technical Support at techsupport@defibtech.com.

If you have questions regarding this recall contact Tim Pitman at timothy.pitman@navy.mil.

Fisherman's Tale Weight Report



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The small-town doctor was famous in the area for always catching VERY large fish.

One day while he was on one of his frequent fishing trips he got a call that a woman at a neighboring farm was giving birth. He rushed to her aid and delivered a healthy baby boy.

The farmer had nothing to weigh the baby with so the doctor used his fishing scale.

The baby weighed in at 32 pounds, 10 ounces.

Identity Theft Threat

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Cigarette Companies Scanning DoD CAC Cards

Between April and May 2010, reports were made that military members were allowing cigarette marketers in the Norfolk/Virginia Beach area to scan their DoD Common Access Cards (CAC) in order to receive free cigarettes. The reports indicate that a U.S. cigarette manufacturer has marketing teams of up to five individuals who promote their cigarettes outside of bars and night clubs in Norfolk and Virginia Beach.

In order to receive two free packs of cigarettes, the marketing team requires a scan of the consumer's ID card to verify their age and to record information for future mailings. The marketers can scan driver's licenses and DoD CACs. Military members have presented their CACs to these marketers at various clubs and restaurants in Norfolk and Virginia Beach, VA. The Virginia Department of Alcoholic Beverage Control was contacted and advised that they were aware of cigarette marketers in the area and they recommend cigarette companies use ID scanning to verify the age of the consumers.

Allowing any private vendor to scan a CAC will compromise the service member's date of birth and social security number as well as other personal and unit identification information. This information is both clearly displayed on the CACs and stored in the bar code on the CAC. The scanners that are possibly being used could have the capability to read and store the information in the bar code. Compromise of this information could lead to potential identity theft. Additionally, presenting CACs to be scanned without proper authorization or security measures could also potentially compromise the sensitive PKI certificates embedded in the CAC.

As this new ID scanning technology presents potential identity theft issues and OPSEC, we need to reinforce the need for DoD personnel to protect the sensitive information on the CACs. In addition, all DoD personnel in the area should be advised to refrain from providing their CAC to anyone outside of a government facility.

Retired Navy Rig



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Old Navy Fire Trucks Never Die...



Former Navy Pierce Structural Telesquirt pumper honors veterans as Memorial Day travelers on US Highway 11-W pass through the city of Mount Carmel, TN.

US Navy Equipment Code 73-03063 was delivered to the Navy February 25, 1991 where it served until about 2006 or 2007 when it was surplus. The City of Mount Carmel, TN obtained the unit through DRMO and the unit has seen service at several multiple alarm fires in Hawkins County, TN. This is one of four former Navy structural pumpers serving in Hawkins County volunteer fire departments.

Submitted by Bill Killen

Commemorative Chin Straps

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9-11 Commemorative Chin Strap™ Story

By Steve Cohen, President, Lighthouse Uniform Company



In the immediate aftermath of the tragedy known as 9-11, the Lighthouse Uniform Company received a phone call from Lt. Jerry Hughes from the Chicago Fire Department. He knew about us from our Fallen Fire Fighter Dress Uniform Program.

Lt. Hughes suggested we make an attempt at getting America's Fire Service to adopt the NYFD Bell Cap as a statement of solidarity with those Firefighters lost.

The idea was explored, but in the end proved too daunting a task. It did, however, lead to the creation of the 9-11 Commemorative Chin Strap™.

Not wanting to capitalize on the moment, the Lighthouse did not market the straps and made them available to only a select group of Honor Guards. Without a public presence, the Chin Strap soon fell out of sight.

Now, almost ten years has gone by since 9-11 and there is a generation of firefighters coming up that do not relate to 9-11 like it happened to them. It is turning into a history lesson right before our eyes and the decision was made to reinvigorate the 9-11 Commemorative Chin Strap Program and use it as a bridge, to create a connection and 'make sure the past stays part of the present'.

Again, not wanting to market the strap, the Lighthouse reached out to State Chief and/or Firefighter Associations for help in disseminating the information that the straps exist.

Over the course of numerous conversations with Association presidents and executive directors, several decisions were made;

1. Access to the program would be through the participating state association, there is no strap presence on the Lighthouse Uniform Company webpage
2. There will be only one beneficiary association per state
3. A cash stream will be generated for the designated beneficiary association by purchases of straps in that state
4. Chin strap activity in those states unable or unwilling to participate will be assigned to the NFFF's September 11th Fund

Chin Straps (Cont.)

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In the several months the program has been available, over 30 states have chosen to participate. Only a handful of states have failed to respond or have chosen not to participate and the rest are in various stages of decision making.

The way things are going and the momentum that is building suggests the 9-11 Commemorative Chin Strap may very well join the Maltese Cross and the NYFD Bell Cap silhouette as part of Fire Service tradition.

The original target of the 9-11 Commemorative Chin Strap™ Program was to link to State Chief or Firefighter Association websites.

Now, after sharing and receiving feedback from leadership across a broad spectrum of the Fire Service and after interest from the National Fallen Firefighter Foundation, President Jeff Johnson, the soon to be retired president of the IAFC, IAFC Division leadership and several media organizations, we have raised the goal of the 9-11 Commemorative Chin Strap Program.

Our goal now is to have a dress cap with a 9-11 Commemorative Chin Strap™ on every Firefighter in the country in time for them to salute, pay and receive respect at next years 10 Year Anniversary of 9-11.

It is a heady goal. It will take serious 'creative' thinking, considerable effort and fund raising. The sight of every Firefighter, paid and volunteer, all at attention, all wearing a dress cap and 9-11 Commemorative Chin Strap would create an indelible impression on America's collective psyche. It would make a significant statement of solidarity and it would provide a cornerstone for making 9-11 the Fire Service's 'Memorial Day'.

Access to the 9-11 Commemorative Chin Strap Program can be found at www.lighthouseuniform.com/commemorative.

We invite you to join us in our efforts to insure the memory of all firefighters lost in the line of duty 'so others might live' stay alive and relevant in our hearts and in our minds.

New Wildland Trucks



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Navy's Newest Wildland Truck at Factory



911 Patch Project *Commemorative Patch Pays Tribute*

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The 9/11 Patch Project is about creating unity, honoring those who perished on 9/11/01 and raising funds. It is about a 9/11 Tribute Patch designed to be worn on the uniform, turn-out gear, job-shirts and other personal gear. Every organization has their own unique patch—the 9/11 Tribute Patch is the one patch or common threads that binds us all.

Decals of the patch images were also designed to display on helmets, apparatus, emergency and personal vehicles.

This concept was born in the mind of recently retired South Pasadena, CA Firefighter and IAFF Local President, Brett Hill. He noticed a need for a coordinated effort to show unity in our tribute and demonstrate to the public, the connection between all fire departments, law enforcement, emergency service & military across America. This was in response to the tragic events of 9/11.

After nearly eight years, the project has grown to involve not only firefighters, but also, EMT's, paramedics, police officers and soldiers. To date, over 5000 organizations across our nation (representatives from all 50 states) and in 21 different countries wear this patch or display the decals as a lasting tribute. Patch proceeds were donated to the UFA Widows and Children's Fund and are currently earmarked for:

- FDNY's U.F.O.A.
- Terry Farrell Fighters Fund
- Firefighters Quest

The goal continues to be uniting emergency service personnel around the world.

<http://www.9-11patchproject.org/>



That's Funny!



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Unvarnished Opinion

At the clothing store where I work, I make it a point of pride to give customers my unvarnished opinion.

One day, when a man emerged from the fitting room, I took one look at him and shook my head. "No, no," I said. "Those jeans look terrible on you. I'll go get you another pair."

As I walked away, I heard him mumble, "I was trying on the shirt."

LODD Down

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NFPA Reports Drop in LODD

By Billy Goldfeder, www.TheSecretList.com

As most of you know, the NFPA calculates firefighter LODD's a bit differently than the USFA, NFFF, IAFF etc. Why? They have been doing it for years - well before most others were-and they continue to maintain their preferred standard. Either way-the info is good, as much as we do support the need for one standard in reporting. With no surprise, cardiac related deaths remain # 1 - as shown in the USFA and other related LODD reports. READ the report-there is some excellent information in it (link below).

For the first time in three years, the number of on-the-job firefighter deaths in the United States has dropped below 100. Their annual Firefighter Fatality Report, released yesterday shows a sharp drop in the number of fatalities in 2009. Eighty-two firefighters were killed in the line of duty last year, substantially fewer than the 10-year average of 98 and down even more from the 105 killed in 2008. This is the lowest annual total since NFPA recorded 79 deaths in 1993 and the third lowest total since NFPA began this study in 1977.

"While a drop over one year certainly isn't enough to show a trend, it is definitely encouraging to see the number of firefighter fatalities drop well below that 10-year average," said Rita Fahy, NFPA's manager of fire databases and systems. "We are hopeful that we will continue to see fewer and fewer firefighter fatalities over the next 10 years."

Each year, NFPA collects data on all firefighter fatalities in the U.S. that resulted from injuries or illnesses that occurred while the victims were on-duty. The report is a compelling picture of the risks to the nation's firefighters.

As in most years, the number one cause of on-duty firefighter fatalities was sudden cardiac death. While the number of such deaths has been trending downwards since the late 1970s, sudden cardiac death still accounted for 39 percent of the on-duty deaths in the last five years, and 42 percent in 2009 alone, underscoring the need for wellness-fitness programs and health screenings for firefighters across the nation.

Other key findings in the report include:

- There were six deaths at five intentionally-set fires in 2009. From 2000 through 2009, 60 firefighters (6.1 percent of all on-duty deaths) died in connection with intentionally-set fires. The number of these deaths annually has been dropping since 1985.
- There were nine deaths in crashes of road vehicles in 2009, a significant decline in the category that regularly accounts for the second largest share of deaths. This is the lowest total since 1983.
- Over the past 10 years, 29 firefighter deaths have resulted from false calls, including malicious false alarms and alarm malfunctions.

Of the 82 firefighters who died while on duty, 41 were volunteer firefighters, 31 were career firefighters, while the remaining were employees or contractors of federal and local land management agencies or private fire safety crews.

LODD (Cont.)

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Reserve Trucks?



Useless Knowledge

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The NFPA report examines the types of duties associated with firefighter deaths, the cause and nature of fatal injuries to firefighters and the ages of the firefighters who died. The report highlights deaths in intentionally-set fires and in motor vehicle-related incidents. The study also presents summaries of individual incidents that illustrate important problems or concerns in firefighter safety.

The full NFPA report is available at:

<http://www.nfpa.org/assets/files//PDF/osfff.pdf>

The USFA LODD Report Information:

<http://www.usfa.dhs.gov/fireservice/fatalities/>

Reserve Apparatus Must be “In-Service”

By Jerry Sack, Retired Fire Chief, MCAS Miramar

News Item:

A Fire Department spokeswoman says the first Fire Engine on the scene of a blaze that killed five people was an older model (Reserve Fire Engine) in use while the crew's first-line engine received routine maintenance.

The reserve Fire Engine was the first to respond, but had a problem with a fire pump that prevented it from discharging water on the fast-moving fire, which killed five.

A second Fire Engine arrived two minutes later, and was able to fight the fire. The Fire Chief says it's too soon to say whether the equipment problem kept crews from reaching the victims.

Just a tragic and sad reminder. Reserve Apparatus (including Ambulances) need to be in superior running and operating condition, at all times! "NO EXCEPTIONS!"

This means, daily checks, inspections, tests, cleanliness, scheduled maintenance and repairs, drivers training & pump familiarization, etc.

We can't be in that "Cool & Cozy" front-line Fire Engine all the time so be prepared to put the Reserve Fire Engine in service "and" to fight fire with it!

After all, not only You & Your Crews' LIFE [Lives] depends on it, but so does the Publics' LIFE [Lives]!

Do the right thing...Be SAFE out there!

What Song Is This From?

“This is not meant to last, this is for right now.”

We only received four answers to April’s lyric and only two of those knew the lyric was from Bob Marley’s Time Will Tell. And I thought it was just me!

Guess the lyric above and you too can join the ranks of the uselessly knowledgeable! It’s quick, it’s easy. It’s fun!!

Cancer Research

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USFA, NIOSH Study Cancer Risks

The United States Fire Administration (USFA) and the National Institute for Occupational Safety and Health (NIOSH) are partnering on a study to examine the potential for increased risk of cancer among firefighters due to exposures from smoke, soot, and other contaminants in the line of duty. "There is a need to have a comprehensive study of the incidence of cancer in the fire service involving objective medical and epidemiological oversight. We have lost too many firefighters from this disease," said USFA Administrator Kelvin J. Cochran. "USFA is pleased to work with NIOSH in this initiative."

This multi-year USFA supported NIOSH study will include over 18,000 current and retired career firefighters. The project will improve upon previously published firefighter studies by significantly increasing the number of individuals for whom health data will be analyzed. A larger study provides greater statistical reliability. The study will also improve on past studies by analyzing not only deaths from cancer, but also the incidence of certain cancers that have higher survival rates than others, such as testicular and prostate cancer, as well as deaths from causes other than cancer. This will improve researchers' ability to estimate risk for various cancers and to compare risk of cancer with risks for other causes of death.

Firefighters are exposed to smoke, soot, and fumes from fires that contain substances classified by NIOSH as potential occupational carcinogens or by the National Toxicology Program as known human carcinogens or substances reasonably anticipated to be human carcinogens. These may include byproducts of combustion such as polycyclic aromatic hydrocarbons, as well as contaminants from building products such as asbestos and formaldehyde.

This NIOSH study supported by USFA is intended to enhance current firefighter safety knowledge and inform ongoing efforts to further characterize the cancer risk associated with these exposures due to firefighting operations. During this study, researchers will establish the population of over 18,000 career firefighters from health records of both suburban and large city fire departments.

By analyzing deaths and cancer cases among those firefighters, NIOSH will attempt to determine 1) whether more cancers than expected occurred among the cohort, and 2) whether cancers are associated with exposures to the contaminants to which the firefighters may have been exposed.

NIOSH is a federal agency which conducts research and makes recommendations for preventing work-related injury, illness, and death. NIOSH's research includes a national program to investigate fatal traumatic injuries and other causes of line-of-duty deaths among firefighters. More information about NIOSH can be found at www.cdc.gov/niosh.

Additional information about NIOSH's program to investigate firefighter deaths in the line of duty, and to make recommendations for preventing such deaths, can be found at www.cdc.gov/niosh/fire/.

ESAMS Corner

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ESAMS Corner

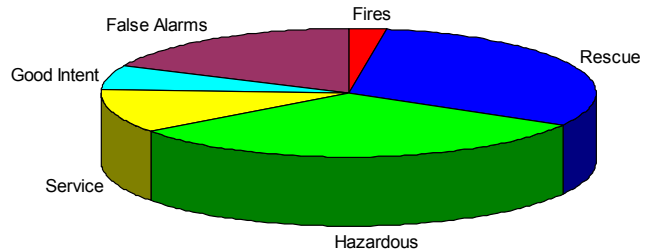
By Clarence Settles, ESAMS Fire Technical Support

May 2010 Statistics

Operations

Total Incident – 6,484

- ❖ Fires - 157
- ❖ Rescue & EMS – 1,991
- ❖ Hazardous – 2,030
- ❖ Service Call - 714
- ❖ Good Intent – 404
- ❖ False Alarm – 1,157



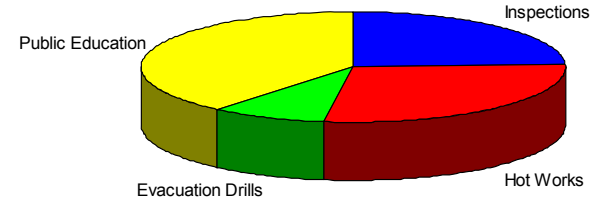
Prevention

Fire Inspection Completed – 3,342

Deficiency Issues – 3,664

Hot Works Permits Issues – 2,002

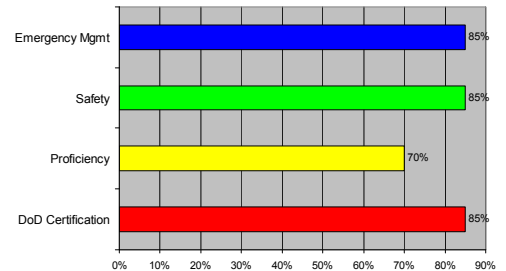
Building Evacuation Drills – 394



Training

Fire Training Report Card:

Category	Percent Compliance
DoD Certification	85 %
Proficiency, Skills, and Practice	69%
Safety Training	86 %
Emergency Management	86 %



F&ES On Duty Mishaps Report

Mishaps Reported - 29

Total Lost Work Days – 408

System Improvements and Changes

1. New Report: NFIRS - Dispatch Time Report (Alarm Time minus Dispatch Time in 'Minutes:Seconds') (Does Include Mutual Aid Given) (Does NOT Include Aircraft Standby)

2. Added two additional +1 codes for EMS:

3211 Interfacility - Emergent

3212 Interfacility - Non-Emergent (Scheduled)

NOTE: 3211 and 3212 should not be used in the calculation of the ART time and excluded from response time based reports.

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Navy F&ES POCs

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Navy Fire & Emergency Services (N30)

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716 Sicard Street, SE, Suite 1000
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<https://cnicgateway.cnlic.navy.mil/HQ/N3/N30/default.aspx>
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News Distribution

What's Happening is now e-mailed to 861 monthly subscribers.

To receive this newsletter automatically, e-mail ricky.brockman@navy.mil to be added to the **What's Happening** distribution list.

Job Links

Job Links

Interested in becoming a DoD firefighter? Follow these links;

OPM: <http://www.usajobs.opm.gov>
Army: <http://www.cpol.army.mil>
Navy: <http://www.donhr.navy.mil>
Marines: <http://www.usmc.mil/>
Air Force: <https://ww2.afpc.randolph.af.mil/resweb/>



Co-located with *Fire-Rescue International 2010 (FRI)*

REGISTRATION NOW OPEN

