



What's Happening

Navy Fire and Emergency Services Newsletter

Protecting Those Who Defend America

December 2012

OMNI CEDO DOMUS

Vol 10 No 12

Email the Editor:

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From the Deputy Director

Time to clean out the files and reflect on a very eventful year. In the Navy F&ES HQ office, 2012 will forever live on as the Year of Miami. And we ain't talking about LeBron.

In May, an arsonist struck the nuclear submarine USS Miami (SSN 755) while it was undergoing maintenance in a dry dock at Portsmouth Naval Shipyard. The fire burned unchecked before firefighters were able to mount an attack and the ship suffered over \$400 million in damages. Consequently, Navy F&ES instantly transformed from a supporting to a primary shipboard firefighting force with policies, requirements, and authorizations evolving to this day. The aftermath of this fire will be felt in Navy F&ES for years to come, but we think it will be for the better when all is finally said and done.

The Miami fire also caused me to do something I swore I would avoid at all costs. But there I was in August, squeezing my ample bottom down the forward weapons hatch of the USS Connecticut (SSN 22) dry docked at Puget Sound Naval Shipyard. It took nearly three minutes to overcome a serious claustrophobia attack and fight off the urge to climb back out, but I finally gained my composure and toured this Seawolf Class submarine. I will never make another crack about submariners, especially those serving on Virginia and Seawolf Class ships; it takes a special type of person to endure those kinds of conditions. I was so impressed by every crewmember I encountered I could not stop thanking them for what they do for us. I probably came off as a doddering old fool but I am genuinely grateful for those men and women. I also have a first-hand understanding of the extreme conditions our firefighters encountered during the Miami fire. The word that comes to mind is gallantry.

7 December 2012 marked my 10th anniversary at Navy F&ES HQ. Unbelievably, it was December 2002 when my family drove from Camarillo, CA to a temporary apartment in McLean, VA so I could begin my new job at NAVFAC HQ. I was working for Bill Killen and Kevin King as they transformed Navy F&ES from the Area Fire Marshal era to a more centralized model. A few months later we were joined by George Morgan, Carl Glover, and Steve Cox. The rest is history.

It wasn't long before George Morgan floated the idea of resurrecting the old What's Happening newsletter Bill Killen used to publish. After much discussion, George published the first issue of the new What's Happening in May 2003. I remember how much effort we all put into that and how proud we were to get it out to the field. Not so sure it was very widely read back then, but it was out there.



Supporting the Fleet, Fighter, and Family



From the Director (Cont.)

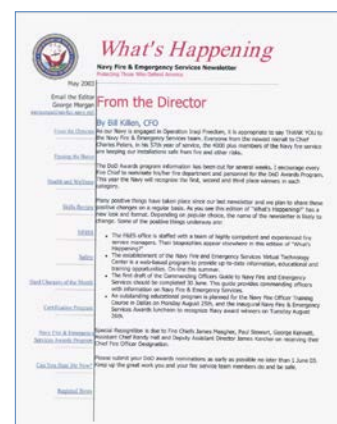
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That was Number 1 of Volume 1 and consisted of 19 pages that only slightly resemble today's version. Later that summer I suffered some medical setbacks and assumed editorial duties and expanded the letter to 26 pages for no particular reason. We have published our monthly newsletter every month, with short misses here and there for conference preparation, for the past 120 months. This issue is Number 12 of Volume 10. We begin Volume 11 next year. Remarkable if I do say so myself.

Finally, 2012 is the third consecutive year with less firefighter line of duty deaths than the year before. We've gone from 93 LODD in 2009 to 86 in 2011 and somewhere in the neighborhood of 80 in 2012 (depending on how we do between publication date and the end of the year). I think we all deserve a Bravo Zulu for that. Here's wishing everyone a very Merry Christmas, Happy Chanukah, Joyous Kwanzaa, and Happy New Year, and let's dedicate ourselves to bringing more of our brothers and sisters home after every shift. Can we get our LODD to single digits? I think we should try!

-Rick



Combs Cartoon



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Wish List



HAVE A MERRY CHRISTMAS AND A VERY SAFE NEW YEAR

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Last Alarms

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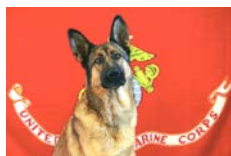


TCOoO Update



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Retraction



Last Alarms

The USFA reported 79 deaths to date in 2012. The following line of duty deaths were reported since we published our last issue:

David Mowbray

Age: 52
North Kingstown, RI

Timothy Jansen 🚒

Age: 45
Bartelso, IL

Steven Fritz

Age: 58 ♥
Rothschild, WI

Jalen Smith 🚒

Age: 20
Tyler, TX

Eddy Meador ♥

Age: 54
Pattonsburg, MO

Jeffrey Hudson ♥

Age: 46
St. Louis, MO

2012 Totals

♥ 46 (58%) 🚒 15 (18%)

♥ Indicates cardiac related death

🚒 Indicates vehicle accident related

Taking Care of Our Own

Check with your Fire Chief if you wish to make a leave donation.

There are currently 21 DoD firefighters in the Taking Care of Own program.

Name	Location	Point of Contact
Gregory Feagans	NIOC Sugar Grove, WV	Nanette.Kimble@navy.mil
Joey Tajalle	NAVBASE Guam	Julie.Quinene@fe.navy.mil
Erin Butler	Vandenberg AFB, CA	Sean.Glaser@vandenberg.af.mil
Jason Frazier	NAVSTA Norfolk, VA	Marc.J.Smith@navy.mil
David Hamback	NAS JRB New Orleans, LA	John.B.Burgess@navy.mil
Stella Shimabukuro	USAG Presidio of Monterey, CA	Scott.Hudock@us.army.mil
Dana Picard	Westover ARB, MA	Diane.Lessard@us.af.mil
Edward Rust	DES Richmond, VA	Clyde.Hipshire@dla.mil
Billie Edwards	March ARB, CA	Melinda.Miller.2@us.af.mil
Wilson Humphries	USAG Camp Parks, CA	Alexis.A.Rivera8.civ@mail.mil
Stephen Dock	Altus AFB, OK	Nils.Brobjorg@altus.af.mil
Peter Giles	Kirtland AFB, NM	Curtis2.Ray@kirtland.af.mil
Brian Yohn	Cheatham Annex, VA	Marc.J.Smith@navy.mil
Christopher Lumpkin	Fort Belvoir, VA	Joyce.R.Peck.civ@mail.mil
Chris Burke	Fort Wainwright, AK	David.Halbrooks@us.army.mil
Christopher Matthews	Portsmouth NSY, NH	Marc.J.Smith@navy.mil
Mark Schultz	Dam Neck Annex, VA	Marc.J.Smith@navy.mil
Annie Sands	Altus AFB, OK	Nils.Brobjorg@altus.af.mil
Mark Davis	JB Langley-Ft Eustis	Dale.E.Hankins.civ@mail.mil
Michael McClure	Niagara Falls, NY	Peter.Stein@us.af.mil
Russell Reynolds	Niagara Falls, NY	Peter.Stein@us.af.mil

Heroes NOT Looking For Homes After All

The story we ran last month asking for homes for retired IED dogs turned out to be a hoax. These dogs were never in need of outside help and were nearly all adopted by their handlers or other handlers. We regret any inconvenience or confusion and promise to be more diligent in our fact checking in the future.

On the Job - Sasebo

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Cop Humor



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ITLS Access Training in Sasebo



Commander Navy Region Japan Fire & Emergency Services - Sasebo recently hosted International Trauma Life Support (ITLS) Access training for the 2nd consecutive year. The course focused on vehicle extrication and pre-hospital trauma care, stressing rapid assessment, identification of immediate life-threatening injuries, and appropriate intervention. Fire and EMS responders from the Kyushu areas of Nagasaki, Saga, Fukuoka, and Sasebo City prefectures participated in the training conducted aboard Fleet Activities Sasebo. The course curricula, including written tests and practical evaluations, was built around using hand tools commonly carried by first responders in outlining areas that do not have access to specialized heavy rescue equipment.

ITLS is an internationally recognized consensus standard for pre-hospital trauma care used by many Firefighter, EMT and Paramedic agencies. Sasebo sponsors courses meeting this standard that are designed to provide the framework for rapid, appropriate and effective trauma care in smaller jurisdictions. Joint training opportunities such as this enhance response capabilities for surrounding communities, add to responder professionalism, and support the U.S. and Japan Alliance.



Gift from the Sheriff

"Hello, is this the Sheriff's Office?"

"Yes. What can I do for you?"

"I'm calling to report 'bout my neighbor Virgil Smith. He's hidin' marijuana inside his firewood! Don't know how he gets it inside them logs, but he's hidin' it there."

"Thank you very much for the call, sir."

The next day, the Sheriff's Deputies descend on Virgil's house. They search the shed where the firewood is kept. Using axes, they bust open every piece of wood, but find no marijuana. They sneer at Virgil and leave.

Shortly, the phone rings at Virgil's house.

"Hey, Virgil! This here's Floyd. Did the Sheriff come?"

"Yeah!"

"Did they chop your firewood?"

"Yep!"

"Happy Birthday, buddy

On the Job - Korea

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Live Fire Training in Korea



More than 95 Army and Navy firefighters from across Korea gathered on Camp Humphreys to take part in four days of live fire training, 23 October.

According to Matthew B. Spreitzer, U.S. Army Garrison Humphreys fire chief, the week's training was primarily focused on building teamwork, while fighting aviation fuel

fires during day and nighttime scenarios.

Home to the Army's most active airfield in Asia, Camp Humphreys firefighters take the possibility of an aircraft fire seriously. Although rare, such fires have the potential to involve large amounts of burning fuel and heavy smoke. It is for this reason, Dathan O. Black, the Department's assistant chief for training says he makes these events as realistic as possible.

"From a training standpoint, our fire crews need to be ready at a moment's notice," said Black. "Hopefully, we never have to respond to a real aircraft crash, but training like this helps ensure we are ready if called upon to do so."

"The first time a firefighter experiences a large, extremely hot aircraft fire, shouldn't be when they respond to a plane crash," said Spreitzer. "That would be very dangerous for the victims as well as the firefighters." Spreitzer said teamwork in firefighting operations is extremely important for the safety of everyone involved.

According to Black, the live fire training program was developed to provide firefighters an opportunity to practice their teamwork and firefighting skills in the same harsh conditions of heat, smoke and stress they expect to find when fighting aircraft-related fires.

"Our crews have been fighting large fires, with lots of smoke and heat, over the past few days," said Black, who was recently recognized as the Army's best fire service instructor. "Because we're the only garrison in Korea with the capability to put together this kind of training, we try to invite as many other military fire departments as possible to join us."

"Today's training really made me proud to be firefighter," said Pan Chae-heyong, a member of the USAG Humphreys fire department. "It gave us a chance to work together as teams and practice the discipline needed to fight fire in a realistic environment."

According to Sprietzer, USAG Humphreys offers training to all DoD fire departments in Korea, as well as local Korean fire departments that have entered into mutual assistance agreements with the garrison. "Everyone who comes to our training leaves with the experience and training needed to successfully fight aircraft-related fires," said Sprietzer.

Budget News

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Budget-Cutters Eye DoD Civilian Workers

CHINFO Clips

Overshadowed by all the political posturing over the prospect of automatic cuts in defense spending, one thing seems certain: The Defense Department's huge civilian workforce will shrink.

The question is by how much — and whether the cuts will be achieved through a slowdown in hiring, prolonged furloughs or even mass layoffs.

The looming reduction follows a five-year growth spurt in which the number of civilian defense employees jumped 15 percent, from about 700,000 in 2007 to roughly 800,000 now. In recent years, the Defense Department's nonuniformed workforce has become a target for those seeking to trim the fat from the Pentagon budget — including former Defense Secretary Robert Gates, who led a failed push in 2010 to stop the expansion.

"Gates said he was going to cut them, and when he left they actually grew," said Rep. Duncan Hunter (R-CA), a member of the House Armed Services Committee. "So, I don't know how you stop the behemoth that is the DoD and is the Pentagon. I don't know how you do it."

Unless the growth is curbed, Hunter said, civilians could soon outnumber service members, who also face reductions in force. "You could almost have like a one-to-one," he added. "Each military person could have literally their own DoD civilian counterpart. That's pretty crazy."

But with the Pentagon projecting a slight reduction this fiscal year and next — and congressional Republicans and Democrats alike pushing competing plans that would cut the workforce by 5% to 10% — continued growth is threatened on all fronts.

"It is almost certain the number of DoD civilians will be cut significantly, whether sequestration happens or not," said Todd Harrison, a defense analyst at the Center for Strategic and Budgetary Assessments. "Even if Congress finds a way to avoid sequestration, the way they avoid it will probably include cuts to the entire federal workforce." And if Congress isn't able to reach a deal to stave off the cuts that are set to take effect 2 January 2013, Harrison said, the Defense Department's civilian workforce is likely to shrink rapidly.

"We could see 10, 15 or a higher percentage being laid off or furloughed shortly after sequestration goes into effect," Harrison predicted. Military planners are already grappling with several potential scenarios.

The different plans circulating on Capitol Hill are "being reviewed at the highest levels within the Department of Defense," said Pentagon spokeswoman Cynthia Smith. "Right now, we are looking at all of our options, but no decision has been made in terms of civilian cuts."

In the House, Armed Services Committee Chairman Buck McKeon (R-CA) is pushing a bill that would cut the entire federal workforce through attrition by 10% over 10 years. Under the plan, which would delay sequestration by a year, the federal government would hire just one new worker for every three who leave.

Budgets (Cont.)

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And in the Senate, Armed Services Committee Chairman Carl Levin (D-MI) and ranking member John McCain (R-AZ) have unveiled a proposal that would cut the number of civilians and service contractors employed by the Defense Department by 5% over five years. The plan is part of the Senate defense authorization bill, which has been approved by the Armed Services Committee and could be considered on the Senate floor as early as this month. In March, McCain called the provision “one of the most important things we did.”

Levin, meanwhile, has said he’d be open to cutting an additional \$100 billion in Pentagon spending over the next decade in order to stave off sequestration — a plan that almost certainly would include even steeper reductions in the civilian workforce.

Defense Secretary Leon Panetta, on the other hand, has urged lawmakers not to use the civilian workforce as a bargaining chip in their negotiations.

“Frankly, I don’t think you should de-trigger sequester on the backs of our civilian workforce,” Panetta said at a House Appropriations Committee hearing, when pressed about the impact of further reductions. “I realize that savings could be achieved there, but [the] civilian workforce does perform a very important role for us in terms of support.”

Not all lawmakers, however, are on board with the reductions. For instance, Rep. Maurice Hinchey (D-NY), a member of the Defense Appropriations Subcommittee, contends the cuts could serve only to increase the Pentagon’s reliance on contractors. “These gimmicks are causing mass layoffs of civilian employees, but they aren’t actually saving any money,” Hinchey said in a statement. “Because of the arbitrary standards set by the Pentagon, civilian employees are being fired, and private contractors that charge more for the exact same service and are less accountable to the public are being hired.”

On the other side of the aisle, Rep. Mike Turner (R-OH) told POLITICO the Senate’s plan to cut the civilian workforce by 5% was the result of laziness. “The Senate is shirking its responsibility,” he said after Levin and McCain unveiled their plan.

The proposed across-the-board reduction, Turner said, has allowed senators to boast about cutting the Pentagon’s budget without making any tough decisions. “The House took a dutiful look to identify areas that we could responsibly cut,” he said.



Money talks...but all mine ever says is good-bye.

- Anonymous

On the Job – Kings Bay

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SUBASE Fire Fighters Performs Critical Rescue

By Thomas P. Middleton, Supervisory Firefighter/Paramedic



It was Friday November 9th, the beginning of a long awaited Veterans Day weekend, and most NSB Kings Bay personnel were looking forward to the weekends festivities in honor of our Nations Veterans. At approximately 11:30 a.m., the tranquil atmosphere was interrupted by the sound of sirens and air horns as fire apparatus sped towards base

housing for a life threatening emergency.

It all started when the NSB Kings Bay Emergency Dispatch Center rang out the Kings Bay Fire and Emergency Services Department (KBFD) to a reported victim trapped beneath a car. While in route, Chief 2 (Assistant Fire Chief Joe Orona) received an urgent update from the Dispatch Center. He was informed that a vehicle had apparently come out gear and struck, rolled over, and dragged the victim beneath it. To compound the urgency of the situation, the only bystander was struggling to prevent the vehicle from rolling further down the driveway over the victim; this could've been fatal. Based on the unpredictable circumstances of the situation, Chief-2 ordered responding apparatus to "step it up" (increase response speed) and requested that Trauma One (Life Flight) from Shands/Jacksonville FL be placed on standby for immediate launch. The first KBFD apparatus arrived on scene within two minutes of being dispatched.

Engine 2 was first on scene and Firefighter Thomas Martin assumed initial command of the scene. As fire fighters dismounted the apparatus, they could hear screams from the victim whom they observed trapped beneath the car as a bystander was frantically trying to keep the car from moving. Martin, KBFD heavy rescue subject matter expert, immediately directed firefighters to deploy and stabilize the car by placing the gear lever in park, applying the park brake, and to hold it place until wheel chocks were applied. Crews used the "Fast Jack - High-Lift Extrication Jack" and High Air Pressure Lifting Bags to lift the vehicle off the victim. The vehicle was also stabilized by applying stackable cribbing as vehicle rose off the victim. Within 1 minute of the first crews' arrival, Chief 2 arrived on scene and assumed Incident Command; he immediately contacted dispatched and ordered the launch of Trauma One. Seconds behind him was the KBFD Advanced Life Support ambulance and our 75' Quint. KBFD Paramedics assisted in the delicate extrication of the victim from beneath the car, and expertly delivered and sustained advanced life support. They immobilized the patient, treated apparent injuries, and loaded her in the ambulance for transport to the helipad. Amazingly, the entire extrication process took just two minutes.

Kings Bay (Cont.)

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KBFD Assistant Chief of Fire Prevention Kim Maxwell and his inspectors had already prepared the helipad for the Trauma 1 landing. “We work as a team; when we heard that Trauma 1 was in route, me and my inspectors immediately responded to the helipad and completed the F.O.D. walk and switch on the



landing zone lights”, commented Maxwell. Remarkably, within a mere 13 minutes the victim had been rescued, medically stabilized, and transported to the helipad for emergency medical air transport. A few minutes later, Trauma 1 landed, and with the assistance of the KBFD team, the patient was loaded on the helicopter and in route to Shans/Jacksonville Trauma Center.

Fire Chief Freddie Thompson Jr. added, “We frequently respond to a wide variety of serious events where life and property were significantly threatened. My firefighters never cease to amaze me. The entire operation from start to finish was efficiently accomplished. The seamless transition from rescue, to medical care, to airlift was simply remarkable – for certain we saved a life today. I am extremely proud to be their Fire Chief.”

FEHPB Open Season



**Federal Employees
Health Benefits Program**

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Open Season Kicks Off

By Kellie Lunney

Open season, the annual period during which federal workers can switch enrollments in health insurance plans, officially began 12 November 2012.

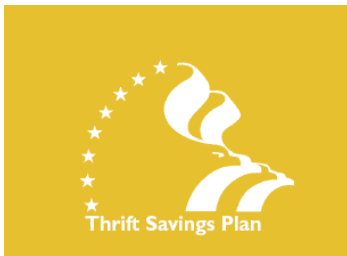
Federal employees can make changes to their health insurance coverage through 10 December. Enrollment changes take effect the first pay period in 2013.

The Office of Personnel Management in September announced that premiums for nonpostal employees will increase an average of 3.4% in 2013; of that increase, government contributions will rise 3.3%, while participants will pay 3.7% more in 2013. Changes in the enrollee share of premiums vary by plan, so some people pay less than the average premium increase, while others shell out more.

The annual average premium rate increase for FEHBP enrollees has experienced ups and downs throughout the years. The 3.4% total average premium increase in 2013 is the smallest average increase for the program since 2008, when it was 2.8%. Average rate increases spiked between 2009 and 2011, hitting 7.4% in 2010. That year the average contribution rate for employees was a whopping 8.8%.

TSP Performance

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How Did TSP Perform in 2012?

Individual/Index Funds Monthly Returns (Past 12 Months)

Month	G Fund	F Fund	U.S. Agg. Bond Index	C Fund	S&P 500 Index	S Fund	DJ U.S. Completion TSM Index	I Fund	EAFE Index
2011									
Nov	0.14%	0.01%	-0.09%	-0.21%	-0.22%	-0.51%	-0.57%	-2.46%	-4.85%
Dec	0.15%	1.01%	1.10%	1.04%	1.02%	-0.04%	-0.05%	-2.03%	-0.95%
2012									
Jan	0.13%	0.88%	0.88%	4.50%	4.48%	7.59%	7.56%	5.36%	5.33%
Feb	0.12%	0.05%	-0.02%	4.34%	4.32%	3.99%	4.02%	5.14%	5.74%
Mar	0.14%	-0.61%	-0.55%	3.30%	3.29%	2.30%	2.29%	0.13%	-0.46%
Apr	0.15%	1.12%	1.11%	-0.62%	-0.63%	-0.71%	-0.73%	-1.87%	-1.96%
May	0.14%	0.91%	0.90%	-5.99%	-6.01%	-6.91%	-6.99%	-11.40%	-11.48%
Jun	0.11%	0.05%	0.04%	4.13%	4.12%	3.25%	3.16%	7.08%	7.01%
Jul	0.12%	1.38%	1.38%	1.40%	1.39%	-0.62%	-0.69%	0.56%	1.13%
Aug	0.11%	0.07%	0.07%	2.25%	2.25%	3.57%	3.45%	3.29%	2.69%
Sep	0.10%	0.15%	0.14%	2.57%	2.58%	2.51%	2.45%	2.96%	2.96%
Oct	0.12%	0.20%	0.20%	-1.86%	-1.85%	-1.31%	-1.32%	0.85%	0.83%
YTD	1.24%	4.26%	4.20%	14.37%	14.29%	13.73%	13.21%	11.36%	11.00%
Last 12 mo	1.53%	5.33%	5.25%	15.32%	15.21%	13.11%	12.51%	6.41%	4.61%

Combined Individual/L Funds Monthly Returns (Past 12 Months)

Month	L Income	L 2020	L 2030	L 2040	L 2050	G Fund	F Fund	C Fund	S Fund	I Fund
2011										
Nov	0.02%	-0.34%	-0.49%	-0.62%	-0.78%	0.14%	0.01%	-0.21%	-0.51%	-2.46%
Dec	0.20%	0.11%	0.09%	0.07%	-0.01%	0.15%	1.01%	1.04%	-0.04%	-2.03%
2012										
Jan	1.18%	3.03%	3.77%	4.34%	4.87%	0.13%	0.88%	4.50%	7.59%	5.36%
Feb	0.98%	2.53%	3.10%	3.54%	3.99%	0.12%	0.05%	4.34%	3.99%	5.14%
Mar	0.54%	1.23%	1.49%	1.68%	1.86%	0.14%	-0.61%	3.30%	2.30%	0.13%
Apr	0.01%	-0.38%	-0.52%	-0.63%	-0.78%	0.15%	1.12%	-0.62%	-0.71%	-1.87%
May	-1.38%	-4.20%	-5.23%	-6.00%	-6.85%	0.14%	0.91%	-5.99%	-6.91%	-11.40%
Jun	1.04%	2.72%	3.32%	3.77%	4.27%	0.11%	0.05%	4.13%	3.25%	7.08%
Jul	0.37%	0.63%	0.71%	0.75%	0.78%	0.12%	1.38%	1.40%	-0.62%	0.56%
Aug	0.63%	1.57%	1.94%	2.23%	2.51%	0.11%	0.07%	2.25%	3.57%	3.29%
Sep	0.62%	1.52%	1.87%	2.12%	2.38%	0.10%	0.15%	2.57%	2.51%	2.96%
Oct	-0.11%	-0.45%	-0.60%	-0.71%	-0.80%	0.12%	0.20%	-1.86%	-1.31%	0.85%
YTD	3.92%	8.28%	9.95%	11.19%	12.32%	1.24%	4.26%	14.37%	13.73%	11.36%
Last 12 mo	4.15%	8.03%	9.51%	10.58%	11.44%	1.53%	5.33%	15.32%	13.11%	6.41%

Percentages in () are negative.



Canine Humor



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Retirement

Two officers pulled their police cruiser up behind a car stopped on the shoulder of the highway. They got out and asked the driver if they could help. No, he replied, there was no trouble; he had just stopped to look at a map. When we turned back, they noticed that his German Shepherd had jumped in the open passenger-side front window of the police car.



"You may think there's no trouble," the first officer smiled, "but your dog obviously thinks he's done something wrong. He's in our patrol car."

The motorist laughed. "He probably thinks you've come to take him to work," he replied. "He's a retired police dog."

Back in the Day

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Tom Shand

Walters Fire Trucks

By Tom Shand



The Walter Motor Truck Company was another pioneer in producing all wheel drive trucks and fire apparatus for use in fire departments and airports world wide. The company was started in by Mr. William Walter during 1909 in New York City. The first piece of fire

apparatus, a hose and chemical wagon was built for Hatboro, Pennsylvania in 1908. Walter would not build another fire truck until 1929 with the delivery of six tractors for FDNY to pull older water towers and aerial ladders. Due to the success of these vehicles Walter produced eleven 75 foot wooden aerial ladders for New York that served with the FDNY for many years.

These units were ahead of their times as they were built with windshields and pneumatic tires together with their massive front radiators.

Over the years Walter produced many custom chassis fire apparatus including their first delivery of a modern crash fire truck in 1949. Walter quickly became noted for their go-anywhere crash vehicles that featured bodywork built by Maxim Motors as well as their snow plow equipment which were used by several branches of the military at airfields.

During the early 1970's through 1984 fire apparatus acquisitions were joint purchases shared between several branches of the military including the Coast Guard and Veterans Administration. Between 1984 and 1986 the Walter Motor Truck Company produced 96 pumpers for the Navy and Marine Corps from their plant located in Voorheesville, NY. These units were built on a Duplex-260A aluminum chassis that were powered by 8.2L Detroit Diesel engines rated at 205 horsepower through an Allison MT-643 automatic transmission.

All units were built using a Hale 1000 gpm fire pump, 750 gallon water tank with a 100 gallon Class B foam tank. The pumpers were quite compact with a 176 inch wheelbase and overall length of less than 28 feet. These pumpers were some of the first to be provided with high side body compartments, triple crosslay hose beds together with a pre-piped deck gun. The U.S. Navy pumpers as well as those for the Coast Guard and Veterans Administration were painted lime green with the Marine Corps units painted white over red with a mid-body white stripe.

Eighteen of these pumpers were assigned to Marine Corps Bases at Camp Lejeune, Cherry Point, Quantico, Twenty Nine Palms and Yuma. The Twenty Nine Palms pumper was a 1984 model and assigned property number 277641.

While the pumpers were simple in appearance they would provide many years of service to Marine Corps and U.S. Navy fire departments before being retired from front line duties. Several of these pumpers continue today to protect communities that have rebuilt these units for their use. The Duplex-Walters pumpers would be the last group of custom chassis structural apparatus built by Walter as they focused on producing heavy snow plow equipment and ARFF units.

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Nutrition

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Spring Stir Fry with Chicken



Classic stir-fry is a fun, fast and easy way to produce delicious dishes. It also can be a healthy cooking method, because the food cooks quickly in a small amount of fat. The spicy pungency of ginger, the aroma of garlic and onions and the crunch of cabbage and bell peppers combine for a colorful, elegant dish. Serve over

wild or brown rice with a cup of simple tofu soup and you have a tasty meal that satisfies.

1 tablespoon peanut oil
5 cloves garlic, minced
1 teaspoon grated fresh ginger
1/4 teaspoon ground ginger
6 spring onions, chopped, including the green stems
Salt to taste
1 pound chicken, boneless and skinless, cut into 1/2-inch strips
1 large onion, chopped

1 cup chopped cabbage
1 medium each, red and green bell peppers, chopped
2 tablespoons reduced-sodium soy sauce
1-1/2 teaspoons sugar, optional
1 tablespoon cornstarch
1/2 cup water
3 cups of cooked rice (wild or brown)

Heat oil over medium-high heat in wok or large skillet. When oil is almost smoking, add garlic, ginger, ground ginger, spring onions and salt to taste. Stir-fry about 2 minutes. Add chicken. Stir fry an additional 3 to 4 minutes.

Add chopped onion and cabbage and cook, stirring occasionally, for about 5 minutes. Add peppers and cook for 2 minutes.

Mix soy sauce, sugar and cornstarch into water; add to wok or skillet. Cook uncovered until sauce thickens. Serve over hot rice.

Makes 4 servings (one serving = 1-1/2 cup).

Nutritional values per serving:

Calories: 276	Total fat: 7 g
Saturated fat: 1.5 g	Carbohydrate: 38 g
Protein: 16 g	Dietary fiber: 5 g
Sodium: 349 mg	

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Special Report on Stress, Parts 6-8

By Rich Gasaway, PhD.

These are the final (6-8) in a collection of eight articles from Situational Awareness Matters! (www.SAMatters.com) focused on stress.

6-Auditory Exclusion

Most firefighters are aware of tunneled vision because they were taught about it in their basic firefighter training program or perhaps in a medical training program. But tunneled hearing (a.k.a. auditory exclusion) is far less known but every bit as dangerous.

There have been multiple research studies conducted on the impact of stress on hearing over the past 20 years. Most has been done with the military. Some with law enforcement. Very little with firefighters or EMS.

The physical and psychological responses to stress have been well documented and summarized in the previous segments of this series so I won't rehash it here. While training and techniques to control stress can prevent the severity of the response, make no mistake about it, once the hormonal dump occurs, you are no longer in control of the consequences.

Functional MRI machines now allow researchers to peer inside the brain, non-invasively, to see how the brain is functioning during the process of thinking and making decisions. Some pretty cool things have resulted from this technology. One lesson has been our understanding that the conscious brain is a horrible multi-tasker. (NOTE: The subconscious brain, on the other hand, is a wonderful multi-tasker.) Unfortunately, we see and hear with our conscious brains. This means the visual cortex and the audible cortex have to share resources or, in some cases, take turns processing information.

In the presence of high-stress visual stimulation, the processing of audible information may be dulled. Hell, it may be turned off completely! Hence the word *exclusion*. If the audible cortex is still functioning but its acuity is turned down, the person may describe the sounds they hear as muffled or distant. During my research, one of my firefighter participants described this phenomenon as if they were hearing *the teacher on a Peanuts cartoon*.

The eardrums

During a high stress event the ears are working just fine... sort of. Physically, all the right parts are moving and taking in the sound waves but something can happen to diminish their effectiveness. I recall reading one research study where participants were hooked up to an audiometer to test their base-level hearing. Then the participants were put on a treadmill and the hearing test continued as the heart rate increased (simulating the heart rate increase under stress). The results were very telling.

Once the heart rate got over 175, hearing diminished. The researchers concluded the blood rushing through the eardrums at that speed actually creates noise that cancels out what the person is hearing. That noise may come off as static, a hiss, or ringing in the ears.

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Hmmm... do firefighters working under stress ever experience heart rates above 175? You know they do. If your hearing is diminished from the ill-effects of a rapid heart rate, there is nothing you can do to rectify the situation other than lower the heart rate. You can't squint with your ears.

Tune it out

The brain, in an effort to help you make sense of what is happening in a high-stress, high-consequence situations can also filter out what it perceives to be noise - those sounds it determines to be unimportant. Sometimes this can be helpful. Other times it can be devastating. While full of Darwinian good intentions, the brain may filter out the sounds of the very thing that could kill you.

Sensory integration

What happens when the brain tries to sort out conflicting information? In other words what the eyes are seeing and what the ears are hearing do not align (not congruent). In this case the brain does its darnedest to make it all fit together in a coherent way. If you've ever been to a movie theater, you've experienced sensory integration. If you've never been to a movie theater, turn off your computer RIGHT NOW... and go see a movie.

In the movie theater the speakers are not behind the screen. They are on the walls. When someone on the screen is talking, the speaker is not where their mouth is. Yet it appears as though the sounds are coming out of their mouth. This is because the brain takes the cues from the eyes and the cues from the ears and integrates them... fits them together in a way you'll understand and you have the appearance of the sounds coming from the mouth on the screen... which they aren't.

McGurk Effect

What you see overrides what you hear. It's called the McGurk Effect and you are vulnerable to its consequences. In the experiment that discovered the effect, subjects were shown a video of a person saying "Bah." Subjects readily identified the sound a "Bah."

Then researchers showed a video of a person saying "Fah." Again, Subjects readily identified the sound as "Fah." The only problem is, the should was still "Bah" not "Fah." The eyes seeing the lips moving in a way to indicate the sound SHOULD be "Fah" is enough for the ears to HEAR the sound "Fah" even though the sound is actually "Bah." Here's a link to the SAMatters web article that contains a YouTube video showing the McGurk Effect:

<http://www.samatters.com/2012/01/17/understanding-stress-part-7-information-overload/>

Vision trumps all

When there is a conflict between what the ears are hearing and what the eyes are seeing, vision will be the winner. This is why the sounds appear to be coming from the star on the movie screen, even though they're not. A very simple, albeit perhaps juvenile, exercise can be used to test this phenomenon on an unexacting person.

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Tell the person to "*Touch your finger to your nose*" while actually touching your finger to your ear. Chances are very good they're going to touch their ear, despite your verbal instruction to touch their nose. The brain takes its instructions from the eyes, not the ears.

On a fireground this can have some critical implications. For example, if you hear one thing on the radio yet see something else with your eyes, there's a risk that in the process of sensory integration, your visual cortex wins and what you see is what is processed. The audible message, in turn, loses (is changed, distorted, or tuned out). It's almost like the visual image convinces the brain to disregard the audible message because it doesn't make sense. As you can imagine, this can wreak havoc on your ability to develop and maintain situational awareness.

7-Information Overload

Your brain is awesome at capturing, processing, storing and recalling information. But it has limitations, especially when it comes to memory under stress. There are four steps in the process of developing a memory: Encoding, storage, retrieval and forgetting. The process is quite complex.



Perhaps I'll dedicate a future article to walking readers through the complete process of memory formation. But for now, I am going to focus on the first step, encoding. Let's explore the capacity of your brain to process sensory stimuli into short-term information stores. This is what neuroscience calls *working memory*.

Working memory

You have many kinds of memory. For the sake of this contribution the two I will compare are short-term (working memory) and long-term memory. Think of working memory as being all of those things currently on your mind at this moment.

Some of those things are events that have just occurred, sounds that you currently hear, or temporary memories that have come down from the long-term storage bins, residing momentarily in your short term memory while you think or talk about something.

The amount of information you can capture, store, process and recall in your short-term memory is quite limited - about seven pieces of unrelated information, give or take two. But, as you know, an emergency scene contains a treasure trove of information to be processed - many more than seven pieces of information, for sure!

You may be contemplating how thankful you are that you have the ability to sort out the important information from the non-important information. Otherwise you'd be in tough shape, right? Well, I have some bad news for you. Research shows, and my classes have validated through exercises I have conducted, your brain is not very good at separating important from non-important information.

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What you forget

There are a variety of factors that contribute to if, and how, you process information. Among them are:

1. The complexity of the information.
2. The number of senses used to process the information.
3. The emotional connection to the information.
4. The connection the information has to existing long-term memories.
5. The various senses being stimulated to process the information.
6. The sheer volume of information.

It is the last on this list I want to focus on. When you are faced with a massive amount of information/sensory stimulation your brain can struggle to keep up. As brain regions become overwhelmed the process of taking in new information (stimuli) can diminish. A *system shut-down* is not far from reality when it comes to how your brain responds to information overload.

If this happens, your situational awareness is vulnerable. You may simply not see something or not hear something. Even though the photons are entering the eyes and the sound waves are entering the ears, the processing centers are too busy to take in the new information. The gates are, essentially, closed and locked.

The queue

Unfortunately, there is no process for the brain to queue information while it waits its turn for processing. If the information doesn't get in when it knocks on the door, oftentimes it simply leaves the queue and is lost forever. If the stimuli occurs in repetition (is continually present in the audible or visual field) then there is a chance that when the door unlocks, the information may get in. What information gets in depends on the list articulated above.

It is possible for a piece of information to be perceived by the brain to be so important that it can, using my analogy, knock the door down and kick out whatever information the sensory processors are working with at that moment in time. When that happens, the information that is kicked out may never come back. If this happens, the information that was booted out may be, essentially, forgotten.

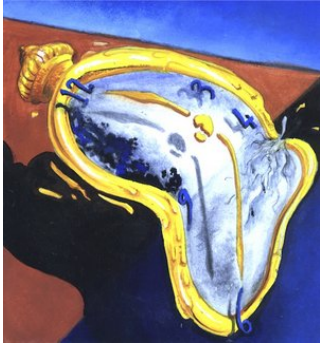
If you've ever been working on something or thinking about something and got interrupted, say with a phone call, you may have forgotten what you were doing when the phone rang. If you're lucky, a visual or audible prompt may guide you back to remembering what you were doing prior to the phone ringing.

The same thing can happen at an emergency scene where the environment is full audible and visual stimuli. When you're processing a lot of information, your brain can get overwhelmed. If this happens, it can stop processing new information and even let go of existing information. This may cause you to miss seeing or hearing something *really* important. Or it may cause you to forget something *really* important.

If your sensory processing is interrupted by a new stimuli that your brain perceives to be more important, whatever you're brain is processing at that moment may be lost.

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Chief Gasaway's Advice

The logical solution might be to avoid processing too much information. Sounds easy enough, right? Hardly. But there are some things you can do to help you stay focused. Here are some suggestions:

- Understand, in advance, what are the most important pieces of information you need to know for the type of emergency you are dealing with. For example, when assessing a patient with a potential heart attack, the short list might include: pulse, lung sounds, skin color, blood pressure, heart rhythm and current medications.
- Understand, in advance, what are the lesser important pieces of information you do *not* need to know for the type of emergency you are dealing with so you don't consume precious cognitive resources with it. Using the same example as above the list of lesser important information might include: last meal, old surgeries unrelated to the heart/circulatory system, smoking and drinking history. That's not to say any of this information isn't valuable. It's just not the **MOST** important for dealing with the urgency of someone dying in the next 5 minutes from a myocardial infarction.
- Use prompts to help manage information. For example, a checklist for a house fire that helps identify the most important information might include: occupancy, construction, smoke/fire conditions and victim survivability profile. Each of these, in turn, might have sub categories of more prompts/reminders.
- Avoid distraction and interruptions. Each of these result from audible or visual stimulation that must be processed and understood which can contribute to overload.
- Radio discipline. There are two parts to this one. First, ensuring personnel are well-trained and well disciplined for how to talk on the radio, what is important to say, and how to say it concisely. All of this will reduce the amount of unnecessary audible stimuli to be processed. Second, it can be valuable for a commander to have someone else monitor the radio to ensure only the most important information is passed along to the commander, reducing the potential for audible stimuli overload.

Part 8-Time Distortion

Tachypsychia

Tachypsychia is a neurological condition that results in the distortion of time. While there can be several causes, we're going to focus on emergency scene stress as the trigger. The phenomenon has been well documented in interviews with police officers, military personnel and martial arts experts. It's sometimes called Tachy Psyche effect.

Individuals impacted by tachypsychia have described it as having the appearance that time is elongated, giving the appearance that events are moving slower than reality.

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The opposite has also been described, where it appears time is speeding up, sometimes moving so fast that things appeared blurred.

In Part 1 of this series I talked about the massive dump of hormones triggered by stress. Research suggests that tachypsychia is a stress reaction induced by a combination of high levels of dopamine and norepinephrine. The chemicals impact the uptake and processing of information in the visual processing center.

Time gets away from you

Another thing that can happen when you are operating at an emergency scene is time can get away from you. This may not be so much related to stress and hormones as it is to the way excitement can divert or focus your attention and cause you to lose track of time.

Perhaps you've experienced this while doing something enjoyable with friends or family. You look at your watch and it's 10:00am. The next time you glance at the time it's 2:30pm. And you wonder: Where did the time go? It sure doesn't seem like 4 1/2 hours passed.

At the emergency scene, this can be especially challenging for situational awareness because as thirty minutes pass by it may only seem as though ten have. It is very easy in the fast-paced, information rich environment of an emergency for you to lose track of time. In an environment where firefighters may be operating inside a building that is decomposing as a result of heat exposure, an awareness of the passage of time is catastrophically important.

The agony of crawling time

If you've been a first responder for any length of time, you have surely responded to an emergency scene to be met by someone screaming **WHAT TOOK YOU SO LONG! I CALLED 9-1-1 TWENTY MINUTES AGO!** Once the incident is complete and the records are reviewed, it is revealed the elapsed time from the 9-1-1 call to your arrival was actually only eight minutes. But it seemed like twenty minutes to the complainant. That's because they are under stress and they are watching a crisis play out before their eyes. They are helpless to change the outcome and that adds more stress. In this situation, time distortion makes eight minutes seem to pass like twenty.

If you are a commander or company officer operating at a scene and give an assignment to a company (e.g., stretch a hose line in preparation for interior attack on a fast moving fire). It may seem like the crews are operating in slow motion. If things aren't getting done at the speed expected, this can lead to anger, frustration and task fixation. All three of these outcomes are barriers to situational awareness. These three barriers are on the list discussed during the Fifty Ways to Kill a First responder program.

Chief Gasaway's Advice

There is little you can do about tachypsychia because it is chemically induced. All you can do is control your reaction to stress in an effort to prevent the dump of chemicals. This was discussed previously so I won't be redundant here.

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Chief Rich Gasaway, PhD.

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You can keep track of the passage of time using two very simple methods. First, have your dispatch announce the passage of time over the radio (e.g., 10 minutes, 20 minutes, 30 minutes). Ideally this would be done on a channel (or multiple channels if necessary) so everyone operating at the emergency scene can hear it. This is important because everyone operating at the emergency scene can be impacted from losing track of passing time.

Some agencies may have a dispatch center that is not able or is unwilling to support scene operations by keeping track of time passage and making the announcements. If you find yourself in this situation, the commander or a designee could keep track of time using a timer on a command board or a stop watch. Then announce the passage in time intervals (e.g., 10 minutes, 20 minutes, 30 minutes).

Prologue

Serving your community as a first responder is both a great honor and a tremendous responsibility. Citizens depend on you to be well-trained and well-prepared to handle their emergencies. It is a noble calling.

First responders have been blessed with tremendous advancements in equipment in training, yet there are still hundreds of first responders killed every year in traumatic injuries at emergency scenes, struck at roadway incidents and in violent attacks.

My mission is to help you see the bad things coming in time to change the outcome. I have dedicated my life to this cause.

Please let me know how I can help you.

About the author

Dr. Gasaway is a fire service professional with 33 years experience, including 22 years as a chief officer and incident commander. He is considered to be one of the nation's leading authorities on public safety decision making and situational awareness in high-stress, high consequence environments. His programs are noted for providing strong content that are immediately usable by first responders.

Dr. Gasaway's presentation style has been described as "must-see" by seminar and keynote attendees - "a cross between a nerdy neuro-researcher and a stand-up comic." It's effective! And puts him in high-demand.

He has delivered over 2,500 presentations to more than 23,500 first responders from the United States, Canada, England, Australia and Hong Kong.

Contact the author

If there is anything I can do to help improve your situational awareness or decision making under stress, please contact me at:

Rich@RichGasaway.com

Please consider visiting my websites. They contain a lot of free, high quality, information. And, hey, who doesn't like free stuff, right?

Situational Awareness Matters!

www.SAMatters.com

Gasaway Consulting Group

www.RichGasaway.com

Succession Planning

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Relay Your Message and Pass the Baton

By Ronny Coleman

When I was in junior high school, I was a member of a 440-yard relay team. A relay team consists of four individuals each of whom covers 25% of the distance. There is a person who starts. There are two people in the middle and there is a person who covers the final distance. Each team has a baton that must be handed off to each person in order; the last person must have that baton in his clutches as he crosses the finish line.

One advantage of a relay team is that each member shoulders a portion of the load. Another is that you can leverage the strengths of each member by how you position the runners. If you want to take an early lead, you put your fastest guy first. If you want to put a lot of kick into the final stretch, you put your fastest runner fourth.

A picture came into my mind recently as we were discussing various aspects of succession planning. One individual said, “One of the problems that I am facing is that nobody wants to take over after I am gone.”

In other words, he has the baton but has no one to hand it to. Should he keep on running, or should he toss the baton on the desktop, walk out the door, and not worry about the organization after he has left?

There are more and more fire departments having to face up to the fact that nobody has been adequately prepared to take over when the incumbent walks away. Is this a new phenomenon or is it merely getting more attention because of the phalanx of other issues that are affecting today’s society?

In thinking about this metaphor, it occurred to me that, in order for the baton to be passed successfully, both the giver and receiver have to be moving. In other words, the hand off was not matter of one person stopping and another starting. Rather, one person would share time and space for a few seconds with another person while the transfer was made — then the other person would move on.

In order to develop future chiefs, candidates have to be running with us. This is the best case I have ever made for delegation of authority. If you truly are interested in succession planning, one of the things that you should be encouraging is a more transparent insight into the fire chief’s job. In other words, get people more involved with what you are doing.

OK, I can hear you thinking — how in the world do I do that? I am not suggesting that it will be easy. But I am telling you that it is a skill that you need to start developing if you want to successfully pass the baton someday. We need to get more people on the track with us and support their development. Right now is a very important time for us to bring people with potential into our organizational structure and ask them for their input on what could or should be done to make the organization continue to function at a high level. One could call this “delegation,” but I think there’s more to it than that. This is a form of coaching. Using another athletic metaphor, it is more along the lines of being a playing coach, instead of one who sits on the sidelines and sends in the plays.

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Chief Ronny J. Coleman

The relay-team metaphor is misleading in one sense. Most relay teams run a very limited distance. But the process I am talking about in fire-department succession planning is analogous to relay team that can go on immemorial. In other words, the tenure of a chief coupled with the tenure of his successor takes the organization in a specific direction. Do that two or three times in a row and the organization tends to develop a culture based upon that direction.

So, how do you see yourself in the relay race today? Are you kicking it off and have an opportunity to project ahead for future generations? Or, are you a finisher who is about ready to turn the organization over to some other organizational structure, such as consolidation or regionalization? The answer to that question may determine how many other people are willing to run the race with you.

Running the race as an individual may be rewarding. But, running the race as part of a team that together clears obstacles and succeeds because of its collective strength will deliver an extra measure of satisfaction.

Be a winner!

Ronny J. Coleman has served as fire chief in Fullerton and San Clemente, Calif., and was the fire marshal of the state of California from 1992 to 1999. He is a certified fire chief and a master instructor in the California Fire Service Training and Education System.

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Navy IT News



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Navy IT Chief Confident of Transition

By Mike McCarthy

The Navy's chief information officer, Terry Halvorsen, said he's confident that the Navy and Marine Corps will oversee a smooth transition to their next generation intranet but anticipates there could be a few glitches along the way.

Halvorsen the said Department of the Navy has been working diligently to identify and resolve potential problems ahead of the envisioned April 2014 transition from the Navy Marine Corps Intranet (NMCI) to the Next Generation Enterprise Network (NGEN). "I suspect we won't move at all without a little bit of a hiccup, but I'm hoping that's all there is and I think we are doing all the right things to make that happen," Halvorsen told a group of reporters on Monday.

The Department of the Navy is expected to award the contracts for NGEN early next year. Two industry teams are competing for separately awarded contracts: one for enterprises services and a second for transport services. They could reach a total value of \$5.3 billion over the next five years.

NGEN is intended to provide secure, net-centric data and services to 800,000 Navy and Marine Corps personnel and connect 400,000 workstations. NMCI already represents the largest intranet in the U.S. government and began in 2000 under a contract with Electronic Data Systems, which HP acquired in 2008.

In a September report, the Government Accountability Office (GAO) questioned whether the services could meet the transition timeframe, warning of potential cost overruns and delays. The GAO said the delays could force the Navy to reissue a continuity of services contract for NMCI that will add to the overall cost.

Vehicle Safety

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The View from My Front Porch

By Harry Carter, PhD., CFO, MIFireE, <http://www.respondersafety.com>

As I sit on my front porch I am privileged to see the world as it passes my doorstep in just about every type and kind of motor vehicle from the lowly bicycle to the roaring smoking tractor-trailers which carry the freight for our nation. I see a great deal among the passing parade which gives me pause to ponder. So it will be my job today to report to you those things which I see as I sit on my porch, puffing on a cigar and pondering the impact of what I witness upon our emergency service world.

Not only do I get to see the vehicles, but I am witness to the folks who are shepherding these mobile weapons along the county road which runs past my home. Why do I call them weapons? Just like any other weapon, they can be a force for good or a force for evil. Proper use of a motor vehicle minimizes the hazards to other vehicles and people. The improper use of a motor vehicle creates a dynamic weapon traveling the highways at a potentially lethal rate.

The issue of safety has grown in prominence over the past decade. As one who might be classified as an old-timer, let me state for the record that we in the fire service are paying a heck of a lot more attention to safety than was the case when I hung off the back of the fire trucks in the U.S. Air Force of the 1960's and the Adelphia and Newark fire trucks of the 1970's. As one who has fallen from the back step of a pumper, I am glad to see that we do not ride back there anymore. But what was the price we paid to change the mindset of our people?

The reduction in our death and injury rates is quite admirable, but I still question whether our message of safety is traveling beyond the world of convention attendees, writers and lecturers. As a practicing cynic, I wonder how many among us are still paying lip service to the issue of fire department safety. However, rather than chastise these folks I will work to motivate them to join us on the safer side of the street.

I like to think that you can catch more flies with honey than vinegar. Of course there are those among us who still choose to believe that you can catch more flies with bovine byproducts (BS to the fire lads and lasses out there). Thank you, but I will stick to the sweet honey of education rather than the negativity of BS and insults.

As I have often stated, I have enough trouble trying to control the actions of the large body which resides within the confines of the size 52 belt which holds up my trousers. However, that doesn't mean that I cannot share some thoughts with you in hopes of influencing how you work.

Yet as hard as we all work in the effort to train our people to operate safely, there is a major part of the world which lives outside the veil of our emergency service community. These are the people for whom our training has no impact. These are the people for whom our training has no impact or effect. My friends, I am referring to the general public: the people we have sworn to protect. More than that, I am referring to the people who travel through our communities.

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Dr. Harry Carter, CFO, MIFireE

The people we may be called upon to rescue when they screw up and hit other people and vehicles with their motor vehicles. Sadly some of these very same people are the ones who end up hitting fire, EMS, police and other innocent people with their mobile missiles of destruction.

It has been my privilege to be involved in a very important safety effort for well over a decade now. As the Editor for the Respondersafety.com website, it has been my privilege to be on the Board of Directors for the Emergency Response Safety Institute (ERSI) of the Cumberland Valley Volunteer Fireman's Association (CVVFA). As regular readers of my column know, we are working to educate the emergency response world and the towing operator's world about the dangers of operating on our nation's highways.

We have worked to raise the awareness of the people who operate out on our highways. Our audience encompasses the world of fire personnel, EMS providers, police, and towing operators. On our website www.Respondersafety.com we have a wide variety of educational programs, tips, tactics, and training tools.

We also have the Responder Safety Learning network where you can enroll to take our latest on-line training offerings. It is critical to train your people to work out there on the highways and byways of your response area. Why do I stress training so greatly? I do this for a simple reason, because there are so many millions of untrained people operating their motor vehicles on the roads around us.

Let's look at it this way. Even if my associates and I were able to somehow train every emergency responder, police officer, EMT and tow truck operator to the proper operational level that would only cure a fraction of the problem. These well-trained folks would still be out there operating on our highways and byways in the midst of literally millions and millions of untrained and largely impatient motor vehicle operating citizens.

What do I mean by this? Quite simply if the people that I see driving past my home are any indication of the total package of drivers across America, well my friends, you and I are in trouble. People talking on the cell phones, texting, arguing, zooming by other cars on the right shoulder, and screeching up behind cars that actually stop before making a right turn on red.

There are normally a couple of accidents a year at the intersection and this year there was a three-car wreck on my front lawn. Oh yeah it's real dangerous out there. I am also guessing that it is pretty much the same where you live. If for no other reason, this should stimulate you to insure that you do all you can to be sure that your firefighters are prepared to operate safely.

Dr. Harry R. Carter, MIFireE, CFO, is a veteran chief fire officer, an internationally-known municipal fire protection consultant, author, writer, and lecturer. He currently serves as a fire commissioner and is Chairman of the Board of Fire Commissioners for Fire District #2 in Howell Township, New Jersey. Dr. Carter has also served on the adjunct faculty of a number of community colleges in New Jersey, as well as the National Fire Academy in Emmitsburg, Maryland. He is currently on the faculty of the School of Public Safety Leadership at Capella University in Minneapolis, Minnesota.

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Early Crash Truck?

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Missed It by THAT Much

By Bill Killen, Director Navy F&ES Retired

Just prior to the publishing of my book “Navy & Marine Corps Fire Apparatus 1836-2000” the publisher insisted I reduce the size of the book from more than 400 photographs to something more manageable. The bottom line was the elimination of almost all airfield rescue firefighting vehicles or “Crash Trucks” as they have been known since the advent of the first airplane crash from the book. I planned to follow up with a book on crash trucks but Firefighting with Henry’s Model T became a priority and the crash truck book was placed on hold.

Reader response to the Model T book included a lot of “you missed this rig” comments and submissions of photographs for the next edition. While conducting research for the second edition of the Model T book I received a photograph of a 1918 Model T Ford American LaFrance Double Tank Chemical (Type 32) lettered “Aviation Section US Army”. Now my interest in the crash truck book really perked up.

The late John Peckham’s research on American LaFrance included data on the early fire apparatus purchased by the Army. I am not exactly sure of the publication or date of publication, but John authored an article titled The First Crash Trucks? which included information on 38 Type 32 units sold to the US Army, US Navy and Royal Flying Corps (Canada). This article along with other research revealed considerable data on the first firefighting vehicles sold to the Army Signal Corp’s Aviation Section.

My Model T contacts put me in touch with an individual who owned one of the units described in Peckham’s article and a review of the provenance confirmed it had been delivered to the Signal Corps Post in Mt. Clemens, MI, today known as Selfridge ANG Base. I traveled to Michigan last April with the hope of acquiring the vehicle and to restore it to its original configuration. My first reaction at seeing the rig parked among several other antique vehicles was WOW!!

The owner said he had not moved it for four years and he wasn’t sure if it would start. After thirty minutes of jockeying cars and tractors the Model T was out of the garage. A little air in two tires, a couple of gallons of gas in the tank, adjust the spark and throttle controls and three pulls on the crank resulted with a little sputter and the old Model T just purred. After about three minutes it stopped. Additional fuel in the tank and water added to the radiator, it cranked on the first pull. It was “Christmas in April” for me as I was offered the opportunity to take it for a spin.

I checked the reverse and forward gears, checked the mechanical brake and drove it out of the driveway. This firefighting machine ran just as smooth as my 1925 Model T. After returning to the garage I photographed every inch of the rig, especially the firefighting equipment components and asked if he would consider selling it. He wanted to think on it awhile.

A few weeks later I made an offer and the counter offer was too much (in my opinion) considering the cost of restoration. This unit will be featured in the second edition of Firefighting With Henry’s Model T and a featured vehicle in Crash Trucks to be published in 2013 (fingers are crossed).

ESAMS Update

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ESAMS Corner

By Clarence Settle, ESAMS Fire Technical Support

November 2012 Statistics

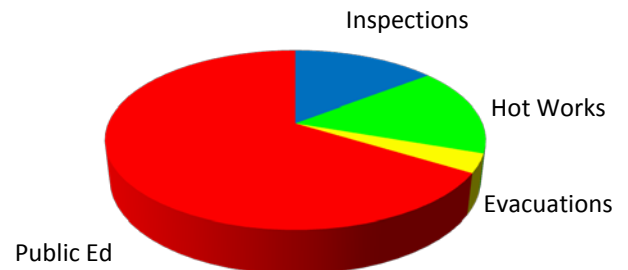
Operations

Total Incidents – 6,026
 Fires – 137
 Rescue & EMS – 1,771
 Hazardous – 1,531
 Service Call – 401
 Good Intent – 366
 False Alarm – 1,800



Prevention

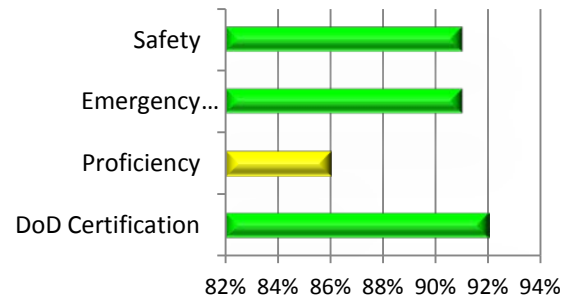
Fire Inspections Completed – 1,895
 Hot Work Permits Issued – 2,066
 Building Evacuation Drills – 447
 Public Education Contacts – 8,654



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Training

Safety Training – 91%
 Emergency Management - 91%
 Proficiency, Skills, & Practice – 86%
 DoD Certification – 92%



F&ES On Duty Mishaps Report

Mishaps Reported – 21
 Total Lost Work Days – 3

F&ES POCs

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