CNIC Communication

What's Happening

Navy Fire and Emergency Services Newslette

Protecting Those Who Defend America

November 2009 | OMNI CEDO DOMUS | Vol 7 No 9

Email the Editor:
Ricky.Brockman@navy.mil

TABLE OF CONTENTS

From the Director

Happy Holidays!! As we start the holiday season we should take the opportunity to give thanks and make sure we take care of our personnel and families. All too often we hear of folks who are so busy with the buzz of the season they become complacent and take short cuts with safety. We need to make sure we and all of our F&ES personnel take the time to follow all established safety guidelines in the station, during responses, and at the incident. This is also a great time to energize fitness and wellness programs for our firefighters. DoD and Navy firefighters continue to experience too many lost work days due to injuries. A while back we completed the DSOC Firefighter Injury Awareness course and implemented the process to have all of our Navy firefighters take the course annually. This is a good time to review our progress and take or retake the injury reduction course as a refresher to raise awareness and help prevent injuries during the busy holiday season. Additionally, each District/Installation Fire Chief should work with their Safety Office and the Human Resources Office to make sure they review all lost work days, trends, records, and mishaps.

Our FY09 fire apparatus are starting to be delivered this month, some just in time for Christmas! Over the next 90 days we expect to take delivery of five ARFF units, one water/foam tender, two 75ft quints, two 100ft quints, 29 pumpers, and five HazMat/Rescue units. This was our best funding year for new fire apparatus since the early 90s. Additionally, we still have a few units pending order/award from remaining FY08/09 funds and we are working very hard with NAVFAC to prepare our fire apparatus buy program. We are very appreciative to our BSVE and NAVFAC Team for advocating additional fire apparatus funding (***Special Thanks to Sandy, Tina, and Becky***).

For FY10 we are projected to purchase 19 structural pumpers, two TAUs, six ARFF, two wildland, one brush, two 75ft quints, one 100ft quint, and additional HazMat/Rescue units. One item of note; the 100ft Quint and three of the pumpers will be "right hand drive" units for Japan. Additionally, the Service Life Extension Program for our KME pumpers is in full swing with the first two units projected to be completed in the next 90 days. While we are on apparatus I think it is appropriate to remind our drivers and company officers to make sure they are watching their speed, stopping at all red signals/signs, and ensuring the entire crew is buckled up during responses and vehicle movements. We have had some very close calls with Navy fire apparatus accidents and there is no excuse for not following the established policy and safety procedures. ***Buckle Up/Drive Safe … and Make "Everyone Goes Home" more than a slogan!***

From the Director (Cont.)

[Return to Table of Contents](#)

Unfortunately, we said goodbye to Megan Botten last month as she moved to Norfolk. Megan was officially our financial specialist, but really did much more. She was, in effect, the Office Manager who worked with almost every project and kept our staff on track with many taskers. ***Best Wishes to Megan, with her new position!*** She will be missed; hopefully we will have future access to her for large projects like the fire conference. However, we are very confident that she has left us in good hands. Matt Garbow (Battelle Staff) is now working in the position vacated by Megan. Please update your contact and phone list to replace Megan's info with Matt. ***Welcome Aboard Matt!***

Additionally, our HQ staff will be recruiting two new staff members very soon, the senior fire protection specialist (YL-04s) will have responsibilities that include fire training, MAFTDs, vehicles, EVOC, and firefighter health and safety programs. Please pass the word to qualified candidates to watch the web at DONHR for the position announcements.

[Return to Table of Contents](#)

As we prepare for the holidays and close out our annual reports, please start your work on the annual F&ES awards for deserving personnel, programs, and departments. We will announce a formal call for Navy F&ES award nominations in January 2010 and nomination packages from the Regions will be due to CNIC HQ in March 2010. There are a few changes to the Navy awards this year that will be clarified in the call for nominations. For example, the Department of the Year is now broken down into three categories (large, medium, and small), the Instructor of the Year is now open to training instructors/Asst Chiefs at the department level, and the Navy has a new EMS Provider of the Year award. The DoD Heroism Award is being restructured as well this year. Supervisors and Chiefs are encouraged to start preparing the nomination packages as we are sure there are many deserving personnel in our fire departments.

v/r …… *Stay Safe and enjoy the season*! Carl

Last Alarms

Back to Table of Contents

Taking Care of Our Own Update

Greetings From…

Back to Table of Contents

Last Alarms

To date, 83 deaths have been reported for 2009. The following line of duty deaths were reported since we published our last issue:

Robert Stone ♥
Age: 47
Douglassville, PA

Chad Greene ♥
Age: 34
Kernersville, NC

Ramon Hain ♥
Age: 50
Saint Paul, MN

Terrance Freeman ♥
Age: 36
Rockford, IL

Walter Hessling ♥
Age: 54
Dix Hills, NY

2009 Totals
♥ 48 (57%) 🚘 11 (13%)

♥ 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. You can obtain more details on our web page at:
http://www.cni.navy.mil/Organization/Public_Safety.htm#fire

There are currently eight DoD firefighters in the Taking Care of Own program.

Name	Location	Point of Contact
Aaron Hunter	Fort Leonard Wood, MO	Jeff.Sheeley@us.army.mil
Ralph Huston	DSC Richmond, VA	Clyde.Hipshire@dla.mil
Scott Murray	NAES Lakehurst, NJ	Marc.J.Smith@navy.mil
Anthony Gerich	NAS Key West	Richard.Hadlock@navy.mil
Darick Fisher	Norfolk Naval Shipyard, VA	Marc.J.Smith@navy.mil
Christopher Capps	Fort Sill, OK	Ronald.D.Pyle@us.army.mil
Gregory Feagans	NIOC Sugar Grove, WV	Nanette.Kimble@navy.mil
Martin Smith	NAS JRB Willow Grove, PA	Edward.McCue@navy.mil

NAS Fallon (Nevada) F&ES

On the Job - Guam

Back to Table of Contents

Navy Firefighters Deliver Baby in Ambulance

By Oyaol Ngirairikl, Joint Region Edge Staff, oyaol.ngirairikl@fe.navy.mil

Firefighter Jeff Cruz (left), of Navy Fire and Emergency Services on U.S. Naval Base Guam, successfully delivered a baby boy in an ambulance October 24, 2009.

It was the first en route delivery for the department.

"On this job, there is no such thing as ordinary," Cruz said. "Everyday brings something new, but this was a little more different than I'm used to."

Guam emergency responders requested support from Navy Fire and Emergency Services. Cruz and fellow Firefighter Andrew Salas responded to an expectant mother who said she was seven months pregnant.

Guam Fire Department medics said the mother's water had broken just 10 minutes prior to their arrival.

"As we entered the residence, we found the patient lying down inside the bedroom complaining of labor pains," Cruz said. "We got her into the ambulance and her sister came with us to help translate because the patient spoke very little English."

Cruz took the patient's vital statistics en route to Guam Memorial Hospital and recorded that the contractions were 30 seconds long and three minutes apart. A few minutes and several contractions later, Cruz noticed a "breech presentation."

"I immediately checked and noticed that there was no visual of a prolapsed umbilical cord," he said. "As the ambulance was stopped at the stop sign below the Emergency Room, I held the baby's buttocks and slightly turned it allowing the baby to deliver. After delivery, I checked and noticed that the umbilical cord was not wrapped around the neck then preceded to suction and stimulate the baby. The baby was then wrapped in clean towels and started to cry."

Cruz said the baby boy was successfully delivered around 10:20 p.m. Both mother and child were stable at time of turnover to Guam Memorial Hospital.

"If he hadn't turned the baby and helped her along, there might have been some serious trauma," said Navy Fire Chief Robert Green.

When I was a child I caught a fleeting glimpse out of the corner of my eye. I turned to look but it was gone; I cannot put my finger on it now, the child is grown, the dream is gone. I have become comfortably numb.

-Roger Waters, David Gilmore

Back to Table of Contents

On the Job - Korea

Back to Table of Contents

Jang Bok Ro Structural Fire

By DCC Ramir Pulido, Fire Chief, Commander Fleet Activities Chinhae

On 17 November 2009 the Commander Fleet Activities Chinhae Fire & Emergency Services Department rendered mutual aid to the City of Jinhae, Korea.

A fire broke out in the Jung Ang Dong business district. Upon receiving a voice report from the City of Jinhae, Lead Firefighter Park Kang-Il immediately dispatched Bravo Engine Company comprised of two engines and eight firefighters.

Bravo Engine Company faced numerous difficulties reaching the establishment due to the high traffic congestion during the rush hour in the City of Jinhae. The structure was located in a major intersection of the main thoroughfare leading into the cities of Masan and Changwon. Upon arrival, Bravo Engine Company faced a structure that was 60% involved in flame. Numerous bystanders who were waiting for public transportation and wanted to watch the fire suppression efforts was a major concern for firefighters from CFA Chinhae, ROK Navy and the City of Jinhae.

The Incident Commander, City of Jinhae Fire Department LT Hong Kyong Pyo, was primarily concerned by the proximity of restaurants on Delta side, the Jung-Ang Animal Hospital on Bravo Side, and a residential dwelling on Charlie Side. Any miscalculation could have resulted in the fire spreading into those exposures. The Incident Commander made a quick decision to initiate a fast attack on the fire.

The coordinated efforts of all three fire departments working as one cohesive unit quickly contained the fire. Firefighters then faced deep seated fires from various materials stored in the establishment, mainly construction material, HVAC, and plastic piping that kept rekindling. Recalling his training, Lead Firefighter Park Kang Il directed Engine 101 to use Class A foam to attack the deep seated fires.

That was the very first time CFAC F&ES ever used Class A foam on a structural fire; it was also the first time Class A foam was ever used in the City of Jinhae. The foam quickly suppressed the deep seated fires and enabled firefighters to save more contents of the store. The building was lost in the fire but contents amounting to approximately $150,000.00 were saved.

The extensive bimonthly cross training of CFA Chinhae, ROK Navy and the City of Jinhae since 2007 was very evident in this emergency response since all three entities worked as one cohesive unit with the sole purpose of protecting the lives and properties of all personnel, American or Korean, living in the City of Jinhae.

Back to Table of Contents

Foam Research

Back to Table of Contents

Navy Researchers Apply Science to Fire Fighting

A fire aboard a Navy ship can quickly become a deadly cauldron. The grim reminders of this would be the deadly fires that took place aboard the USS Forrestal in 1967 or the USS Enterprise in 1969.

Today's Navy scientists are conducting research to insure that sailors and their ships can be protected from the deadly effects of fire. The Navy Technology Center for Safety & Survivability, located at the Naval Research Laboratory (NRL) in Washington, DC, carries out research aimed to solve current and future Navy problems regarding combustion, fire extinguishment, fire modeling and scaling, damage control, and atmosphere hazards. Dr. Frederick Williams, Director of the Center explains that, "The Center's mission is to assure that the sailors have the best tools possible to combat the ravages of shipboard fires."

The Center has unique fire research facilities that include pressurable chambers up to a 10,000 cubic foot capacity at the Centers test site at NRL's Chesapeake Bay Detachment in Calvert County, Maryland. The Center also has custody of the world's unique fire test ship, ex-USS Shadwell (LSD-15) located in Mobile Alabama, where full-scale fire and damage control tests are conducted using the reality conformations of active duty sailors. Using the ex-USS Shadwell, NRL scientists are able to enhance their technology base for introducing advanced damage control concepts to the fleet. The ship provides a unique opportunity to realistically experience a true damage control environment, to create a partnership between the technical and fleet communities, and to take advantage of new insights gleaned during full-scale experimentation.

Today's Navy scientists and engineers are seeing success in several areas of fire fighting research. Two areas that are of particular note involve the use of high expansion foam and halon alternatives.

High Expansion Foam

Scientists at NRL have successfully tested high expansion foam aboard the U.S. Navy fire test vessel, ex-USS Shadwell. The Navy is interested in the use of high expansion foam to protect large volume, mission critical spaces, such as hangar bays, well decks, vehicle stowage areas and magazines in future ships. In highly obstructed spaces, fires collect behind obstructions or underneath machinery and are difficult to reach by traditional water or low expansion foam spray systems. High expansion foam can quickly fill a compartment and get water to fire threats in amounts sufficient to extinguish the fires but substantially less than amounts than typically delivered by deluge sprinkler water systems.

In the tests conducted aboard the ex-USS Shadwell, test engineers compared high flow rate Aqueous Film Forming Foam (AFFF) overhead deluge sprinklers and two high expansion foam systems against a triple threat fire (Class A, Class B pool and Class B running fuel fires). The high expansion foam systems included a fan-type system using outside air to generate expanded foam, or an inside-air system using ceiling-mounted generators within the protected space.

Back to Table of Contents

Research (Cont.)

Back to Table of Contents

Researchers conduct well deck fire suppression tests.
(Photo Credit: Naval Research Laboratory)

Navy researchers found the high expansion foam to be the system of choice for fighting fires in those areas where there is a potential for multiple obstructed fire threats.

As far as long-term goals, Navy researchers will work to establish compatibility between different manufacturers' agents and common proportioning systems. They will also work to develop dual AFFF/high expansion agents and multi-use proportioning systems that would significantly increase installation flexibility for shipboard applications.

Ex-USS Shadwell (LSD-15)

SSC Halon Alternative

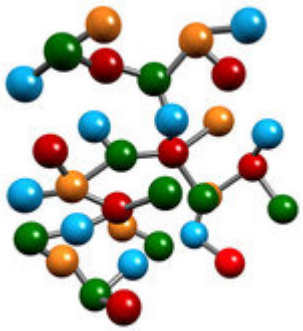
The Navy is currently developing the Ship-to-Shore Connector (SSC), which will replace the existing Landing Craft Air Cushion (LCAC). Fire protection for the SSC must be "Halon-free," which requires identifying suitable firefighting agents to replace the Halon 1301 and Halon 1211 systems, which currently protect the turbine engine enclosures, auxiliary power units, fuel bays, and the cargo deck on the LCAC. Also, since the SSC will be minimally manned and weight will be a critical factor, firefighting agents and systems that offer low weight and low life cycle cost economies are essential. The alternative firefighting agents must also accommodate the SSC's operating temperature range of 10^{o} to 200^{o} F.

Back to Table of Contents

NRL researchers recently completed highly successful tests to demonstrate the effectiveness of propelled extinguishing agent technology (PEAT) to protect the SSC turbine engine enclosures, auxiliary power units, and fuel bay compartments. The class of PEAT generators chosen for the SSC application was solid particle aerosol-type generators. This particular type of PEAT generator was chosen because of its technology maturity, commercial availability and its environmental acceptability related Ozone Depletion Potential and Global Warming Potential. During NRL fire testing, the PEAT aerosol units were able to extinguish all of the Class B pool and Class B spray fire threats and meet the Naval Sea Systems Command established requirements for re-ignition mitigation. The successes of this fire test series offer a more than a 50% reduction in weight and maintenance–free fire protection option for the SSC program.

Research (Cont.)

Back to Table of Contents



For a number of years, the Navy and Air Force have tried to find a suitable replacement for Halon 1211 for aviation applications and this research is still on-going. For the SSC, the Halon 1211 alternative options had to take into account the mixed fuel loads and extreme clutter that may be present, and to identify a firefighting agent that would provide effective standoff capability for a firefighter that will have minimal personal protection equipment. Navy fire tests engineers tested alternative fire extinguishing agents aboard the Navy's fire test ship, ex-USS Shadwell, in the spring of 2009 and identified that a 150 lb ABC extinguisher is the best alternative for the Halon 1211 replacement for the SSC Cargo Deck application.

NRL's successes with the SSC Halon Replacement program is significant because PEAT provides an effective technology remedy that provides:

- An environmentally friendly fire fighting agent
- A module approach with sealed units (no moving parts, no pressurized containers, no pumps, and self-monitoring electric release)
- Simple installation and minimal maintenance (no pipes to be installed)
- Long self-life (10 years minimum)

These advantages may soon be applied to other U.S. Navy ship applications, where a low cost and weight fire protection system is desired.

Neat Stuff

Back to Table of Contents

The Coolest Desk in the Navy

Rex Krugman built this desk replicating the flight deck of the USS Ronald Reagan (CVN 76) for the VX-31 "Ready Room" at NAS China Lake, CA.

USMC News

Back to Table of Contents

Quantico F&ES EMS Receives Praise

By Kevin King, Fire Chief, Quantico Fire & Emergency Services

Quantico Fire and Emergency Services were involved in two incidents during the month of October that highlighted the effectiveness of their EMS system.

The first incident occurred on October 2, when Quantico F&ES was called to assist Stafford County, Virginia with a reported allergic reaction. The Medic 533, with Firefighter Paramedics Christina Dempsey and Robert Morris responded and treated the patient for a suspected heart attack. He was transported to Stafford Hospital Center where he recovered from the incident.

On October 23, a letter to the editor appeared in the Free Lance-Star titled "My heart failed; my community didn't." The letter, which follows, was written by the patient, who praised those who took care of him.

> *My heart failed; my community didn't . On Oct. 2, at 6 p.m., I suffered a heart attack. At 11:20 p.m., I was informed that I was going to make it to pester my family and friends for, hopefully, several more years.*
>
> *I am here only because of the quick response of the numerous rescue and fire units that responded to my residence. I am here because of the quick response from the emergency room doctors at the new Stafford Hospital. I am here because of the quick action taken by the doctors, nurses, and staff at Mary Washington Hospital.*
>
> *I don't know about you, but if you are going to over-eat, under-exercise, and just let your health go, you might want to reside in Stafford County. There you will find the best of the best in health care.*
>
> *I do not know the names of all those who allowed me to walk the Earth again, but my heartfelt (no pun intended) thanks and gratitude go out to them.*

The second incident, which occurred on October 23, is a classic example of what can happen when the community becomes involved in the chain of survival. Despite extenuating circumstances, bystanders and Quantico F&ES personnel treated and successfully resuscitated a patient in cardiac arrest.

Back to Table of Contents

The incident began when an individual called 911, presumably to report a medical emergency at the Crossroads Inn, which is on the installation at MCB Quantico. The call was routed to a public safety answering point in a surrounding jurisdiction. Once the location was determined to be on the installation, an attempt was made to transfer the call to the MCB Quantico Emergency Communications Center. During the transfer, the call was dropped, or the caller hung up.

Holly Williams, the dispatcher at Quantico ECC, had only a location and call back number, but did not know the nature of the emergency. She attempted to call the Crossroads Inn, but received no response. Dispatcher Williams then called Assistant Chief Richard Easley at the fire station and advised him of the incident.

Quantico (Cont.)

Back to Table of Contents

Chief Easley advised her to dispatch an engine and medic unit to investigate the situation. Chief Easley responded as well.

Chief Easley arrived on location to find three bystanders performing CPR on an elderly male in the elevator. He advised responding units of the situation and assisted with patient care. Medic 531, with Firefighter Medic Shannon Publicover and Firefighter Howe, had just cleared an EMS standby at a high school football game on the installation and arrived shortly after Chief Easley. Engine 531, with Captain Brad Williams, Firefighter Cliff Burton, Firefighter Medic Ulysses Taormina, and Firefighter Inspector Kevin Dickey arrived with the ambulance and together they began treating the patient. Medic 533, with Firefighter Paramedics Chris Payne and Rodney Creedon was initially dispatched on the incident and continued to the scene.

Advanced life support was initiated and during the course of treatment, the patient regained a pulse and blood pressure. The patient was transported to a local hospital, where his condition was initially reported as stable and the plan was for him to be transferred from the intensive care unit to a step-down unit. However, he experienced other medical events and passed away several days later.

This incident could have easily been considered a 911 hang-up and not handled in the manner in which it was. Dispatcher Williams, with limited information, thought to call F&ES and advise them of the situation. Assistant Chief Easley not only directed her to dispatch emergency equipment, but took it upon himself to respond as well. All responding personnel participated in the treatment of the patient, and with the help of three bystanders, initially gave a person in cardiac arrest a chance to survive.

Congratulations to all personnel on both incidents for a job well done!

EMS Humor

Back to Table of Contents

Emergency Clinic

It was an absolutely crazy evening at our emergency clinic. The doctor on duty was being bombarded with questions, given forms to fill out, and even asked for his dinner order.

I was in the next room, cleaning up a sutured wound, when I realized the doctor hadn't given instructions for a bandage.

"What kind of dressing do you want on that?" I shouted through the door.

"Ranch," he yelled back.

Not Just Clownin' Around

Back to Table of Contents

We're All Bozos on this Bus

By Head Clown, Higbee, aka Freddy Howell, Fire Chief, SUBASE Kings Bay, GA

It was October 9, 1911; the 40th anniversary of the "Great Chicago Fire of 1871," and President Woodrow Wilson issued the first Fire Prevention Day proclamation. Then in 1925, President Calvin Coolidge proclaimed the first week of October as Fire Prevention Week. Twenty eight years ago, in October 1981, a memorial was established in Emmitsburg, MD, at the National Fire Academy, where each year a plaque containing the names of fallen firefighters from across the country is placed. Firefighters and surviving family members travel from across the country to attend this event and to pay tribute to those who have fallen in the line of duty.

Each year, another group of firefighters also travel to also participate in this event. These firefighters don't bring honor guard attire or class A uniforms. Instead, they bring goofy looking clothes, large shoes, wigs, and grease paint. These firefighters are also clowns, and that list of items is clown attire. But just having those items does not make you a clown. These firefighters possess something else: talents for making people laugh.

Every year, several new faces appear among these firefighter clowns, but the core group is returning clowns that have been to numerous weekends. Although these clowns, while in make-up, laugh and have fun, they also have the opportunity to see the emotional side of losing a loved one in the line of duty. As one clown said, "Not everyone gets to be one- on-one with the kid and gets to hear the story about their dad or mom who is an LODD. Not everyone gets to see the face on that kid and hear it in their voice as they tell their story." In these cases, clowning is a tough job.

"Knowing how to react or what to say is sometimes difficult," says one clown, "but it seems someone from upstairs always sends the right words to us. It has also helped that we have been to numerous events, and we can recall from past experiences."

During the weekend these clowns sometimes stay in character, costume and make-up up to 8 hours. On average it takes about an hour to put their face on and another half-hour to take all their unique gear off. Although it's well worth the time and effort, it takes a lot to get pumped up for it. As one clown asked, "Have you ever tried to be excited, laughing and having fun for 8 hours? I mean, without a stiff drink?" It's tough, but the clowns play off of each other, recharging each other throughout the weekend.

Back to Table of Contents

Clowns (Cont.)

Back to Table of Contents

http://www.ci.frisco.tx.us/safetytown/Pages/default.aspx

For the Memorial Weekend, clowns' schedules usually start on Thursday evening when these unique men and women enjoy meeting up with old friends and meeting the new ones. In addition, they have a meeting to discuss some dos and don'ts and the weekend's schedule of events. After the meeting, there is a refresher balloon sculpture training session that sometimes last for hours. During this time, some newly learned tricks and clown secrets are also shared. The hotel employees and guests are usually the winners of this because they get all sorts of balloon critters and other hard to explain balloon items as the clowns get their creative juices flowing.

Friday around lunch, the clowns start putting on their make-up and getting into character, and one by one they show up in the lobby of the hotel, which seems to come to life with the appearance of these dedicated firefighters. The clowns carpool to the host hotel to participate in the family registration and welcoming dinner. During this time, the clowns break up into groups where they make balloon animals, face paint, perform skits, help with craft projects, and play all sorts of games with the kids and families. To break up the routine and stay fresh, the clowns usually rotate positions every half-hour or so. "The room gets a little loud and chaotic at times but you have to go with the flow," says one clown. After several hours of clowning around, the clowns finally get the okay to call it a night. It is then time to get cleaned up and have dinner, though not necessarily in that order.

Saturday morning after breakfast, it's time to get back into costume and character. Again, the hotel comes to life as one clown at a time makes it to the lobby. This time they car pool to the National Fire Academy to participate in the day-long sessions. Once they arrive, the security guards are first to get clown-barded, and after a quick shake down and a few laughs the clowns are allowed to enter the compound. While the escorts, honor guards, drummers and bag pipers are practicing for Sunday's memorial ceremony, the clowns make their way through, stopping for a few pictures and several chances to clown around and evoke a few laughs. The clowns reach the designated area and break out all sorts of stuff: more balloons and face-painting, but most importantly equipment for the day's games. Once the kids arrive, they are put into groups and led to the fire clown games.

Back to Table of Contents

First, it's a relay game in which the kids have to put on fire gear (helmet and coat) and race through an obstacle course, where they ring a bell and return to pass the fire gear off to the next kid in line. This seems pretty easy; but, when you have a group of clowns distracting you and trying to participate, it becomes quite humorous. From there, the clowns escort the kids to the next game where there is a large rubber ball hanging on a rope between two poles.

Clowns (Cont.)

Back to Table of Contents

The children are divided into two groups where they are equipped with two large water cannons and then shown how to get water out of a huge water tank. The object of this game is to squirt the water out of the cannons and move the ball to the other group's side of the rope. Again this seems easy; but, with the help of some red-nosed clowns, it gets pretty ridiculous.

Once everyone has had their chance, the clowns move the kids on to the next game. At this point, the energy level is sky-high as two clowns man a large slingshot while another clown passes out water balloons to the kids. A couple of other clowns man a large safety net at a good distance away. Each kid is given the opportunity to place their water balloon in the slingshot, pull it back, and hit the target. Although the target is very large, there is the added twist and unpredictability of two clowns manning it. Again, this event turns into laughs, with more than a few wet clowns holding a large target. These events and activities don't stop until the kids are escorted back to meet their parents to head to the dinner and candlelight service. After picking up the games and gathering their face-paints and balloons, the clowns finally head to take their make-up and costumes off. Another weekend of clowning has been completed. Worn down from all the laughter and fun, the clowns come back together that evening to share their experiences around the dinner table.

http://www.ci.frisco.tx.us/safetytown/Pages/default.aspx

This group of clowns is grateful to have the opportunity and honored to perform for this event, but it shouldn't be a secret this isn't just a group of hired performers. These men and women are professional firefighters from across the United States. Back home these firefighters teach fire and life safety messages around their local areas through their varied clown characters. These firefighters believe that clowning is an effective tool in teaching public safety messages. They believe in it so much that many train and help train other firefighters in their areas on how to clown. Several also teach it on the State level at their state fire training facilities.

If you are a firefighter clown and you are interested in being part of the National Fallen Firefighters Memorial Weekend, please contact the National Fallen Firefighters Foundation and let them know. These clowns are always looking for a new clown to teach how to throw pies!

Back to Table of Contents

On the Job - Jacksonville

Back to Table of Contents

Aircraft Exercise Held At NAS Jacksonville

From Naval Air Station Jacksonville Public Affairs

Hundreds of military and civilian personnel participated in the Oct. 29 emergency drill at Naval Air Station (NAS) Jacksonville, when a four-engine P-3C Orion aircraft assigned to VP-30 was forced to land with a collapsed nose gear.

"It appears that command and control communications at the station's emergency operations center (EOC) performed as expected. Our enterprise land mobile radio network also worked well, enabling different commands to monitor and communicate with each other through a single system of hand-held radios," NAS Jacksonville Emergency Management Officer Ray Edmond said.

At the EOC, Edmond worked with NAS Jacksonville Executive Officer Capt. Jeffrey Maclay, as well as incident commanders from air operations, crash crew, fire and rescue, Naval Hospital Jacksonville, public works, Fleet and Family Support Center, environmental department, safety and public affairs/media information.

Bob Irwin, deputy emergency manager at Commander Navy Region Southeast, was an observer at the EOC.

"I liked the teamwork that was exhibited during this exercise. First responders worked well with corpsmen to triage and transport victims for hospital care. The integration of the response effort was noteworthy," said Irwin.

"In addition to a hard landing that resulted in various injuries to the P-3C operators, the scenario included an environmental issue where leaking hydraulic fluid flows into a storm drain that empties into the St. Johns River," said Jim Butters, NAS Jacksonville installation training officer.

"So, in addition to our crash crew, fire/rescue and medical personnel responding to the aircraft – our NAS Jax Environmental Department Hazmat Spill Response Team simultaneously worked to remediate the environmental issue," said Butters.

Back to Table of Contents

Air Operations Boathouse personnel worked with environmental staff to deploy a network of booms in the St. Johns River to contain the simulated hydraulic fluid flowing from the storm drain. The exercise also included simulated calls to local and state regulatory agencies.

NAS Jacksonville Commanding Officer Capt. Jack Scorby Jr. said that the exercise tested the station's readiness – and its ability to respond promptly and properly through an integrated, team approach.

On the Job – CVN 75

Back to Table of Contents

Harry S. Truman Hosts MAFTD On Flight Deck

By MCSA Jessica Ellington, USS Truman Public Affairs

USS Harry S. Truman (CVN 75) hosted a Mobile Aircraft Firefighting Training Device (MAFTD) on the flight deck Oct. 19-23.

Fifty feet long, stainless steel, and fueled by propane, the MAFTD is able to provide Sailors with realistic firefighting scenarios. These scenarios are designed to challenge them in ways similar to an actual flight deck casualty.

Different portions of the mock aircraft catch ablaze, filling compartments with smoke while producing intense heat. The MAFTD is capable of wheel fires, space fires, mess fires, engine fires, and re-flash.

"They send fire to the port-side wing, starboard-side wing, to the fuselage or even to the weapons to simulate a weapons fire," said Lt. Cmdr. Rodney Moss, Truman's handler.

The object of this training is to familiarize flight deck and Repair Locker 7 personnel with crash and salvage operations, as they are the back-up to the initial response team when necessary.

The Sailors had four teams of roughly 5-7 personnel fighting the fire at a time. During its week on board, approximately 500 Sailors participated in the MAFTD simulations.

The skills honed during this training are live-hose handling, ordnance cooling, wheel fire extinguishing techniques, donning and use of the Self-Contained Breathing Apparatus.

According to Aviation Boatswain's Mate (Handling) 3rd Class Shane Reed, Sailors experience multiple difficulties while getting used to their fire fighting gear.

Back to Table of Contents

"With all the equipment, it's kind of confusing. Your face shield gets foggy, so all you see is red, and you depend more on your senses," said Reed. "It teaches you how to move around in a suit."

In addition, Reed added that with actual smoke, Sailors are able to exercise breathing techniques. These maximize the life span of their oxygen tanks. If a tank runs out of oxygen, the fire fighter has to replace it, potentially leaving the team down one person until another firefighter fills the void.

"You learn how to use the skills you were taught and it teaches you to put out the fire in a timely manner," said Reed.

On the Job - Djibouti

Back to Table of Contents

Navy Rescuers Practice Extrication

Photos and story by LT Brian Badura

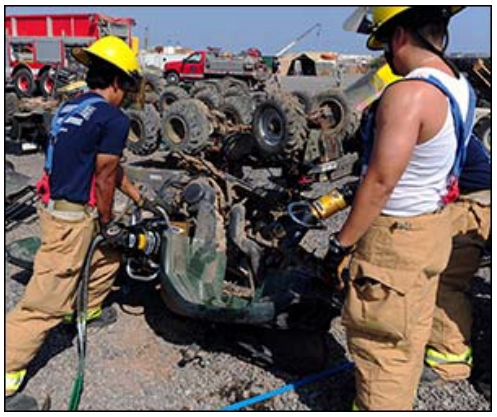
Camp Lemonnier, Djibouti is an expeditionary, forward-deployed military base in the Horn of Africa, where department leadership needs to be a bit more creative in developing training activities. Availability of resources can be a challenge in an environment that is much different than most communities in the U.S.

This two-day training exercise was set up by Assistant Chief for Training Greg Fox, who saw the salvage vehicles as the perfect opportunity for the department to hone their rescue extrication skills.

"These guys don't have a lot of opportunities to pull out this equipment and see the many things it can do," Fox said. "Spending a few days working out here gives them confidence that they will know how to respond in an actual rescue scenario."

Camp Lemonnier's fire department personnel roster includes seven Djiboutian local national firefighter recruits, supporting a key goal of providing employment opportunities at the camp for local nationals. Other department personnel are native to the United States, South America and Asia.

The camp fire department must be ready to respond to a variety of wrecks and incidents, most notably from a wide array of military aircraft that use the base on a frequent basis. The camp also employs about 2,500 people, many of whom live on base in small containerized living quarters that present their own unique emergency response challenges.



In these photos, the base's firefighters are seen practicing rescue equipment operation techniques on all-terrain vehicles that were scheduled to be scrapped. The training allowed the department to hone its skills to maintain readiness for vehicle and other mishaps.

Camp Lemonnier fire department Captain James Redpath (above) is seen honing his rescue extrication skills using a spreader tool, and firefighters are seen (right) using cutting and spreader rescue equipment.

In addition, a Camp Lemonnier firefighter practices vehicle extrication skills using a chop saw as a fellow crew member looks on with a fire line. Finally, firefighters cool down some hot metal after cutting it with a chop saw.

Back to Table of Contents

Firefighter Safety

Back to Table of Contents

Back to Table of Contents

Unforeseen Accident or Preventable Mishap?

By Matt Garbow, CNIC F&ES Contract Support

Let's face it, firefighters are exposed to a wide range of complex and dangerous environments that increase their risk of on-the-job injury or worse, end in a fatality. We have all read about, heard about or witnessed near misses and line of duty incidents that ended badly for our fellow firefighters. We must be prepared to take a step back and look at these incidents with a critical eye to enhance our knowledge and understanding of each scenario so when we encounter similar conditions, we can prevent the mishap and negate the possibility for an unforeseen accident.

Firefighter Hurt When Airbag Deploys

Firefighters responded to a high-speed crash of a single car impacting a tree. On arrival, the crew found the car tipped onto the driver's side with the roof embedded in the tree, trapping the critically injured driver. Fortunately, there was only one occupant. With the passenger compartment compromised, crews immediately began the lengthy task to extricate the driver.

Nearly an hour and a half into the operation and while performing patient care, the steering wheel airbag deployed striking a 42-year-old firefighter in the right arm and face. The sheer force of the airbag deployment ejected the veteran firefighter from the vehicle knocking him unconscious. The firefighter eventually returned to work six weeks after his injury. However, nearly six months after returning to duty, he was still experiencing unspecified complications with his arm that ultimately required surgery. Was this an unforeseen accident? Or could this mishap have been avoided by properly securing the vehicle and taking steps to secure the undeployed airbag before allowing rescuers to enter the passenger compartment?

Two Injured While Testing Hose

A captain and a firefighter, both wearing station uniforms, were injured while service testing 5-inch large diameter hose. Both were walking alongside the hose line looking for leaks and abnormalities when the hose suddenly ruptured just behind a coupling. The water pressure raised the hose off the ground striking the two firefighters**.** The department did not specify the injuries suffered by the two firefighters, but the 56-year-old captain was unable to perform his firefighting duties for two months. The 22-year-old firefighter was less fortunate, he returned to firefighting duties four months after the incident. Was this an unforeseen accident? Or could this mishap have been avoided with proper safety procedures for hose testing, donning appropriate PPE for the test, visually inspecting the hose before pressurizing it, and/or positioning personnel at a safe distance until the hose reached pressure?

Annually, the NFPA studies firefighter injuries using a stratified sampling of nearly 3,500 fire departments. This study is used to produce their U.S. Firefighter Injuries report that estimates the frequency, extent, and characteristics of firefighter injuries on a national scale.

Safety (Cont.)

Back to Table of Contents

The information in this article comes from the most recent NFPA study, "U.S. Firefighter Injuries – 2007." Not surprisingly, the largest share of firefighter injuries occurred during fire ground operations. The **major types** of fireground injuries included:

- 45.1% strain, sprain
- 18.2% wound, cut, bleeding, bruise
- 6.9% burns
- 6.3% thermal stress
- 5.6% smoke or gas inhalation

The **major causes** of fireground injuries were:

- 27% fall, slip, jump
- 24.4% overexertion, strain
- 11.9% contact with object
- 8.8% exposure to fire products
- 8.8% struck by

In 2007, there were 1,148,800 firefighters in the US comprising 28% career and 72% volunteer. Sadly, as a profession, we experienced 103 firefighter deaths while on duty and 80,100 estimated firefighters injured in the line of duty. The injuries included:

- 38,340 or 47.8% occurred during fireground operations
- 15,435 or 19.2% occurred during non-fire emergencies
- 13,665 or 17% occurred during "other on duty" activities
- 7,735 or 10% occurred during training
- 4,925 or 6% occurred while responding or returning from a call

Additionally, the fire profession reported 13,450 estimated exposures to infectious diseases (e.g., hepatitis, meningitis, HIV, others), 28,300 estimated exposures to hazardous conditions (e.g., asbestos, radioactive materials, chemicals, fumes, others) and 16,350 estimated firefighter injuries that resulted in lost work time.

Because of the nature of our line of work it is unlikely firefighter injuries will ever be eliminated, but the numbers could certainly be reduced. The NFPA offers the following actionable injury-reducing recommendations your fire department can implement today:

- Commitment on the part of fire service leadership and top management to reduce injuries through deliberate policy and guidance development and action
- Establishing a safety committee headed by your safety officer for reviewing and recommending actionable safety measures and procedures to meet safety policy requirements; more importantly, give them the responsibility and the means to implement

Back to Table of Contents

Safety (Cont.)

Back to Table of Contents

- Develop and implement an accident investigation process and measures that includes all accidents, near misses, injuries, fatalities, occupational illnesses and exposures to members
- Provide the appropriate personal protective equipment and a mandate its use; there is no room for excuses here for failing to comply on the part of the members or enforcement by leadership
- Development and enforce a respiratory protection program employing proper training, certification, use and maintenance of SCBAs, PAPRs, APRs and other respiratory protection equipment used by the fire department
- Develop and enforce policies and guidance for safe practices for drivers and passengers of fire apparatus; seat belt use, speed control, stopping at intersections, etc. is mandatory; again, there is no room for excuses here for failing to comply on the part of the members or enforcement by leadership
- Ensure sufficient number of personnel respond based on your Standards of Coverage and management plans for both firefighting requirements and overhaul duties
- Implement regular medical examinations and a physical fitness program to keep the workforce healthy and fit to perform their duties
- Adopt and implement an incident management system suitable to your fire department's size and affiliations with mutual aid resources; practice and use the system every time resources respond to real world and exercises.
- Ensure training and education is available related to emergency operations for all members who may perform on the scene of an incident
- Implement practices to coordinate with appropriate authorities and ensure the installation and maintenance of fire protection systems where necessary and required for code compliance so when fires occur, they are discovered earlier and held in check, exposing firefighter to less hostile environments
- Increase efforts in the area of public fire safety education programs, so the citizens are made aware of measures to prevent fires and react properly when a fire occurs

Firefighter Near Miss (http://www.firefighternearmiss.com) is a great resource to learn, share and drill lessons learned from firefighter mishaps and near-misses. It is important to know and share what is happening out there so others will not fall victim to the same circumstances. We must be proactive when it comes to mishap prevention; proper planning, training and exercises are essential in making sure that everyone returns home after the call.

Back to Table of Contents

On the Job - Japan

Back to Table of Contents

Fire Prevention Month in Japan

Commander Naval Forces Japan (CNFJ) kicked off the 2009 Fire Prevention Month campaign with a bang! Covering a span of 18 military installations and a military community exceeding 50,000 personnel, CNFJ Regional Fire Prevention Division held activities throughout the month ensuring the widest dissemination of this year's theme…**Stay Fire Smart! "Do Not Get Burned".**

CNFJ Fire Inspectors put on an outstanding stage performance entitled "The Sparky Show". Approximately 879 Elementary students from Yokosuka and Negishi enjoyed an educational, and entertaining performance where such lessons as earthquake safety, evacuation planning, and fire safety were taught. In addition to the performance, an awards presentation was held to recognize the winners of this year's poster drawing contest. Each winner received a certificate along with a $150 savings bond.

A Columbus Day Fire Prevention Parade was highly successful throughout the Sasebo community. Over 225 school aged kids joined the parade along with six base organizations including Community Bank, US Naval Hospital, and Security. A Town Hall style meeting was held at the Sasebo Elementary School to pass along fire safety information and answer any questions.

CNFJ Regional Fire Departments' Prevention & Public Education campaign extends far beyond the fence line. Their interaction with mutual aid partners and host-nation communities provide a full spectrum of fire safety activities helping transcend obvious language barriers. The Zushi City and CNFJ Fire Departments partnered to conduct an exercise and evacuation drill using a nine-story military family housing unit in Ikego Housing. This joint drill solidified the mutual aid agreement and heightened the awareness and importance of emergency evacuation procedures for over 1100 family housing occupants.

In Sasebo, Fire Prevention Chief Moses Gibbs televised and aired his Prevention visit to EJ King School on Japanese television to be viewed by countless members of their host nation community. This informative program has bolstered CNFJ's commitment to ensuring that vital Fire Prevention and Fire Safety messages extend far beyond the fence line. In addition to the televised message, Chief Gibbs' team deployed their smoke house trailer and fire engine to Funakoshi Elementary School in Sasebo City. The Japanese kids had a blast crawling through the smoke house and meeting Sparky.

Back to Table of Contents

Japan (Cont.)

Back to Table of Contents

In Yokosuka, Fire Prevention Chief George Salcedo invited the Ibaragi Prefectures Firefighter Academy and its 157 candidates to tour their facility and partake in a cultural exchange of information. The gratitude received by the Academy staff was overwhelming. Scheduling time for an off-site to CNFJ Regional Fire Department has been included in their curriculum for future classes.

This year's campaign has been a success in getting the "Stay Fire Smart" word out to military and host nation communities across Commander Naval Forces Japan. With obvious cultural differences, the message remains the same and the CNFJ Regional Fire Department will continue to keep the momentum going throughout the year!

Back to Table of Contents

On the Job – Great Lakes

Back to Table of Contents

Fire Prevention Week at NAVSTA Great Lakes

By James Krause, Assistant Fire Chief – Prevention, NAVSTA Great Lakes

The NAVSTA Great Lakes Fire Department spent many hours during Fire Prevention Week educating base personnel with static displays, lectures, fire extinguisher demonstrations, and a meet and greet for the Child Home Care Providers and the children they take care of. The meet and greet provided children a chance to meet some of our firefighters, spend some time with them, look at the fire trucks and most enjoyable, dress up like the firefighters and have their picture taken with them. We also held fire evacuation drills throughout the base to heighten the importance of knowing how to get out in the event of an emergency.

The Fire Prevention Bureau and firefighters also visited the Morale, Welfare and Recreation (MWR) Child Development Centers where the children were talked to about the importance of not playing with matches, what to do if they find matches or lighters and to get low, stay low and go, then they had an opportunity to get a close-up look at one of the fire trucks.

The Fire Prevention Bureau also took "Freddie the Fire Truck" and "Andy the Ambulance" to the Navy Exchange where they greeted shoppers and employees, entertained the children all while promoting fire safety specifically this year's theme of "Staying Fire Smart, Don't Get Burned!"

Our 2009 Fire Prevention Week activities concluded the following week by teaming up with North Chicago Veteran's Administration Safety Office by giving presentations on fire safety in the home and Halloween safety when Trick or Treating. It was emphasized that matches and lighters are not toys, and that they should be left alone and to tell a grown-up and for them not to hide under their bed or closets if they have a fire in their house, to keep clear of the stove when their parents are cooking an concluded with all the children practicing "Stop, Drop, and Roll." Safety Technician for NCHI VA Nancy Braun, reminded the children that they should use a flashlight when going trick or treating, only go to houses that have the front porch light on, not to use candles and that they should be accompanied by an adult.

"No, a fool learns from experience. A wise man learns from the experience of others."

-*Otto von Bismarck*, *[reply when told that a wise man learns from experience]*

Back to Table of Contents

On the Job – Kings Bay

Back to Table of Contents

Kings Bay Fire Prevention Week

By Freddy Howell, Fire Chief SUBASE Kings Bay, GA

Naval Submarine Base Kings Bay Fire Department ‘‘upped their game” during the month of October starting with the nationwide "Fire Prevention Week" campaign. Stay Fire Smart! Don’t Get Burned was the message on the banners posted as you entered each gate and was also on the electronic message board as you exited.

Throughout the month firefighters and inspectors reached out to area children by giving tours of Fire Station 1 and showing fire safety videos that covered numerous aspects of fire safety such as how to respond to a smoke alarm, establishing a meeting place after evacuations, stop drop and roll, and having two ways to escape out of every room. Kids were then able to put these skills into action when they toured the Kids Safe House and also the Fire Safety House (smoke house) where they were taught how to evacuate a house in the case of a fire.

Children were invited to participate in a coloring contest sponsored by NSB McDonalds and Kingsland Chic-Fil-A. Each child who colored the designated fire safety sheet and took it to either restaurant where they were given a free ice cream.

While many activities were geared toward children, the Kings Bay Fire Department also reached out to the adult population, with displays outside of the commissary and in the Navy Exchange promoting kitchen safety and basic fire safety.

Although fire education is important every day, efforts to draw attention to fire safety and prevention were upped at NSB Kings Bay during National Fire Prevention week and the entire month of October.

Back to Table of Contents

Driving Safety

Back to Table of Contents

When Will We Start Listening?

By Dave Malinow

It was Wednesday, June 21, 2006 — Safety Stand Down Day. I stood before a group of emergency responders, preparing for the presentation I was to give. But all that was on my mind was the thought that in the previous 72 hours, five emergency responders had died in motor vehicle accidents. One, a firefighter in New Mexico, was killed in a crash when his department vehicle overturned on an interstate highway. Four others, German firefighters, were killed when their engine overturned after being struck by another vehicle.

The New Mexico firefighter was off duty. The German firefighters had been responding to an unannounced drill at a local school. Considering the strict safety standards imposed on emergency responders worldwide, I cannot believe that these emergency responders died the way they did: *They were all ejected!* What does that tell you? Duh, think quick … it means they were not wearing safety belts!

You'll notice that I use the word *we*. That's because firefighting and EMS has a lot in common with baseball or football. It isn't something you can do alone. It takes a team. And that means *we* are killing our own personnel because *we* are letting our teammates drive recklessly, *we* aren't wearing seat belts, and *we* are committing other unsafe acts. *We* are the people who are afraid to report such actions to our supervisors because *we* don't want to offend our teammates or be known as company "snitches." *We* can pound all of the driver education in the world into each other, but until *we* all pay attention and agree that this isn't a joke or waste of time, *we* will continue to blame everyone but ourselves for mistakes that *we* make.

Until *we* all get together and open our eyes, and *we* all agree that this is a serious problem, *we* will continue to hear about incidents like these. *We* will continue to die until *we* all agree it has to stop. And that means everyone, fire and EMS, career and volunteer.

Back to Table of Contents

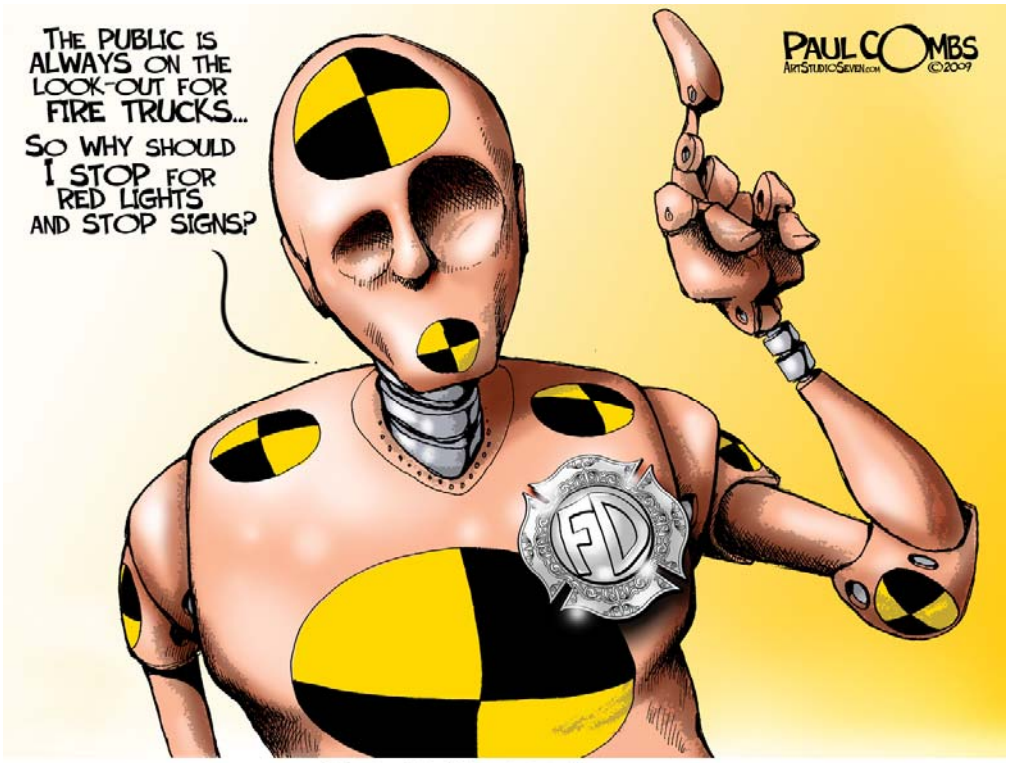
The next time the thought crosses your mind that you don't want to stop for the traffic signal, or you don't want to wear a seatbelt, or you are in too much of a hurry to stop at a railroad crossing, think about your loved ones. Carry pictures of them with you at all times. The next time before you try one of these little stunts, get those pictures out and take a good look at them.

If you're in the pictures, put your thumb over your face so you can see how your loved ones will look without you after you're gone. *We* will be glad to turn out for your wake and funeral. *We* as a team will support your loved ones when you're gone.

Dave Malinow is the safety inspector/safety officer for Superior Air Ground Ambulance Service Inc., Elmhurst, Ill., and safety chairman of the New Lenox Fire Protection District, New Lenox, Ill.

Combs Cartoon

Back to Table of Contents



Reprinted by permission.

SCBA Study

SCBA Thermal Performance Studied

The United States Fire Administration (USFA) and the National Institute of Standards and Technology (NIST) have started a research study to examine the enhancement of thermal performance of Self-Contained Breathing Apparatus (SCBA) face pieces to increase the protection of firefighters.

“There have been incidents of serious SCBA face piece failure, sufficient to warrant this important study,” said U.S. Fire Administrator Kelvin J. Cochran. “There is a clear need to examine ways to strengthen the protection provided by SCBA face pieces used by the fire service, before others are injured.”

The initial phase of this study will examine documented on-duty injuries and fatalities of firefighters due to thermal exposure of SCBA face pieces. Also during this phase, USFA and NIST will work with the National Fire Protection Association (NFPA) 1981 Open-Circuit Self-Contained Breathing Apparatus Technical Committee on identifying ways to enhance the operational effectiveness of SCBA face pieces. Finally, initial laboratory thermal testing of commercially available SCBA face pieces will also be conducted.

"Through both laboratory and operational testing, this study will examine ways to enhance the thermal performance of one of the most critical SCBA components, the face piece," said NIST researcher Nelson Bryner. “NIST is pleased to work with USFA in this effort to improve the operational safety of firefighters."

Back to Table of Contents

Navy F&ES POCs

Back to Table of Contents

Navy Fire & Emergency Services (N30)

Commander, Navy Installations Command
716 Sicard Street, SE, Suite 1000
Washington Navy Yard, DC 20374-5140
https://cnicgateway.cnic.navy.mil/HQ/N3/N30/default.aspx
DSN 288

Carl Glover, 202-433-4775, carl.glover@navy.mil

Ricky Brockman, 202-433-4781, ricky.brockman@navy.mil

Gene Rausch, 202-433-4753, gene.rausch@navy.mil

Tim Pitman, 202-433-4782, timothy.pitman@navy.mil

ABHCS Brian McRae, 202-685-0651, brian.mcrae@navy.mil

Eric Chaney, 202-433-3291, eric.chaney.ctr@navy.mil

Lewis Moore, 202-433-7743, lewis.moore.ctr@navy.mil

Chris Handley, 202-433-3291, christopher.handley.ctr@navy.mil

Matt Garbow, 202-433-3291, matt.garbow.ctr@navy.mil

News Distribution

What's Happening is now e-mailed to 843 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/