



What's Happening

Navy Fire and Emergency Services Newsletter
Protecting Those Who Defend America

February 2013

OMNI CEDO DOMUS

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Email the Editor:

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From the Editor

Sequestration Looming ... Continuing Resolution through End of Fiscal Year?

If you understand what sequestration and continuing resolution mean, and I wish I didn't, you might have some very strong opinions about the causes and culprits behind these headlines. What you may not have is a strong enough appreciation for the potential impact these actions will have on all of us beyond the obvious financial implications.

The rumor mill is grinding at full production and blame is flying around like ash at a high school bonfire. At the end of the day I am fairly certain we will all feel the impact of these economic maneuvers.

We attended a briefing the other day when a Navy official characterized the seriousness of the situation;

“THIS IS NOT A DRILL!”

That is as no-nonsense as it gets in the Navy, so get ready for some unpleasantness to start unraveling. It's about to get ugly in the federal government. Chances are pretty good that some jobs will be impacted, some pay adjusted, some services modified, and lots of folks will have lots to say about the whole mess.

But we in F&ES will still have to respond to calls. Budget restraints don't translate into corresponding cuts in the need for our service. Fires will burn and hearts will fail whether we have a budget or not. Brings to mind an old Fire Chief homily, “If all they give me is a wheelbarrow full of wet toe sacks, that's what I take to the fire.”

I know the headquarter staffs at each service component are working incredibly hard to lessen the impact on DoD F&ES but the stark reality is, we may not be able to escape all the negative impacts. As the Navy official said, this is not a drill, and Peter has no money to pay Paul. Chances are very good you and I will feel some of the pain.

That means it is even more important to think about working smarter and within your capabilities. This is no time to cut corners or take shortcuts to get more out of what you bring to the dance. It will be that much harder for Company Officers and Chiefs to make offensive or defensive tactical decisions during emergencies. It's still too early to know for certain, but there is a possibility you may not have the same resources (people, equipment, stuff) you have today; and we are already running with as little as we can get by with.

From the Editor (Cont.)

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Do everything you can to make your customer feel better about the situation without putting yourself or your crew in a situation made dangerous because of the lack of something. Be even more diligent in your equipment checks and user maintenance. Understand your standards of cover and scope of services and work within your capabilities. Forget the bravado and “if you can read this you are second due” trash talk; work with what you have.

Double down on your familiarization of your response area, aircraft, ships, and SOPs or SOGs.

Put those rules of engagement on the dash and refer to them often when you respond to an emergency call. What’s that you say? You don’t know the rules of engagement for firefighters? Then you need to visit the IAFC website at; http://www.iafc.org/files/rulesofengagementroe_poster.pdf and print one of those posters for each rig, locker, bulletin board, and muster board. Conclude every safety brief and classroom session by going over these rules.

THIS IS NOT A DRILL!

Wear your PPE. Do everything in your power to make sure everyone goes home at the end of the shift. Trouble’s coming, take care of each other.

-Rick

Combs Cartoon



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Car Trouble



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Last Alarms

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TCOoO Update



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Last Alarms

The USFA reported 11 deaths to date in 2013. The following line of duty deaths were reported since we published our last issue:

Jonathan Burgess ♥

Age: 33
Andalusia, AL

Eric Wallace

Age: 36
Bryan, TX

Gregory Pickard

Age: 54
Bryan, TX

Claudia Sokol ♥

Age: 55
Summit Hill, PA

David Schnepf ♥

Age: 43
Church Hill, TN

Nate Fruin ♥

Age: 22
Mattawan, MI

Scott Morrison ♥

Age: 45
Knotts Island, NC

Christopher Brown

Age: 39
Hudson, IL

Donald Mize ♥

Age: 62
League City, TX

Lonnie Nutt ♥

Age: 49
Marietta, GA

2013 Totals

♥ 7 (64%) 🚒 0 (0%)

♥ 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 22 DoD firefighters in the Taking Care of Own program.

ame	Location	Point of Contact
Gregory Feagans	NIOC Sugar Grove, WV	Nanette.Kimble@navy.mil
Joey Tajalle	NAVBASE Guam	Julie.Quinene@fe.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
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
Brandon LaMay	NAS Oceana, VA	Marc.J.Smith@navy.mil
Richard Jefferson	Kirtland AFB, NM	Curtis2.Ray@kirtland.af.mil
Thomas Trost	Wright Patterson AFB, OH	David.Warner@wpafb.af.mil
Tyson Bushnell	Navy Region Northwest, WA	Carmen.Morris2@navy.mil

From VADM French

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Proposed Furlough

From VADM William French, Commander Navy Installations Command

CNIC Team,

This morning, Congress received notification from the Secretary of Defense (SECDEF) regarding a proposed furlough of Department of Defense (DoD) civilian employees. Unions also received a concurrent notification of the proposed furloughs. The notices that SECDEF provided to Congress and the Unions are required prior to implementation of a furlough. However, the notifications do not equate to a furlough decision. That decision has not been made yet, and if it becomes necessary to make such a decision, it will be made by the White House. In addition to Congressional and Union notifications, DoD is also required to provide notice 30 days prior to implementation of a furlough to each individual employee. Due to the fiscal constraints that I have discussed with you in the recent past, DoD anticipates that if there is a furlough, it must implement a furlough starting in April 2013, which means you will receive notice prior to that date.



Right now, if there is a furlough, DoD would implement it for to up to 176 hours (approximately 22 workdays) between the initial furlough date and the end of the fiscal year (30 Sept 2013) at 8 hours per week or 16 hours per pay period. If furloughs are implemented, direction will come from the White House and furloughs will be centrally managed by DoD. There will be an effort to enforce a unified approach across DoD's civilian workforce, including the Services, the Office of the Secretary of Defense, Joint Staff, and Defense Agencies. Also, there would only be extremely limited exemptions, however, no specific guidance has been provided to make this determination

I will continue to provide updates as I get them. All senior leaders, including myself, understand the concern that this uncertainty is garnering across our workforce. We recognize that there will be impacts to our civilian employees if they are furloughed. The Office of Civilian Resources has issued a set of frequently asked questions (FAQs) regarding a furlough that I believe you will find extremely useful. The FAQs can be found at the following link:
https://fmbweb1.nmci.navy.mil/exec/Furlough_FAQ_021413.pdf

This, along with the impacts of operating under a Continuing Resolution, are some of the biggest issues facing the Navy today and, for CNIC, the most dramatic and serious fiscal situation faced by the shore enterprise in our short history. While these are challenging times for CNIC and our Navy, I am extremely confident in our workforce and our ability to meet these challenges head on as a team.

I thank you for your dedication daily in supporting the Fleet, Fighter and Family.

From CNO

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Sigonella Captain Retires



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Importance of Civilians to Navy Mission

From ADM Jonathan Greenert, Chief of Naval Operations

Navy civilians are essential to what we do as a Navy. You repair and maintain our ships, aircraft, and combat systems; plan and manage our budgets; and design and engineer our future force. Your efforts remain absolutely essential to our ability to be ready to fight and win today while preparing for tomorrow's challenges.

Today, 186,000 Navy Civilians serve in every state and 20 countries overseas. I have seen firsthand your dedication, pride, and unwavering commitment, and I appreciate your steadfastness through this challenging time.

As we prepare for potential budget shortfalls, I remain focused on supporting our Sailors, Civilians, and their Families and funding our most important missions.

The Defense Department has notified Congress that it plans to furlough Civilian personnel if sequestration goes into effect. If sequestration begins 1 March, furloughs would begin in late April. Information on the furlough process and your rights and benefits is at:

www.navy.mil/docs/CivilianFurloughsinfoimpacts_19FEB13.ppt

I will do everything possible to keep you informed and direct you to resources available to you and your families.

The Navy will remain on the front line of our Nation's efforts in war and peace. Navy Civilians will continue to play a critical role in those efforts, even in the face of budget uncertainty and fiscal challenges. Thank you for the incredible work you do each and every day, and for carrying forward our more than two-century tradition of warfighting excellence and resilience.

Captain Frank Gurciullo Completes Career

by Battalion Chief Robert Womble



On 31 December 2012 at NAS Sigonella, Captain Francesco Gurciullo retired after 42 years of distinguished service to the United States Government and the fire service. Affectionately known as "Frank", he began his fire service career in Germany as a volunteer firefighter at a very young age. A short while later he hired on with the U.S. Air Force at Rhein-Main Air Base Fire Department as a firefighter trainee. After working 15 years, he decided to move to Catania, Sicily where he began working at NAS Sigonella F&ES. He started out as a firefighter and moved up the ranks to Captain, finishing out his fire service career after 27 years.

A retirement ceremony in his honor brought out many co-workers, past and present who admire and consider it a privilege to have served with him, to wish Frank and his beautiful family the best in his retirement years. Frank's unique sense of leadership and strong work ethic will be sorely missed. On behalf of the NAS Sigonella F&ES family, we wish the Gurciullo's a long and happy retirement. "Fair Winds and Following Seas" brother Frank.

Navy Award Winners

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Calendar Year 2012 Navy F&ES Awards

Large Fire Department of the Year



Navy Region Hawaii
Regional F&ES

Medium Fire Department of the Year



NAVSTA Rota F&ES, Spain

Small Fire Department of the Year



COMFLEACT CHINHAE F&ES, Korea

Fire Prevention Program of the Year



Navy Region Northwest
Regional F&ES

Awards (Cont.)

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Heroism



Navy Region Mid Atlantic
Portsmouth Naval Shipyard F&ES
and
SUBASE New London F&ES

Civilian Firefighter of the Year



Masakazu Yara
Navy Region Japan
COMFLEACT Okinawa F&ES

Civilian Fire Officer



Assistant Chief Christopher Hubmer
Navy Region Japan
Regional F&ES

Fire Service Instructor



Assistant Chief Shane Rayfield
Naval Air Station Sigonella F&ES

Awards (Cont.)

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Military Firefighter



TSgt Arnold Castro
Joint Region Marianas
Andersen AFB F&ES

Military Fire Officer



MSgt Essam Cordova
Joint Region Marianas
Andersen AFB F&ES

EMS Provider



Captain Thomas Middleton
SUBASE Kings Bay F&ES

Navy Fire Chief of the Year



Fire Chief Glenn DeLaura
Navy Region Hawaii
Regional F&ES

Hall of Fame

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Navy F&ES Hall of Fame Class of 2013

Leroy “Bud” Ellis lived and worked at Naval Training Center Great Lakes for 23 years as the Fire Chief of the installation. During this era, Fire Chiefs at Naval Training Center (NTC) Great Lakes were required to live on the installation. Fire Chief Ellis was an innovative and aggressive fire chief who addressed firefighting training and prevention as a priority to the NTC community.

In 1958, Chicago Fire Commissioner Robert Quinn had seen hinged booms in use for tree-trimming and realized it could be a powerful fire-fighting tool. The cherry picker concept now referred to as the “Snorkel” was developed at Naval Training Center Great Lakes in coordination with Chief Ellis and Commissioner Quinn; their close relationship led to years of inter-departmental training and development of new fire service practices.

In 1967, NTC Great Lakes suffered its’ most tragic multi-life loss at any single incident in the installation’s history. Chief Ellis and Commissioner Quinn worked closely to investigate the fire that claimed the lives of HM2 Lora Garrett, HM3 Laura Martin, and Rear Admiral Howard Yeager, Commander of the U.S. Navy 9th District. The Admiral’s wife was critically injured in the fire and succumbed six days later.

Chief Leroy “Bud” Ellis passed away on 22 August 2005.

Dr. Richard Larson Tuve was born in Clanton, South Dakota in 1912 and is recognized for his significant contributions in the research and development of firefighting agents and concepts and distinguished service to the Navy F&ES mission.

Dr. Tuve authored numerous scientific publications on fire research, focusing on DoD applications. He authored *Principles of Fire Protection Chemistry* and was a contributory author to *Fire Service Hydraulics*, both of which have been widely used as text books in fire science courses.

A long standing member of the Federal Fire Council, where he chaired the Committee on Research and Technology, and was a member of the Committee on Fire Research of the prestigious National Research Council.

Dr. Tuve was granted U.S. Patent number 3,258,423 for AFFF in June 1966. The patent was titled *Method of Extinguishing Hydrocarbon Fires* and patent rights were assigned to the U.S. Navy. The patent was based on the breakthrough research originally published as *A New vapor Securing Agent for Flammable Liquid Fire Extinguishing*, NRL Report 6057, March 1964.

Dr. Richard L. Tuve passed away on 2 December 1995 in Silver Spring, MD.

The legacy of heroes is the memory of a great name and the inheritance of a great example.

-Benjamin Disraeli

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A Brief History of High Pressure Fog Fire Trucks

By Tom Shand



The Navy Fire and Emergency Services is working to integrate ultra high pressure fog (UHP) fire fighting technology into the newest versions of our brush, wildland and twin agent unit apparatus. As a result of extensive industry testing, UHP can be up to three times more effective in knocking down fires when compared to standard pressures and nozzle technology previously used. While UHP is new to the

fire service the concept of high pressure fog can be traced back to 1942 when the John Bean Division of the Food Machinery Company produced a small attack truck that became the forerunner of today's mini pumper.

John Bean had previously sold their high pressure fire pump which was rated at 800 PSI while producing 60 gpm to several fire truck manufacturers. With the outbreak of World War II, Bean began production of the Class 125 crash trucks using both Dodge and International chassis. These vehicles were built with Royal 55 piston pumps carrying 300 gallons of water with 20 gallons of foam and three high pressure hose reels. The effectiveness of these vehicles influenced the design of municipal apparatus after the conclusion of the war with many apparatus outfitted with high pressure fog fire pumps.



Tom Shand

In upstate New York a new company headed by Mr. Army Armstrong during 1949 began to produce a series of small units based on Chevy model 3600 three quarter ton chassis equipped with a Hale high pressure pump. These units were marketed as the Blitz Buggy and were equipped with an 80 gallon water tank together with a 100 gpm pump producing 500 PSI. Later versions were equipped with a 200 gallon water tank and fire pumps producing up to 300 gpm with high pressure fog capabilities. As a result of Armstrong's promoting the effectiveness of high pressure fog for use in rural fire fighting the concept of limited gpm flow using small diameter booster lines became a common fire ground tactic.

The impact of high pressure fog technology was so great that in conjunction with the completion of the New York State Thruway in 1957 the authority placed into service twenty six HPF equipped apparatus with one assigned to each of the highway's interchanges. These units were built by Young Fire Equipment of Lancaster, New York and were based on a Chevy 6400 chassis and equipped with a Van Pelt high pressure pump, 330 gallon water tank and 25 gallon foam tanks. These units were equipped with twin booster reels together with a roof mounted Rockwood foam turret.

These units were well received and Young developed their Little Mo series of small attack vehicles equipped with 125 gpm high pressure fog pumps, 150 gallon water tanks with a 20 gallon foam tank. The Blue Mountain Lake, New York fire department placed this 1955 Chevy/Young Little Mo into service which was typical of the small attack apparatus design that was utilized by many departments "Back in the Day".

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Black History Month

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The “Stentorians”

By TSgt. Donald Jones, Battalion Chief of Training, Navy Region Hawaii Federal Fire

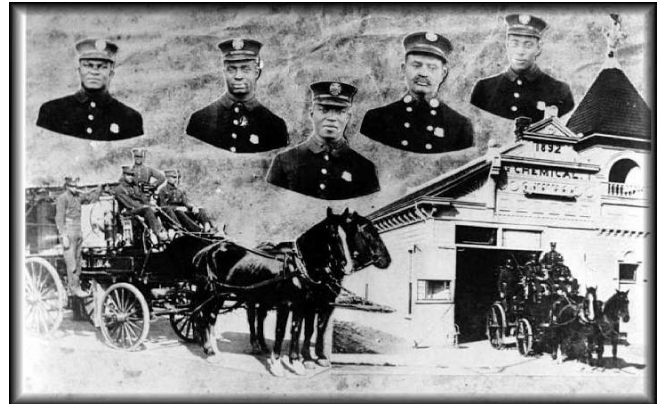


The Stentorians were founded in 1954 by African American firefighters of Los Angeles City and County Fire Departments. The overall goal was to band together to work against discrimination and segregation within the fire department. The name “Stentorians,” was selected for its appropriateness from the word Stentor, a Greek Herald described in the *Iliad* as “having the voice of 50 men, extremely loud and powerful, audibly expressing a very forceful sound.” The Stentorians displayed a powerful voice to stand against racism, inequality and bigotry that prevented

advancement of African Americans in the fire service.

Here is an amazing story about Arnett Hartsfield, an original Stentorian, former student at University of California, Los Angeles (UCLA) whose nickname “the rookie” was one of the first blacks to join the Los Angeles fire department with a college education in 1940. Hartsfield explains, “The only way an African American firefighter could advance in rank was to be promoted to another black man's spot”. The highest position allowed was promotion to Captain. The black firefighters weren’t allowed to advance beyond that rank in the fire service during that time period. The blacks were isolated to two fire stations.

Hartsfield learned a great lesson about his fellow firefighters during his first working fire when he and another firefighter named “Snake” entered a blazing structure. Snake received his nickname because of the way he would crawl across the floor of a burning home with the fire hose. As they entered the blazing structure, their eyes started to burn and, while gasping for breath, Snake called out, “Get down here rookie; this where the goodness is.” Hartsfield replied, “They didn’t teach me this at UCLA.” This is how he gained the nickname “the rookie” which he carried for the rest of his career.



Hartsfield was on duty at Station 30 on December 7, 1941 when the attacks at Pearl Harbor occurred. Soon after, he was called up for military service. Because he joined the ROTC in high school, he was commissioned as an Army infantry lieutenant. The Army was segregated as well. He was assigned to a black supply unit and sent to load ships in the Pacific.

After the war, Hartsfield returned to the segregated fire house. The next year, courts ruled that segregation was discriminatory and the city started integrating the fire departments. Hartsfield and 30 other African Americans firefighters quickly met resistance and encountered harassment.

Stentorians (Cont.)

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Because of this, they formed the “Stentorians” to help support integration.

The integration period was tough. The African American firefighter had to keep their distance away from their white counterparts and eat at separate tables. Hartsfield decided to use his G.I. Bill benefits to enroll into law school at the University of Southern California. Hartsfield continued his career as a firefighter to put food on the table for his family. Through many obstacles, he achieved his law degree in 1955. In early 1961, he quit the fire service to practice law full time.



Arnett “The Rookie” Hartsfield

Today the Stentorians restructured into two chapters known as The Los Angeles County Stentorians and the Los Angeles City Stentorians to expand diversity within the organization. The membership consists of more than 300 African American men and women firefighters who serve and protect communities throughout Los Angeles. They belong to the International Association of Black Professional Firefighters, a national organization promoting equality and diversity for the fire service nationwide.

The Stentorians is a non-profit organization directly involved in community outreach programs such as mentorship, career counseling, and labor relations.

Members of the Stentorians also serve as Big Brothers and Big Sisters for the Gwen Bolden

Foundation. Their involvement in the school system provides youth a viable alternative to the growing problems with gangs and drugs.

Stentorians have helped hundreds of individuals become interested in a career in the fire service.

I chose to write about the Stentorians because the first black firefighters in Los Angeles in the 1940s paved the way for me to be able to join the fire service and learn from those that came before me. I want the public to know the great story of true heroes that put their lives on the line everyday amidst a time where diversity was not accepted and they didn't receive recognition for their efforts. I feel a true hero is someone who shows great courage and leadership, and acts decisively when a fellow American is in need whether in public or military service.



For more information about the Stentorians, please contact TSgt Donald Jones at (808)471-3303x404

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Cyber Arson

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Arson by Cyber Attack

By Kevin Coleman

As if fire investigations were not complex enough and the pursuit of arson charges against a suspect were not already extremely challenging, indications are that things are getting worse. A new method of committing the crime of arson has been brought to light. This method leverages computers and computer-related equipment and peripherals. There are so many products and services that use computers and automated controls that it is difficult to find some that don't. Most of those devices are connected to the Internet for a number of reasons. This Internet connection can be exploited to turn these common pieces of equipment into tools for arsonists. These possibilities represent very real risks and have caught the attention of top officials.

President Obama recently discussed the threat the United States faces from cyber attacks in an 800-word column in the Wall Street Journal entitled "Taking the Cyber Attack Threat Seriously." He is not the only high-ranking U.S. official concerned about this 21st century threat. Just recently, General Keith Alexander, the leader of U.S. Cyber Command, said, "What I'm concerned about is the transition from disruptive to destructive attacks." These and other ominous-sounding comments should be considered a warning about what lies around the corner for fire investigators.

Two techniques have recently emerged and have become public about the use of cyber attacks as a destructive mechanism. The first one was discovered by researchers at Columbia University, who discovered a new group of computer security flaws in laser printers that, if exploited, could cause a fire. Based on generally available laser printer market statistics, more than 125 million units are sold each year--a target-rich environment for cyber arsonists. The researchers found that laser printers can be hacked and remotely controlled and manipulated over the Internet. The software/firmware flaws allow hackers access to these devices and give them the ability to cause physical damage.

Cyber attackers could remotely access the connected device and continuously turn on the fuser unit (which melts toner onto the page), causing the unit to overheat to the point of catching fire. During their analysis of this threat, researchers conducted a quick scan; within minutes, they were able to identify 40,000 devices connected to the Internet that were vulnerable to this type of attack. This was a far from exhaustive search. Even worse, researchers determined that this security vulnerability is so fundamental that it may impact tens of millions of printers, multifunction copiers, and other hardware that use hard-to-update software/firmware where the vulnerability resides. Since this vulnerability was reported, a few printer manufacturers have taken action and mitigated this risk. Although the actual number of vulnerable printers is not available, it is pretty much a sure bet that many of these devices remain open to this type of exploitation.

(HVAC) systems as well as the complex processes in the chemical and materials production industries.

Cyber Arson (Cont.)

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The second area of concern focuses on factory automation and industrial control systems, often referred to as supervisory control and data acquisition (SCADA) systems. These controllers are used in everything from the power grid to water treatment facilities to commercial heating, ventilating, and air-conditioning. The global annual market for these systems has been estimated at nearing \$50 billion, which indicates the expansiveness of this threat environment.

Researchers have warned and actually published multiple SCADA system vulnerabilities that allow remote access and control. These warnings became public prior to the SCADA system vendors were informed about this issue. Thus, there was an immediate risk that these vulnerabilities could be exploited since vendors did not have any time to develop patches. If taken advantage of, cyber attackers could exploit these published vulnerabilities, modify settings, and cause the equipment or process to operate outside specified parameters, which could result in an explosion and a fire.



The concerns raised by this research were so great that federal agencies were privately briefed on the matter. In April 2012, the National Institute of Standards and Technology (NIST) conducted the two-day workshop "The Cyber Security for Cyber-Physical Systems." This informative workshop addressed the informational needs of engineers and information technology security specialists who design and maintain these control systems, but what about fire investigators? Research was unable to identify where cyber attacks and hacking were a part of the curriculum for fire investigators, but, put simply, would you as an investigator ever consider the possibility of a cyber attack being the underlying cause of an incident?

The arsonist could be half way around the world and start a fire by continuously cycling the fuser unit of a printer, causing it to overheat or improperly adjust setting on SCADA controllers, causing a volatile reaction, explosion, and fire. As if it was not difficult enough to investigate and prove arson given that most of the evidence is destroyed in the fire, now investigators must add the complexities and challenges of cyber attacks, intrusions, and attack attribution to their activities. The clock is ticking until we encounter arson by cyber attack. Experts have expressed their concerns over the growing likelihood that cyber attacks would result in physical implications and damage. That time looks to be just around the corner. Or is it? Could a cyber attack have already resulted in a fire? It is possible that an origin and cause investigation could have missed this and pointed to a control system or printer malfunction. Clearly, this is an area that must be kept in that back of fire investigators' minds when looking into the cause of a fire.

Kevin G. Coleman is a seasoned security professional and instructor with a comprehensive background in emergency response. He was chief of an ISO class 4 volunteer fire department and is a former International Society of Fire Service Instructors George D. Post - Fire Instructor of the Year. He has 18 years of success in the development and implementation of cutting-edge security and training strategies and continues to work with innovative leaders in business, government, and the military on strategic issues of critical importance such as cyber attacks.

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<http://www.fireengineering.com/index.html>

Firehouse Discussion

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Burton A. Clark, PhD.

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Why Fire Service Should Avoid the Term “LODD”

By Burton A. Clark

I have never been in the military. My daughter Samantha served in the first Gulf War as a medic in a combat zone; her son Stryder just graduated Advanced Individual Training school at Fort Lee, VA, as a 92 F specialist. Of course I was concerned for Samantha’s safety when she was deployed, as I am concerned about my grandson’s potential deployment—but none of my friends or relatives in the armed services were ever killed in action (KIA). Although I have an eternal gratitude to all military service members who gave the ultimate sacrifice to make and keep us free, my direct connection to the concept of being KIA is fairly limited.

I do, however, tear up when taps are played, just as I cry at firefighter funerals, although I’ve been blessed never to be on an incident where a firefighter died.

Why do I bring up KIA in conjunction with firefighter funerals? Since 1970, when I joined the fire service, I have been uncomfortable with the comparison of firefighters to soldiers in combat. At a 2012 national lecture I made the comment that, “Comparing a firefighter death to a soldier’s death is an insult to the soldier.” To my knowledge, that’s the only statement from this 90-minute lecture that was shared on social media. Yet we continue to make the comparison.

The military and the fire service have different missions. In war, military personnel are trying to kill each other to defend their governments and/or societies or to claim additional power for their group or country. The fire service and firefighting are about saving lives. What we do is not war or combat.

Defining KIA

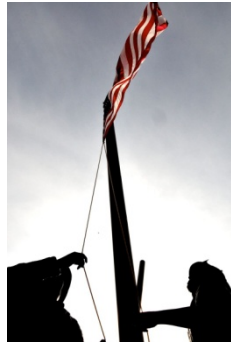
We all know what KIA means, right? Actually, the definition is a bit more complicated than you might have thought. According to Wikipedia:

“**Killed in Action (KIA)** is a casualty classification generally used by militaries to describe the deaths of their own forces at the hands of hostile forces. The United States Department of Defense, for example, says that those declared KIA need not have fired their weapons but have been killed due to hostile attack. KIAs do not come from incidents such as accidental vehicle crashes and other ‘non-hostile’ events or terrorism. KIA can be applied both to front-line combat troops and to naval, air and support troops. Someone who is killed in action during a particular event is denoted with a † dagger beside their name to signify their death in that event. Further, KIA denotes one to have been killed in action on the battlefield whereas **died of wounds (or DOW)** relates to someone who survived to reach a medical treatment facility.”

The fire service equivalent of KIA is the line-of-duty death (LODD)—yet in contrast to the military’s narrow definition of KIA, the fire service classifies all firefighter occupational fatalities as LODDs. This includes a heart attack 24 hours after responding or training, dying at a training activity, falling from a fire truck that is moving or parked, dying in a vehicle crash when not wearing a seatbelt, dying from being struck by a moving vehicle, or dying on a treadmill while exercising at the fire station.

Discussion (Cont.)

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Using the term LODD perpetuates the myth that “Firefighters have to get killed, it’s part of the job.” When we use these words, we are continuing the tradition started almost 300 years ago in the era of Ben Franklin. Ben’s firemen were volunteers trying to protect their neighbors from the ravages of fire. There was great risk to the firemen and deaths did occur. When a fireman lay down his life to help his neighbor, the entire community felt the loss and commemorated their friend as a hero—regardless of the cause of death, such as slipping on the wet cobblestone street or being run over by the hose cart.

(In Ben Franklin’s days it was entirely possible for firemen to have just left the pub to pull the hose cart to the fire. Needless to say, they didn’t do blood alcohol testing!)

After the Civil War, many military-trained men became the first paid firemen. Honoring fallen firefighters in the same manner as fallen soldiers was a natural extension of the military tradition into the fire service. Society and the fire service continue, to this day, to see almost any firefighter’s death as the ultimate sacrifice for the community.



Chief Alan Brunacini has noted why this tradition is problematic: “When the fire kills us, our department typically conducts a huge ritualistic funeral ceremony, engraves our name on the honor wall and makes us an eternal hero. Every LODD gets the same terminal ritual regardless if the firefighter was taking an appropriate risk to protect a savable life or was recreationally freelancing in a clearly defensive place. A Fire Chief would commit instant occupational suicide by saying that the reason everyone is here today in their dress blues is because the dearly departed failed to follow the department safety plan. Genuine bravery and terminal stupidity both get the same eulogy. Our young firefighters are motivated and inspired to attack even harder by the ceremonialization of our battleground deaths.”

This culture has been noted among researchers as well. Drs. Kunadharaju, Smith and DeJoy, (2010) from the College of Public Health at the University of Georgia, studied 213 firefighter LODDs. They concluded that:

“Operating with too few resources, compromising certain roles and functions, skipping or short-changing operational steps and safeguards and relying on extreme individual efforts and heroics may reflect the cultural paradigm of firefighting. This should not be construed to be a culture of negligence or incompetence, but rather a culture of longstanding acceptance and tradition. Within many fire service organizations, these operational tenets may be accepted as ‘the way we do things.’ Moreover, this tolerance of risk may be reinforced both externally and internally through the positive public image of firefighters and firefighting and internally through the fire service’s own traditions and member socialization.”

Indeed, the fire service and the public rarely hold anyone accountable for a firefighter’s death. Some state laws actually shield firefighters from gross negligence related to another firefighter or civilian death.

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Trying Another Term

What if we replaced the term LODD with the term “occupational fatality”? Again, Wikipedia provides some clarity into whether this is a fitting definition for the fire service:

“An occupational fatality is a death that occurs while a person is at work or performing work-related tasks. Occupational fatalities are also commonly called ‘occupational deaths’ or ‘work-related deaths/fatalities’ and can occur in any industry or occupation. Common causes of occupational fatalities include falls, machine-related incidents, motor vehicle accidents, electrocution, falling objects, homicides and suicides. ***Occupational fatalities can be prevented.***”

“Many factors contribute to a fatal incident at work. Lack of appropriate employee training and failure to provide and enforce the use of safety equipment are frequent contributors to occupational fatalities. Incidents can also be the result of insufficient supervision of inexperienced employees or employees who have taken on a responsibility for which they are not properly trained. Poor worksite organization, staffing and scheduling issues, unworkable policies and practices and workplace culture can all play a role in occupational fatalities. In any case, the incident leading to an occupational fatality is generally not the fault of a single person, but the tragic result of a combination of many human and environmental factors.

“Occupational fatalities are preventable. Prevention of occupational fatalities depends on the understanding that worker safety is not only the responsibility of the worker, but is the primary responsibility of the employer. Employers must train all employees in the appropriate safety procedures and maintain a safe working environment so that fatalities are less likely to occur. An occupational fatality is not just the fault of the deceased worker; instead, it is the combination of unsafe work environments, insufficient safety training, and negligible employee supervision that contribute fatal incidents. As a result, it is imperative that an employer address all the potential risk factors at the workplace and educate all employees in safe work practices and risk awareness.”

A key part of the definition: An occupational fatality is not part of the job—rather, it’s an indication that something went wrong. Corrective action and accountability are applied so it does not happen again.

A Different Standard

Society does not hold the fire service to the same occupational safety standard as other industries. To illustrate this, let’s compare the Deepwater Horizon tragedy to the Charleston Sofa Super Store fire.

Following the Deepwater Horizon incident, British Petroleum (BP) pleaded guilty to felony manslaughter for the deaths of 11 workers, as well as environmental crimes and obstruction of Congress. BP paid \$4 billion in fines and penalties.(6)

The city of Charleston, on the other hand, “does not admit the truth of any alleged facts, any of the characterizations of Respondent’s alleged conduct, or any of the conclusions set forth in the citation issued in this matter.”

Discussion (Cont.)

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The South Carolina Office of Occupational Safety and Health “has made no representations or determinations concerning the probable cause of the injury or death of any person involved in the June 18, 2007, fire.” The fine for the Sofa Super Store fire—where nine firefighters were killed—was \$3,160, but not for the dead firefighters. The citation was for three or more firefighters at the incident who weren’t wearing their personal protective equipment (PPE), three or more firefighters at the incident who weren’t wearing SCBA (excluding the dead firefighters), and the fact that the “employer knew or should have known that its written incident command system does not directly address those emergency response situations which do not include a HAZMAT incident.”(7)

I compare BP to Charleston not to find fault with any government agency, but to illustrate how the public and the fire service has a long tradition of acceptance of risk and loss of firefighters. This will continue if we perpetuate firefighter LODDs as just part of the job.

The Power of Words

“Line-of-duty death” is a 20th century term, just like “firemen.” Firefighters are not all men, and when a firefighter is killed it’s not part of the job. For the 21st century, the fire service and our society—the people we protect—need to understand firefighter casualties as occupational injuries and deaths that are *preventable*.

Ceremonies are important to the fire service and society. They communicate our values and beliefs about what we hold dear. If Chief Brunacini is correct, elaborate ceremonialization of battleground deaths should be reserved for soldiers killed in action and for firefighters who were taking an appropriate risk to protect a savable life. But even a change in our funeral ceremonies isn’t enough. We must also conduct mandatory, comprehensive casualty investigations, including inquests into the responsibility for firefighter occupational deaths. When we put those report references under our lost brother or sister’s picture hanging at the fire station, and every firefighter nationwide reads the report and looks into the face of our lost firefighter, we will not only remember them—we will learn the lesson they paid dearly to teach us.

Words are powerful. We need to change some of our words to help ensure “Everyone Goes Home.” Let’s start by changing how we refer to firefighter line-of-duty deaths.

Burton A. Clark, EFO, has been in the fire service for 43 years. He was a firefighter in Washington, D.C. and Prince Georges County, Md., and an assistant chief in Laurel, Md. Clark has served as operations chief for DHS/FEMA and is currently the Management Science Program Chair at the National Fire Academy and a visiting scholar at Johns Hopkins University Center for Injury Research and Policy. He has a bachelor’s degree in Business Administration from Strayer University, a master’s in Curriculum and Instruction from Catholic University, and a doctorate of education in Adult Education from Nova Southeastern University.

Note: The opinions expressed in this article are solely those of the author and do not represent official positions of his employer, the National Fire Academy or the United States Fire Administration.

All progress has resulted from people who took unpopular positions.
- [Adlai Stevenson](#)

On the Job – Northwest

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North Whidbey Firefighters Rescue Man from Cliff

By Jessie Stensland, Whidbey News Times Assistant editor



Firefighters saved a man who fell halfway down a 120-foot cliff off West Beach Road recently.

Mike Brown, deputy chief of North Whidbey Fire and Rescue, said the 19-year-old man was at an observation point on private property north of Fort Nugent Road when he lost his footing and tumbled down the bank towards the water.

The first unit on the scene found the man clinging to the rock face just above a sheer drop. Brown said the man was unable to move and was in a very dangerous position.

The firefighters lowered a rope to the man in order to secure him. Brown said they called in a mutual aid request to Navy Region Northwest Fire and Emergency Services Battalion 3 for additional personnel trained in technical rope rescue.

Brown explained that a rescuer was lowered down to the man. Then the two of them were slowly pulled back up utilizing a complex system of pulleys. It took about an hour of pulling to bring the men to the top; the whole operation took 20 people about two hours to complete.

The man made it to the top no worse for wear.

“He just dusted himself off,” Brown said. “He was very lucky. It could have been a much worse.”

Brown said the two organizations worked very well together and everyone was happy with the outcome.

Brown said his department responds to reports of people falling off cliffs more than a dozen times a year, plus the occasional dog rescue. He said people sometimes walk too close to the edge of cliffs and get into trouble when the soil gives away.

Given the number of unstable cliffs and slippery rock formations on the island, he urges people to play it safe.

“People exploring these areas should be very careful,” he said. “These cliff edges can give way suddenly and these falls can be catastrophic to people just out for a nice hike.”

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Safety Resource

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Responder Safety Institute Website

By Jack Sullivan, CSP, CFPS, Director of Training, Emergency Responder Safety Institute

As the Director of Training for the Emergency Responder Safety Institute I spend a lot of time training firefighters, emergency medical technicians and other emergency responders about safe strategies and tactics for roadway incidents. Our mission is to prevent line of duty deaths and injuries from “struck-by-vehicle” incidents. To that end we are constantly expanding the references and resources available on our website for emergency responders. Our most recent addition is the Responder Safety Learning Network that is growing rapidly and steadily. We have over 4,000 users currently taking advantage of high quality online training modules that cover topics that until recently we could only offer in a classroom setting. There are five training modules live now with four more in various stages of development. We have already identified even more topics for future modules.

These modules are made available at no charge. In fact all of the materials on the website are available at no charge. Primary funding for the Responder Safety Learning Network is provided by the Department of Homeland Security’s Assistance to Firefighters Grant Program for Fire Prevention & Safety. Other support is provided by the United States Fire Administration, the US Department of Justice, the Federal Highway Administration and the National Fallen Firefighters Foundation.

The content on the Responder Safety Learning Network is developed in cooperation with and vetted by recognized consulting experts in the many aspects of traffic incident management. The consultants for each training module are listed under the “Consultants” tab of the module’s navigation bar.

The Responder Safety Learning Network delivers training modules and downloadable resources about various aspects of safety related to traffic incident response. These modules and resources were developed from the basis of the National Unified Goal for Traffic Incident Management, which promotes coordinated and consistent response protocols across all agencies with jurisdiction at traffic incidents. Content is also in alignment with any associated standards and requirements that apply to an individual module or resource topic. The testing and documentation available for module completion assists emergency responders in keeping a training record that can assist with meeting continuing education requirements.

I’m sure military emergency response personnel are also exposed to moving traffic at many emergency scenes. These learning modules cover a variety of subjects designed to improve responder safety at roadway incidents. Some subjects available now include “Advance Warning” techniques, “Blocking Procedures at Roadway Incidents” and “Safe Fire Service Traffic Control Practices”. Because these units are available online they can very easily be used by members of the military emergency services anywhere in the world.

Check out the resources available at <http://learning.respondersafety.com> and look for articles from this website in future issues of *What’s Happening*.

Ho'omaika'i 'Ana

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New Navy Instruction



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Navy Fire Chief Selected to Lead Honolulu FD

By Ben Gutierrez



The Honolulu Fire Commission has announced that it has selected former assistant chief Manuel "Manny" Neves to be the city's 34th Fire Chief.

Neves replaces Kenneth Silva, who retired at the end of 2012 after serving as chief for six years.

Neves is currently the fire chief for the Barking Sands Fire Department at the Pacific Missile Range Facility on Kauai.

"It was really a journey of discovery for me, not only professionally as a fire chief but also as a person," said Neves. "So I'm now ready to take on the helm of fire chief, and I want to hit the ground running and I feel I have the skills to do so."

Neves first joined the Honolulu Fire Department in 1979 and rose to assistant chief in 2006. He left HFD for the job at the Pacific Missile Range Facility in 2011.

The fire commission said there were nine candidates who applied for the position. Commission chair Quentin Kawanakoa said the panel unanimously picked Neves after interviewing all the applicants.

Neves was the Fire Chief at Pacific Missile Range Facility Barking Sands. He officially became Honolulu's fire chief 16 February 2013.

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OPNAVINST 11320.23G Now Signed

OPNAVINST 11320.23G, *Navy Fire and Emergency Services Program* was signed by Vice Admiral Phillip Cullom, Deputy Chief of Naval Operations for Fleet Readiness and Logistics on 4 February 2013. This directive marks the most dramatic change in Navy F&ES doctrine since the original OPNAVINST 11320.23 replaced the old NAVFAC P-1021 last century.

The revised instruction is divided into 11 chapters;

- | | |
|---------------------------|---------------------------------------|
| 1 F&ES Program Management | 7 F&ES Data & Informatics |
| 2 F&ES Scope of Services | 8 F&ES Prevention |
| 3 F&ES Emergency Vehicles | 9 F&ES Risk Assessment and Management |
| 4 F&ES Staffing | 10 F&ES Program Compliance Assessment |
| 5 F&ES Operations | 11 F&ES Training |
| 6 F&ES Awards Process | |

Regional Fire Chiefs were provided a copy of this instruction and will soon consult with the Labor Employee Relations professionals to determine potential impacts and begin negotiating impact and implementation.

The new directive is available at;

<https://doni.documentservices.dla.mil/Directives/11000 Facilities and Land Management Ashore/11-300 Utilities Services/11320.23G.pdf>

On the Job - Mayport

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NAVSTA Mayport Teens in Action

By Fire Inspector Moises Colon, First Coast F&ES, NAVSTA Mayport

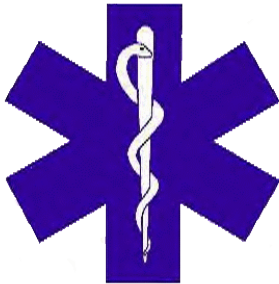


Members of the Naval Station Mayport teen center participated in a 4-H Teddy Bear drive with the help of youth counselor Brandy Wainwright. Their goal was to collect teddy bears to donate to children during emergency calls with the hopes of providing comfort during a traumatic experience.

The teens are members of the 4-H club which is the nation's largest youth development organization.

In addition to the Teddy Bear drive, the teens recently collaborated with fire inspectors at Naval Station Mayport to create and participate in a fire prevention skit. The original skit was performed during Fire Prevention Week with the intention of educating Mayport's youth on fire safety. The skit was digitally recorded and is currently being used for training by the fire prevention office. This is another great example of the amazing and innovative things that our teens are undertaking at Naval Station Mayport.

EMS Politics



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House Passes Veteran EMT Support Act

EMSWorld.com News

If passed by the Senate, it will be easier for veterans with medical training to transition as EMTs in civilian life.

The House of Representatives passed a measure to assist states in streamlining certification for members of the military who want to become EMTs. The bipartisan bill was co-authored by Representatives Lois Capps, D-Calif., and Adam Kinzinger, R-IL. The Veteran Emergency Medical Technician Support Act was passed by the House during the last session, but never went to the Senate.

For many years, many military veterans with medical training have wanted to continue as EMTs when they leave the service. In most cases, however, states don't recognize their skills, and make them start over.

"Our military men and women receive some of the best technical training in emergency medicine - and they prove their skills on the battlefield every day," Capps said in a prepared statement.

Currently, many veteran military medics are required to take classes they have already completed in the military to satisfy the civilian licensure system, needlessly delaying their entry into the civilian workforce and driving up educational costs, she added.

Kinzinger said: "Veterans are now looking to the Senate to take up this common sense jobs legislation and recognize that it is an important step to quickly and effectively help our men and women as they transition to civilian life."

Leadership

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Your Leadership Compass

Lessons learned on staying true to yourself and your organization

Preserving our heritage as the world's greatest Navy is about developing leaders who personify their moral obligation to the Navy profession by upholding Navy Core Values and Navy Ethos. They need to fulfill their obligations as leaders of character and integrity and to confidently exercise their authority and responsibility with a strong and abiding sense of accountability.

- Navy Leader Development Strategy

Character weaknesses, leadership failures and integrity shortfalls will undermine organizational order and the public's trust. We have to inoculate against these character failings and self-defeating leadership behaviors that can produce high-consequence adverse outcomes.

Looking Down – Shortfalls in how leaders interact with subordinates.

Insular attitude. Lack of awareness of what is going on outside your immediate circle. Do you have a good relationship with your subordinates and staff? How do you encourage free flow of ideas, recommendations and criticisms up and across the organization?

Fearing honest appraisal. Unwillingness to engage in close self-examination or permit it by others out of a sense of vulnerability. As Socrates put it twenty-five hundred years ago, "The unexamined life is not worth leading."

Technical arrogance. Unwillingness to welcome inputs from others on the basis they are not knowledgeable enough.

Tribal knowledge. Operational reliance on a mix of procedure, oral history and on-the-job training.

Passive oversight. Assume subordinates know what to do without your direct supervision or effective feedback.

Looking Up - Shortfalls in how leaders interact with superiors.

Moral courage. We often have a reluctance to question authority or a reflexive obedience because we have been inculcated in a hierarchical institution. But blind acceptance or lack of courageous pushback can be disastrous. If you see something that is not right, say something.

Not questioning assumptions. Unwillingness to spend the time or effort to question the assumptions or methodologies behind a decision to ensure we're not compounding errors based on faulty variables.

Adding new priorities without subtracting. No one wants to tell the boss, "No." But this self-defeating behavior increases risk, expands bureaucracies, can quickly make you feel out of control.

Concealing dissension. Over-filtering information going up the chain of command to conceal disagreements, dissension or split-decisions.

Leadership (Cont.)

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IT Humor



Looking Across - Shortfalls in how leaders interact across the organization.

Surrender to Bureaucratic Process. Bureaucracy can overwhelm schedules and consume too much time, thus replacing technical and professional judgment with procedural compliance.

Not My Problem. Unwillingness to be thoughtful and careful about how your organization fits into the integrated collective effort. Leaders defeat themselves when they seek gain when others suffer.

Mission creep. Are we neglecting core strengths to chase greener grass? Stay focused on 3 Tenets: Warfighting First, Operate Forward and Be Ready. If you find your focus outside of these tenets then reevaluate. Are you losing capacity in your core functions by getting distracted by the next shiny new thing?

Groupism. Using consensus or group dynamics to determine a course of action; reducing decision-making to “least common denominator” approach. Over-valuing conformity to the organization or staff over individual thinking can result in groupism. How do you develop your organization to not look, think or act like you?

Looking Within – Shortfalls in personal moral and ethical behaviors

Getting angry. Anger and blame are unproductive emotions that can leave a long trail. Limit reactions to measured resolve and deliberate confrontation when needed.

Thinking you’ll get away with it. Normal rules and guidelines don’t apply because your value to the organization is so great that special perks apply. Get over yourself.

Compartmentalizing legal/ethical/moral choice. Rationalize your choices even when they fall outside boundaries of legal, moral or ethical because you’re in unique circumstances (e.g. forward deployed).

Everyone else does it. Belief that since members of other organizations are allowed to push the limits and take advantage of “system” then it is okay for you too. The standards and expectations of our workforce and the American people far exceed those of a typical organization. Being better is an imperative.

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Frozen

A wife texts her husband on a cold morning: "Windows frozen."

Her husband texts back: "Pour some lukewarm water over it."

The wife texts back 5 minutes later: "Computer completely messed up now."

ESAMS Summary

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ESAMS Corner

By Clarence Settle, ESAMS Fire Technical Support

January 2013 Statistics

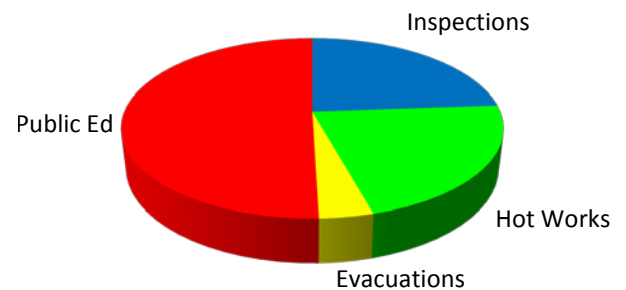
Operations

Total Incidents – 6,074
Fires – 130
Rescue & EMS – 1,833
Hazardous – 1,533
Service Call – 429
Good Intent – 409
False Alarm – 1,708



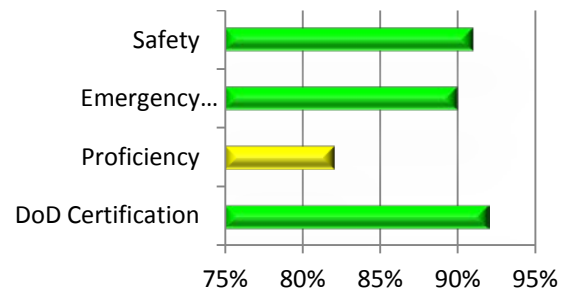
Prevention

Fire Inspections Completed – 2,635
Hot Work Permits Issued – 2,412
Building Evacuation Drills – 424
Public Education Contacts – 5,571



Training

Emergency Management - 90%
Safety Training – 91%
Proficiency, Skills, & Practice – 82%
DoD Certification – 92%



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F&ES On Duty Mishaps Report

Mishaps Reported – 20
Total Lost Work Days – 57

F&ES POCs

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<https://cnicgateway.cnic.navy.mil/HQ/N3/N30/default.aspx>

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News Distribution

Job Links

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

Interested in becoming a DoD firefighter? Visit <https://www.usajobs.gov/>



CHANGE YOUR CLOCKS | CHANGE YOUR BATTERIES

Daylight Savings Time Starts March 10th

