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From the Deputy Director

According to the U.S. Census Bureau, a baby boomer is a person who was born during the post-World War II baby boom between the years 1946 and 1964. That puts me smack at the bottom of the middle third. We are the generation who did not have engines on our lawnmowers, knew what “git me a switch” meant, and enjoyed real, no-kidding root beer in frosted mugs. I remember those things. I also remember separate drinking fountains, arguments over basic rights, and fire hoses being used for things other than putting out fires.

It wasn't all *Leave it to Beaver* back then.

Many of us carried those old attitudes with us well into our adult lives and I am not very proud to say I was pretty much an idiot in my youth. Proof? When I was an instructor at Chanutte AFB, I recall asking my supervisor to keep females out of my class. “No room for women in the fire service.”

Yeah, that was me.

Following my stint at the Air Force Fire School, I was assigned to Okinawa as a Station Captain at Fire Station 3 on the Strategic Air Command side of the base, the only one of our four fire stations with “female accommodations”.

Everything was fine and dandy until one day our first female firefighter walked into my station... followed by two more female firefighters. This was my test. I admit I was a little reluctant at first but it didn't take long for me to realize they weren't asking for special treatment, they just wanted a fair shot (I was pretty much alone in that assessment, most of my male co-workers did not agree).

Remember that movie with Andy Griffith, *No Time for Sergeants*? “I don't see a man ne'ra woman, I only see a Captain.” Well, maybe it wasn't as altruistic as that, but I was definitely thinking against the grain.

I'm sure I made plenty of mistakes and probably said some pretty stupid stuff, but I honestly tried very hard to overcome any ingrained biases and focus on supervising firefighters without regard to demographics.

Over the years I was privileged to work with hundreds of professional military and civilian firefighters and officers, and you know what? I can honestly say that any biases I may have learned as a child of the late 50s and 60s were completely erased by the knowledge, skills, and abilities my sister firefighters have passed on to me over the years. I am proud to say I have been an advocate for women firefighters much longer than I was an opponent.

From the Director (Cont.)

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Whenever I visit our Navy fire stations these days I see many firefighters of every demographic working as cohesive teams and providing a quality of service a million times better than anything I ever could. The ladies I see are keeping pace, and in many instances, outpacing their male counterparts. They are still struggling to overcome some Neanderthal attitudes and doing it in the best possible way - by performing step in step with the requirements of the job.

Things are much better for my sister firefighters these days but things are still pretty far from good.

There are still too many holdover biases and the glass ceiling that is very unfortunate but very real. In today's Navy fire service we only have two female Fire Chiefs and are going to lose one of those in the next few months.

Regional Fire Chief Jaimie Wood in Navy Region Southwest is retiring next spring after leading her Regional F&ES Department to consecutive DoD Large Fire Department of the Year awards in 2008 and 2009; and NAS Sigonella Fire Chief Lea Hayes just led her team of hard chargers to achieve international accreditation. I'm keeping an eye out for the next wave of hard charging, professional women to help us lead Navy F&ES through the 21st Century.

Yes, things are better, but there is still a long way to go.

-Rick

Equality in Oz

Combs Cartoon



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Last Alarms

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Last Alarms

The USFA reported 73 deaths to date in 2012. The following line of duty deaths were reported since we published our last issue:

Don Felton ♥

Age: 71
Guffey, CO

Russell Neary

Age: 55
Easton, CT

Herbert Johnson

Age: 54
Chicago, IL

David Tatum ♥

Age: 55
White Oak, NC

Walter Patmon, Jr. ♥

Age: 61
Chicago, IL

Mark Haudenschild II 🚗

Age: 26
Fort Wayne, IN

John Hall ♥

Age: 48
Elizabethtown, NC

Walter Summerville III ♥

Age: 55
Kernersville, NC

John Sayles ♥

Age: 38
Pentwater, MI

Chris Good ♥

Age: 36
West Chester, PA

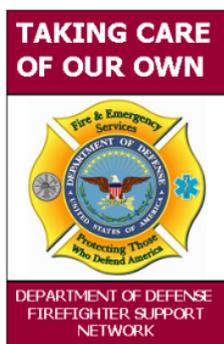
2012 Totals

♥ 43 (58%) 🚗 13 (18%)

♥ Indicates cardiac related death

🚗 Indicates vehicle accident related

TCOoO Update



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Taking Care of Our Own

Check with your Fire Chief if you wish to make a leave donation. There are currently 17 DoD firefighters in the Taking Care of Own program.

	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	Taffy.Ponvelle@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

CNIC Staff Moves

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Tim Pitman Leaves CNIC F&ES HQ Staff



Andrews AFB announced the selection of Tim Pitman as their new Fire Chief effective 2 December 2012. Tim joined the CNIC F&ES staff as our EMS Program Manager in June 2008.

During his 22 years of active duty, he worked all functional areas of fire protection including installation level, Inspector General and higher headquarters command as a fire protection superintendent and chief officer. After retirement from active duty, he moved to the Pentagon to where he conducted vulnerability assessments for The Defense Threat Reduction Agency as an emergency manager and CBRNE specialist. He holds an Associate's Degree in Fire Science and his certifications include Fire Officer IV, Fire Instructor III, Fire Inspector II, Hazmat Incident Commander, and Airport Firefighter. Additionally, he attended numerous fire service and emergency management related training courses through the National Fire Academy and the Emergency Management Institute.

We all wish Tim fair winds and following seas as he embarks on the next stage of his career.

FPW in Bahrain



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Bahrain Elementary School FPW Activities

The NSA Bahrain Fire Department paid a visit to Bahrain Elementary School during Fire Prevention Week last month. They did Q&A discussions, showed a fire safety video, handed out fire prevention freebies, and gave tours of the fire truck. Students enjoyed meeting the fire dog Sparky!



New Robots for Ships

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Firefighting Humanoid Will Extinguish Fires

CHINFO News



Damage controlmen aboard Navy ships could be getting a new tool to fight fires — a humanlike robot named ASH.

Researchers at Virginia Tech are developing ASH, or the Autonomous Shipboard Humanoid, a firefighting robot sponsored by the Office of Naval Research. The robot will be able to understand hand signals from its human counterparts, locate the fire and deploy a fire suppression canister to put it out, according to lead researcher Dennis Hong. The robot will also be equipped with special sensors and infrared cameras that allow it to see through smoke and in areas with low visibility, according to Brian Lattimer, who works with Hong at Virginia Tech.

“It’s not meant to eliminate human firefighters,” Hong said. “Humans are better for certain things. The whole idea is to save people’s lives. When it’s too dangerous for humans to get in, that’s a task for the robot.” Though human firefighters stay low to the ground to avoid smoke and high heat, this robot is being built in a human form to allow it to navigate a ship and keep its balance while at sea.

“A Navy ship is an environment designed for humans, the step size, the door handles,” Hong said. “Unless the robot is in human shape and form, it won’t be able to navigate the environment.” To protect it from heat, Hong said the robot will wear a firefighting suit similar to what humans wear.

The robot’s bottom half is already finished and walking, and the upper half will likely be finished by the end of November. Researchers will begin testing the robot aboard the Shadwell, a decommissioned dock landing ship, early next year, Hong said. The Shadwell testing ship is moored in Mobile Bay, AL.

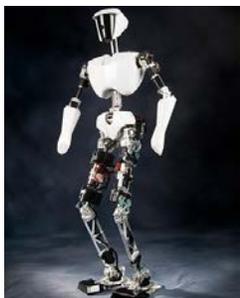
The goal is to have at least one ASH on every Navy ship, said Tom McKenna, program manager of biorobotics at ONR. He couldn’t predict which type of ship will get the robot first, or when.

The robot will be able to find a fire on its own and determine what actions are needed to put it out, Lattimer said. But humans could also give it direction, via hand signals. Hong compared the hand signals to the way special operators communicate in action movies. For example, pointing to an affected area to direct the robot there or waving your arms to make the robot stop.

“It’s, ‘We found a fire, you can put it out.’ Not, ‘You have to walk this way, hold the hose, spray the water,’” Lattimer said. “Even if the person said, ‘I think there’s a fire over there somewhere, but I’m not sure where,’ it’s been designed to navigate to where the fire is.” The robot will use fire suppression canisters to initially decrease the fire, and will then use the same hand line hose typically used by human firefighters to put out any residual flames, Lattimer said. The robot may also have a backpack with a hose that shoots out fire-suppressing foam, Hong said.

Robots (Cont.)

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Eventually it should be able to do anything a human can do, Hong said, from shipboard tasks like mopping the deck to leisure activities like fetching a beer.

“It ultimately can be used not only for firefighting,” Hong said. “You know Rosie the Robot [from ‘The Jetsons’]? This could be a future butler to do the dishes and laundry.” Just like any humanoid, ASH is a product of his predecessors. A lot of technology for ASH came from CHARLI-2, designed at the Virginia Tech Robotics and Mechanisms Laboratory.

CHARLI-2 was the first full-size autonomous humanoid robot, and was built to study how a robot could walk on two legs. It made headlines for its soccer skills during the Robocup, a competition where autonomous robots play soccer against each other. It won the event in both 2011 and 2012.

Now CHARLI-2’s development is “being used to save people’s lives,” Hong said. “All the technology that was developed is now being used for [ASH].”

On the Job - Virginia



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Time Matters



L-R: Michael Tate, John Pugh, Paul Owens, CAPT Lowell Crow, Steven Savage, Michael Pezzella, Chad Pence

The day of 4 August 2012 started like most, roll call followed by apparatus check out and then cleaning of the undercarriage of Engine 27 from Cheatham Annex (CAX) in Yorktown, VA. The resources for cleaning the undercarriage were located about 2.5 miles away at Naval Weapons Station Yorktown and once done, Engine 27 was to head back to CAX to finish the rest of the day’s assigned duties, however, this would not be the case.

While en route back to CAX, Engine 27 Captain Michael Pezzella recalls, “we turned onto Jefferson Avenue and saw two bicyclists riding on the opposite side of the road when suddenly the first bicyclist turned sharply onto the roadway and collapsed. I immediately turned to driver/operator, Lieutenant Chad Pence, and directed him to turn the engine around to see if the bicyclist was injured.

An initial assessment instantly recognized full cardiac arrest.

Time Matters (Cont.)

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The timing of the occurrence and lifesaving actions carried out by Engine 27 proved to be the difference between life and death. Firefighter/EMT-B Paul Owens, Firefighter/EMT-B Chad Pence, and Lieutenant /EMT-B John Pugh began providing basic life support care, while Capt Pezzella requested Navy Region Mid-Atlantic Fire & Emergency Services, Rescue-23, to the scene with Paramedic Daryl Clements and Paramedic Michael Tate. They were requested to respond because, as fate would have it, the surrounding localities had no ambulances available to respond.

A seamless patient transfer was accomplished when Rescue-23 arrived on scene. They provided advanced life support care, maintaining spontaneous circulation which was achieved prior to their arrival. Rescue-23 transported the patient to Mary Immaculate Hospital in Newport News, VA where the patient arrived with a strong pulse, good blood pressure, and breathing on his own with supportive ventilations.

Retired Air Force Colonel Steven Savage was clinging to life one minute and on the way to a speedy recovery the next. Mr. Savage explained he thanked his cardiologist and his Cardiologist replied by stating, "Don't thank me, thank the skilled EMT's. Their quick actions saved your life." Just two days later Mr. Savage was released from the hospital 100% neurologically and physically intact with an excellent prognosis.

On 1 October 2012, the crew from Cheatham Annex was presented with the CNIC Life Saving Award. Mr. Savage, his wife, and a close friend were in attendance. He asked if he could say a few words to the crew that saved his life and he spoke movingly of how much "time matters." Mr. Savage concluded with a wonderful sense of humor by thanking everyone involved for paying attention during their EMT and CPR classes. This was truly a defining and memorable ceremony with real life lessons.

What seemed like just another hot and busy summer day inevitably changed the lives of several people. As Mr. Savage stated, "If the timing wasn't impeccable and the crew as skilled as they were, the outcome would certainly have been different."

Fire Humor



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Firehouse Training Session

At a training session in the fire station, the team was assembled around the kitchen table.

The training officer was discussing the behavior of fire: "You pull up to a house and notice puffs of smoke coming from the eaves, blackened out windows and little or no visible flame. What does this tell you?" he asked.

Expecting to hear that the house is in a possible back draft situation, a condition very dangerous to fire fighters, he instead heard from one quick wit:

"You got the right place."

Back in the Day

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The FWD Era

By Tom Shand



The Four Wheel Drive Company can trace its routes back to 1910 when Otto Zachow and William Besserditch first developed a four wheel drive vehicle in their machine shop. As word spread about their design they erected a new factory in Clintonville, Wisconsin to produce heavy duty four wheel drive trucks. The Wisconsin winters were a perfect proving ground to promote the advantages of a four wheel drive vehicle.

The principal Four Wheel Drive Company product was the Model B truck first introduced in 1913. With the outbreak of World War I the company produced over 15,000 of these vehicles for the U.S. Government. The first fire truck using the Model B chassis was a hose wagon for Minneapolis, Minnesota. Over the years many municipal fire departments including Baltimore, Chicago, FDNY and Detroit operated FWD fire apparatus.

During 1953 the U.S. Navy placed an order for seven model F75-T pumpers from FWD. These units were built with an open cab and a massive front engine cowl for the Waukesha 145GK engine. The engine was capable of producing 240 horsepower at 2250 rpm using a five speed manual transmission. The fire pump was a Waterous model CMA rated at 750 gpm with a 300 gallon water tank.

The chassis wheelbase was 160 inches and by today's standards the bodywork was straightforward with open running board storage for appliances and extinguishers. A top mounted booster reel together with hard sleeves and ground ladders rounded out the equipment supplied with each apparatus.

In later years one of these former U.S. Navy pumpers was operated by the Nantucket, Massachusetts Fire Department for a period of time. Serial number 127089 was assigned to Engine 2 and was capable of ascending up to a twenty percent grade with ease. During 1954 the U.S. Navy took delivery of an additional fourteen closed cab FWD pumpers that saw service at a number of naval installations. Other custom chassis pumpers acquired by the U.S. Navy during that period were built by American LaFrance, Ward LaFrance and Mack Trucks. While each of these pumpers had their own unique designs, none of them could match the maneuverability of the FWD apparatus.

During 1963 the FWD Corporation and acquired Seagrave Fire Apparatus, then located in Columbus, OH. Over the next few years all Seagrave production was transferred to the Clintonville plant where these units are still being produced today.

Appreciation is given to Shaun Ryan who provided the photo for use in this article.

CPSE News

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Fire Protection - An Issue of Quality Not Size

By Tim Bradley

The Great Chicago Fire was a conflagration that burned from Sunday, October 8, to early Tuesday, October 10, 1871, killing 250 people and destroying about 4 square miles of the City and causing millions in damages. Most buildings were made out of wood and the same with sidewalks. Brick structures were trimmed with wood and had wooden roofs. Some States, like North Carolina, as a result to this day have legislation that restricts wooden structures in "primary fire districts" in municipalities. I'm continually asked by smaller cities why they have to adhere to that law.

In my 38 years in the fire service, I've seen dramatic improvement in the attitude that "it can happen here." Fire education, codes, and prevention activities have blossomed in smaller towns and rural America, as has the attitude that regardless of size, we have to be ready.

North Carolina had its first Combination/Career Department accredited recently by CPSE. I'm hoping that is a trend and that like in prevention, we recognize that fire protection is an issue of quality, not size. Smaller community departments, career and volunteer, need to learn and apply concepts within the model for accreditation. Smaller community officers need to seek training and professional qualifications such as Chief Fire Officer (CFO), Chief Training Officer (CTO), Fire Marshal (FM) and Fire Officer (FO) Designation. Fire can happen anywhere, and quality fire protection attributes can as well. Don't hold back on accreditation, or seeking designation because you serve a smaller department.

Tim Bradley is Senior Deputy Commissioner of Insurance at the North Carolina Department of Insurance and a member of the Commission on Professional Credentialing.

Congratulations!

Two DoD F&ES Departments Recommended

Congratulations to MCAS Yuma, AZ and NAS Sigonella, Sicily, Italy for recently being recommended for accreditation by their respective peer assessment team. Best of luck Chief Mike Batson and Chief Lea Hayes at the Commission hearings in March.

Workshops

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Upcoming DoD Self-Assessment & SOC Workshops	
Location	Dates
SUBASE New London, CT	15 - 17 January 2013
Fort Drum, NY	12 - 14 February 2013
NAS JRB Fort Worth, TX	3 - 7 June 2013
JB Pearl Harbor, HI	24 - 26 April 2013

Visit <http://publicsafetyexcellence.org/> for registration details.

SA Matters!

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Tunnel Vision

By Rich Gasaway, PhD.

This is the fifth in a collection of eight articles from Situational Awareness Matters! (www.SAMatters.com) focused on stress.

While stress-released hormones increase arousal of the senses, the brain struggles to process all the information coming in. If you try to process the meaning of all the audible and visual inputs, you may find yourself on the fast-track overload.

In this chapter, I'm going to discuss tunnel vision. When I was a new recruit, I vividly remember my training officer telling us '*don't get tunnel vision.*' He said it with such conviction that I knew it was important. So I wrote it down. But he never really told us what it was, how we get it and most importantly, how to avoid it. Let's explore the concept of tunnel vision.

Tunneled vision

Early on in my journey into neuroscience I learned something about tunneled vision. It is a mislabeled term. While I have often heard the term used throughout my tenure in public safety - and having used it many times in my early years as an instructor, I never realized that the term tunnel vision does not accurately reflect what happens under stress. It's a little more complex than I had realized.

Tunneled senses

Tunneled senses more accurately depicts the results of stress. All your senses can become tunneled when you are stressed. For vision, it means your visual attention can be focused on one small geographic area of an emergency scene or one task being performed at a scene and you miss seeing things in your periphery. For hearing, it means your audible attention can be focused on one source of sound, like a person talking to you face-to-face or traffic on your radio, or a siren of an approaching engine.

When you are suffering from tunneled senses your situational awareness is vulnerable because you are likely to miss important clues and cues. Many things happen in the peripheral vision that will be lost when vision is tunneled. When hearing is tunneled, you can miss hearing other things happening around you. The fixation on a single conversation or a single sound prevents you from hearing other things.

It gets worse

Researchers at Johns Hopkins University ran a series of audible and visual tests on human subjects, measuring the loss of acuity while engaging them in activities designed to narrow attention. The results were a shocker.

The experiment was designed to tunnel vision - and it did. But a completely unexpected event occurred. While the *vision* was being tunneled, the performance of the *audible* control center decreased. That was not a typo. Tunneled vision led to diminished hearing. Turns out, focusing on something intently led the audio cortex to *turn down the volume*.

SA (Cont.)

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Rich Gasaway, PhD.

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When the researchers performed an experiment to tunnel the *hearing*, the performance of the *visual* control center decreased. Again, no typo. Tunneled hearing led to diminished vision.

This led the researchers to conclude that a person intently listening to audible cues, like a radio or cell phone, could have diminished visual performance. It also led the researchers to conclude a person intently focused on something visual could have diminished hearing.

Auditory exclusion

In some cases, when the stress is severe enough, the hearing receptors in the brain may shut off completely. Neuroscience has a term for that. It's called *auditory exclusion*. Police officers often report that under stress of a gun fight they are unable to recall how many shots were fired because they did not hear them.

One of my teaching associates, Pete Schenck, is a firefighter, EMT and former police officer. He shares a story during my classes that drives this point home. One night, while sitting in his police car, Pete was ambushed by a deranged man with a shotgun. He man shot Pete's police car multiple times, though Pete only remembers hearing one shot. The forensics evidence revealed the assailant had shot Pete's car six times. Pete suffered from auditory exclusion, not to mention a whole host of other stress reactions he describes in vivid detail.

Chief Gasaway's Advice

The first step in dealing with narrowing attention is to be aware that you are vulnerable to it happening as your stress level rises. Controlling your stress is one of the best ways to impact all of the ill-effects of the hormonal chemical dump that changes your psychological, cognitive, and physical performance. Breathing techniques are very effective for calming that little pea-sized organ in the brain that is the epicenter of your stress response. Control the pea and control the stress.

Scanning your environment may also help combat the effects of tunneled senses. Scanning visually and scanning audibly. If you find yourself becoming fixed on one task or one sound, make a conscious effort to unlock your senses from it and force yourself to scan your environment, perhaps asking yourself quizzically:

What an I missing?

Richard B. Gasaway is a scholar-practitioner on first responder safety. In addition to serving 30+ years as a public safety provider, he earned his Doctor of Philosophy degree while studying emergency incident situational awareness and decision making under stress. Dr. Gasaway is widely considered to be one of the nation's leading authorities on first responder situational awareness and decision making. His material has been featured and referenced in more than 350 books, book chapters, research projects, journal articles, podcasts, webinars and videos. His research and passion to improve first responder safety through improved situational awareness is unrivaled. Dr. Gasaway's safety programs have been presented to more than 23,600 public safety providers across North America, Europe and Asia.

Visit <http://www.samatters.com/> to read more, sign up for RSS Feeds and the SA Matters newsletter.

You can observe a lot by watching.

- Yogi Berra

Siller Memorial Run

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FFD MSgt Visits New York City Ground Zero

By Fire Inspector Angela Sanders



Joint Base Pearl Harbor Hickam Fire and Emergency Services Federal Fire Department Master Sergeant (MSgt) Jeffrey Kimball had the opportunity to travel to New York City in September to participate in the Annual Stephen Siller Tunnel to Towers 5K run. MSgt Kimball was selected by the Fire Chief to represent the Federal Fire Department in the Annual 5K run held in New York City on September 30, 2012.

This annual event is named after Stephen Siller, a New York City (NYC) firefighter who was on his way home when he heard of the horrible incident at the World Trade Center. He immediately turned around, headed back to the firehouse, and grabbed his firefighting gear. When he reached the Brooklyn Battery Tunnel, it was closed due to traffic. He then parked his truck, put on his gear which weighed over 65 pounds, and ran approximately 3 miles to the World Trade Center. He was one of 343 first responders who lost their lives on that tragic day of September 11, 2001. In his memory and because of his selfless service, the Stephen Siller foundation was created.

Upon arrival, besides being jetlagged, MSgt Kimball reflected on his past visit to NYC and stated "It was great to see the east coast again. This was actually my first time back in NYC since 9/11. I am very much looking forward to meeting the brothers of Stephen Siller and Gary Senise who have made such great contributions and dedicated so much to ensure we Never Forget!"

When asked to reflect on his thoughts during the day of his run, MSgt Kimball replied, "I was trying to think of when Stephen Siller was performing this heroic act of returning to help his brothers/sisters knowing that it really made no difference how long the tunnel was or how long it took, he was bound and determined. I clearly would have done the same thing and returned." MSgt Kimball continued, "I was the first firefighter to cross the finish line in full gear. I was definitely tired but Firefighter Kama Ortiz of the Honolulu Fire Department (HFD) and I cheered on as other firefighters came crossing the line". When MSgt Kimball visited ground zero he found himself speechless. "All my previous times in NY, I always saw the World Trade Centers. The memorial is beautiful and truly an honor to all that lost their lives that tragic day."

When asked to describe his most memorable moment during his visit, MSgt Kimball stated, "My most memorable moment of my stay was seeing the brass wall that depicts the firefighters fighting the fires of the World Trade Center and reading every name of the 343 fallen firefighters on the memorial." MSgt Kimball continued to say, "I really can't believe that 11 years has passed since America was attacked, but through the Stephen Siller foundation and other similar memorial events, we should never forget!"

IAFC SHS News

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2013 Safety and Health Planner Now Available

The Safety, Health & Survival (SHS) Section of the International Association of Fire Chiefs has once again produced its popular pocket-sized safety planner/calendar for firefighters. The 2013 planners are now available for purchase.

The planner is full of firefighter safety and health information that provides useful, simple messages that firefighters and officers can apply to fireground/EMS operations or in their personal lives. References are provided to NIOSH and Near-Miss reports so all personnel can have an increased understanding and application of the safety and health message.

“The section believes there's no greater gift to your team then sending them home at the end of each shift,” said Chief Matt Tobia, chair of the SHS Section. “We hope that others will join the many departments that have made this planner a small but important end-of-year thank you gift to their teams.”

Promoting safety and wellness is a daily priority, and at just \$1.50 per planner, this is one of the most cost-effective tools to have. Orders of 50 or more can be personalized with a department or organization's name and information on the front cover.

Orders can be placed in one of three ways:

- [Online with Positive Promotions](#)
- Phone: 877-258-1225 Ext. 4021 (Monday–Friday, 8 am–7 pm ET)
- Fax: 877-258-1226

This small investment in a department's health and safety will also contribute to a larger impact. Proceeds from planner sales directly support the work of the SHS Section, such as Safety and Health Week resources and events, the Rules of Engagement tools and furthering important policy issues.

Heroes Need Homes



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Marine Corps Decommissioned IED Detector Dogs



The Marine Corps has around 400 Improvised Explosive Device sniffing dogs that are being decommissioned & need forever homes/families. Most of the dogs are Labradors, Belgian Malinois, Border Collies, German Shepherds & Rottweilers. The dogs are all incredibly well-trained; many have served in war zones and are responsible for saving countless American, NATO and foreign lives.

The dogs are in the District of Columbia (D.C.). Adoptive families must be able to travel to DC to pick up the dogs or arrange transport at their own expense. Please help these war heroes get the lives they deserve by contacting;

Brian D. Miller
 PM IED Detector Dog Program Marine Corps Systems Command
 910-652-3645 Ext-321
brian.d.miller7@usmc.mil

Near Miss News

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Near-Miss Reporting System Back on Track

On November 8, 2012, the board of directors of the International Association of Fire Chiefs approved a management plan to keep the National Fire Fighter Near-Miss Reporting System online and operational through September 30, 2013. The plan was presented by the Near-Miss Sustainability Task Force, which was organized when the popular program was denied federal grant funding in September.

The Near-Miss Program Gap Plan addresses basic program functions of reporting, data collection and search capabilities, reducing costs to minimum levels until additional funding is secured. This program-management approach is supported by IFSTA/Fire Protection Publications, a division of Oklahoma State University, through an in-kind donation of database and application-hosting services, and IAFC funding of staffing and operational needs.

"To see the IAFC family rally around this program is a tremendous testament to how strongly the whole organization believes in the life-saving capability of the Near-Miss Reporting System," said Chief Bill Metcalf, IAFC first vice president and chair of the Near-Miss Sustainability Task Force.

To date, the IAFC's EMS; Volunteer and Combination Officers; and Safety, Health & Survival Sections and the Great Lakes Division have each stepped forward to commit funds to support this plan, with additional funding provided through the IAFC operational budget. Members of the Safety, Health and Survival Section will also contribute volunteer hours to help create educational and training materials.

"We still have a way to go to solidify the future of this program, but this plan sets us on the right path," said Chief Hank Clemmensen, IAFC president and chairman of the board. "I want to say thank you to all of the IAFC members and many others in our industry who are stepping forward to support this program."

Maintaining Critical Capabilities

The task force identified several low-cost, core capabilities of the program that will be maintained as part of the program plan:

- Website operation, including the ability to submit and search reports and to access the resources page
- Regular publication articles
- Customized search requests, as needed
- *Near-Miss Matters* electronic newsletter, to be distributed monthly in place of the Report of the Week

Deliverables not currently supported by the gap plan, such as data analysis and the development of training resources, are postponed until further funding can be identified. All previously planned technology and database enhancements are also postponed.

The Near-Miss Sustainability Task Force will continue to explore several long-term funding opportunities in 2013, including pursuing federal funding.

On the Job - Lemoore

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A Joint Force

By Melinda L. Larson, <http://www.navycompass.com>



Hundreds of Naval Air Station Lemoore, Tulare County and a variety of state and city first responders reacted to a simulated Navy aircraft mishap 18 October during the largest exercise of its kind in the county, which neighbors the jet base.

Area 55 Exercise, hosted by the Tulare County Office of Emergency Services, simulated a fire and multi-casualty incident. To manage the exercise and to demonstrate the value of using the Incident Command System, the exercise area was split into four geographical divisions.

"Each division had a unique scenario and required coordination between two or more of the response branches," said Doug Nielsen, Naval Air Station Lemoore training officer. "The response branches were fire, EMS, law enforcement and Navy."

The four distinct scenarios occurred simultaneously during the event. First, firefighters responded to a burning fuselage. Lemoore's Federal Fire team's mobile aircraft firefighting device was used to simulate the aircraft fire.

About one-quarter mile northeast of the fire, a mass-casualty event called paramedics and ambulance to the scene. Nearby, a search team responded to the pilot who ejected from the simulated aircraft. Finally, a debris field was picked through by a hazardous material team.

"When something happens, it happens all at once. That's the way it is. We need to practice how we play. Things don't develop slow and on our schedule," said Andrew Lockman, Tulare County Emergency Services.

The exercise followed the Federal Emergency Management Agency-directed National Incident Management System's Unified Command structure. A Unified Command structure gives clear direction for managing multiple resources arriving from various agencies and jurisdictions.

"There were many moving parts during this exercise involving fire, law enforcement and emergency medical response. A Unified Command structure was critical to managing this multi-faceted exercise," said Rainer Streib, Naval Air Station Lemoore's Emergency Management Officer.

For the exercise, Streib staffed his mobile emergency operations center with drilling reservists from Navy Region Southwest's Regional Operations Center.

For the first time since it was designated safe to operate, Naval Air Station Lemoore's new Search and Rescue helicopter detachment also played a role in the exercise. "Its important to get the aircraft mishap board on scene as soon as possible, and we used a SAR helicopter to bring the board out to the exercise," Streib added.

Lemoore (Cont.)

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As the Navy's West Coast home base for F/A-18 Hornet and Super Hornet aircraft, it's important to train with area first responders. Seminars held in the days prior to the exercise familiarized area fire and law enforcement personnel with a military aircraft mishap.

"We want to train all first responders on the hazards associated with aircraft mishaps and how to take safety precautions when responding to an incident," said Gary Alvidrez, NAS Lemoore fire chief. "Not only are there firefighter safety precautions at the mishap scene, there are medical concerns for ejected pilot recovery as well as ejection seat safety."

During the week prior to the Tulare County exercise, emergency responders held a small-scale exercise in nearby Porterville, CA. The installation strives to conduct training exercises at least once a year with various partner agencies throughout California's Central Valley.

"While this exercise simulated a fire and multi-casualty incident, principles applied and lessons learned prepare our first responders to handle other major events together such as floods or earthquakes," Streib said. "Knowing who you may be working alongside in the event of a disaster is important in this industry. Having this kind of face-to-face contact and combined training is invaluable." •

Larson is the public affairs officer for Naval Air Station Lemoore.



On the Job - Chinhae



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Chinhae Firefighter Training

Submitted by Thomas McCaffrey, Fire Chief, COMFLEACT Chinhae



Mentorship

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Command and Career Nuggets

Thanks to Chief Kelvin Cochran and his team at the Atlanta Fire Rescue Department (ARFD) for sharing, and thanks to Chief Bill Killen for passing this on to us.

We have all commented or heard it commented that information is not passed from one generation to the next in the fire service like in times past. It was fire service tradition that senior firefighters would sit on the tailboard of the apparatus, meet around the kitchen table, stand in the hose tower, etc and pass on valuable tidbits of fire service information to the junior members. This informal method of information transfer was invaluable to the junior members as they developed themselves to become the future leaders in the organization.

Our AFRD Chief Officers have attempted to “bridge the gap” of lost information transfer by collectively compiling a list of Command/Career Nuggets to share with the department’s junior members. Together, our Chiefs have over 700 years of experience that they would like to share with each member on the department.

Hopefully these Command\Career Nuggets will serve as a launching pad for new members to ask questions and start the conversation as they develop into the organization’s future leaders.

Command/Career Nuggets

- Big Fire/Big Water- Keep this concept in mind when selecting proper hose line;
- Don’t Fight Fire from the Outside and Inside at the same time;
- Strategic priorities are always: Rescue, Confine & Control, and Property Conservation;
- Benchmarks to listen for:
 - Rescue – All Clear
 - Confine & Control – Under Control
 - Property Conservation- Loss Stopped
 - Termination- Task complete/Back in Service
- Stay ahead of the Incident Curve- Request additional resources sooner rather than later;
- Size-up is a continuous process;
- The best managed incidents are those where all responders return safely;
- Slow, clear, deliberate, concise radio communications calms everyone down;
- Accurate and thorough First-in Reports set the tone for a good operation;
- Always fight the fire from the unburned side so as not to push the fire throughout the structure;

Nuggets (Cont.)

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- Proper ventilation (top side, ahead of hose lines), can make all the difference on difficult Fires;
- Remember that you can call the Dept of Watershed Management to have water pressure boosted in an area during a large fire;
- When deploying hose lines, remember to keep the front of the structure accessible to trucks;
- Call for a secondary search as soon as possible. It must be thorough and systematic;
- Staging apparatus a block away makes the fire ground more accessible and manageable;
- Keep tight accountability of all personnel on the fire ground;
- Do not tolerate or participate in free-lancing. Have a way of verifying that your commands are being followed;
- Fire ground success is only possible when your firefighters are well-trained on basic firefighter skills;
- Conduct a Post-Critique of all significant incidents, including unusual EMS calls. Not a finger-pointing session. Designed to learn lessons from each incident;
- Try to see at least three sides of the structure as you arrive. Can usually be done by driving past the structure;
- The 20-minute rule no longer applies due to Light-weight construction and material composition of new furniture;
- During your careers be proactive not reactive;
- When driving remember you have to arrive safely to help anyone;
- Always treat your co-workers and stakeholders with the same as you would want to be treated;
- As the first lines goes, so does the fire;
- One extra second now in preparation on the incident getting things in proper order will save you hours later;
- Accountability means being able to see or touch your crews;
- Size up starts when you arrive on duty;
- Every day is a training day;
- Always Anticipate...Anticipate...Anticipate...what's around the corner!!
- Leadership is about Action...Leaders lead people, Managers manage systems.



Nuggets (Cont.)

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- Practice the Three Ps of Survival
 - Process: Evaluating and understand the structural integrity, risk analysis, deteriorating conditions, floor layout, etc. All of these issues require constant processing;
 - Predict: Predictions should serve as tools for preparing individuals for the expected and the unexpected events of an incident;
 - Perform: Performing encompasses using the processed and predicted information to execute the most rational decision or plan of action during stressful circumstances. Do Not Panic!
- Master the trade of firefighting first before worrying about driving, command and management because that is the foundation that will shape the quality of your decision making abilities for the rest of your career;
- Learn it right the first time and you will spend the rest of your career mastering it. Learn it wrong the first time and you will spend the rest of your career trying to get it right;
- As you move through your career, never forget where you came from!
- Train like you play, Play like you train;
- THINK!
- Stay professional and carry yourself accordingly;
- No room for complacency;
- Continue to develop yourself;
- Safety is everyone's job!
- Your way is not the only way;
- Try to learn something from everyone;
- Wear clean underwear;
- Stay Calm...it ain't your house on fire, you ain't trapped in the car, and you ain't the one shot!
- Be a servant leader (even as a firefighter) meet the needs of others before you worry about yourself;
- Sweat the small stuff...disaster is not caused by one catastrophic event, but by many small things which culminate to a tragic outcome;
- Check you gear every day, and check it completely..know the limitations of your equipment;
- Relentless follow-up...never let your guard down;
- Know your enemy...know building construction!!!!!!
- "There are no new ways to die as a firefighter...we continue to make the same mistakes over and over again" Vincent Dunn (FDNY Retired);

Nuggets (Cont.)

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Atlanta Fire Chief Kelvin Cochran

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- You can pull more people than you can push;
- You must manage behavior not attitudes;
- Effective leaders possess courage;
- Going slower gets you there faster;
- Don't assume anything; if you are not sure ask questions;
- Your best day at an emergency scene is your customer's worst day;
- Lead by example;
- Always be honest;
- TREAT PEOPLE THE WAY YOU WANT TO BE TREATED!!
- Most problems or conflicts arise from a breakdown in communications;
- Strategies deliver promises. People deliver results;
- Things that matter most must never be at the mercy of things that matter least;
- SUCCESS = 30% knowing what to do, 30% knowing where to do it, 30% doing it and 10% preparation and opportunity to perform;
- Don't try to be better than someone else. Always try to be the best you can be;
- Don't let anyone out work you. Always have a backup plan;
- People remember 1/3 of what they hear, they remember 1/2 of what they read BUT they remember 100% of how you make them feel."
- There are four words that can bring out the best in your team, your organization, and your family. I BELIEVE IN YOU. Those four words can mean the difference between a fear of failure and the courage to try!
- Hard work beats talent when talent doesn't work hard!
- If you want to go quickly, go alone. If you want to go far, go together
- An ounce of prevention is worth a pound of cure. Get out in front of problems (once identified) and head them off before they snowball
- Those that fail to prepare, prepare to fail.
- You can't wait until the skill is required to begin developing it. This begins years before it is to be placed into action
- What you do today echoes for your entire career
- Find a mentor whether it be in your station or somewhere else. Others have been successful in this career talk to them and ask questions to learn what they know
- Management of many is the same as management of few. It is a matter of organization



Health & Wellness

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Living With Restless Legs Syndrome

Staying active is usually a good thing. But the motivation to move goes to unwelcome extremes for people with restless legs syndrome. The condition can cause throbbing, pulling or creeping sensations in the legs along with a powerful need to move around for relief. The feelings can range from uncomfortable to agonizing.

“People with this condition feel they just absolutely have to move their legs. Their legs feel uncomfortable or even painful unless they move them,” says Dr. Richard P. Allen, an expert on restless legs syndrome at Johns Hopkins Bayview Medical Center. “When it’s extreme, patients with this condition can be sitting—in a meeting, in a conversation, watching TV—and they have to keep moving their legs, which could be very disturbing to themselves and to other people.”

By some estimates, about 1 in 20 people nationwide has restless legs syndrome. It’s about twice as common in women than in men. The disorder can arise at any age, but it’s generally more serious in middle-age and beyond.

Activity relieves the discomfort that people with restless legs syndrome feel, so they often keep their legs in motion. This need for movement can make it hard to fall asleep and stay asleep, which can lead to exhaustion.

The irony of restless legs syndrome is that the very act of lying down and trying to relax only activates the symptoms. Symptoms usually arise if you’re inactive for extended periods, such as on long flights or car trips. They are often worse at night and gone in the early morning, so some people catch up on sleep at sunrise.

Once it appears, restless legs syndrome generally doesn’t go away. Symptoms might decrease or disappear for days, weeks or months, but they usually return. The condition can affect one or both legs and even the arms or torso.

The cause of restless legs syndrome in most cases is unknown. Research shows that affected people often have too little or malfunctioning iron in the brain. “We also know that there’s some problem with the dopamine system, and patients often have a good response to dopamine medicine,” says Allen. Imaging studies show that people with restless legs syndrome have abnormalities in a movement-related brain region where dopamine is active.

Because the disorder tends to run in families, genes likely play a role. Learning more about the underlying genes might lead to improved treatments in the future.

Although there’s no cure for restless legs syndrome, medications and lifestyle changes can help minimize symptoms and increase restful sleep. Cutting back on caffeine, alcohol and tobacco may help. Taking a hot bath, massaging the legs or using a heating pad or ice pack can also relieve symptoms.

“In general it helps to stay active, stay in good health and try to keep good sleep habits,” says Allen. If you’re concerned about restless legs syndrome, talk with your health care provider. A combination of approaches can usually provide some relief.

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American Diabetes Month

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Exercise and Type 2 Diabetes

The incidence of type 2 diabetes is on the rise, which experts largely attribute to the rise in obesity. Type 2 diabetes, which is responsible for 90-95 percent of all diabetes cases, is more common in adults, but as rates of childhood obesity increase, more young children are being diagnosed with the disease. The good news is that simple lifestyle changes can prevent and, in some cases, counter the course of this disease.

Type 2 Diabetes Explained

Following digestion, a hormone called insulin is released into the blood from the pancreas. Among insulin's primary roles is its ability to allow carbohydrates (absorbed in the form of glucose) and proteins to enter muscle cells, where they are stored or used for energy. With type 2 diabetes, some insulin is produced, but the body does not effectively use it. This condition is known as "insulin resistance" and prohibits glucose from entering the cells. In turn, blood glucose rises to abnormal levels in the blood. If unchecked for extended periods, elevated glucose levels lead to heart disease, kidney failure, blindness and nerve dysfunction.

Type 2 diabetes is strongly linked to lifestyle factors, especially diet and exercise. People at highest risk of developing type 2 diabetes have a family history, as well as other cardiovascular risk factors, such as high blood pressure, high cholesterol, obesity and a sedentary lifestyle.

However, the same techniques that are used for prevention of this disease—a healthy diet and regular exercise—can be used to control and possibly reverse its progression.

Exercise Can Help

The latest research has put exercise at the forefront in the prevention, control and treatment of diabetes because it decreases insulin resistance. Following regular exercise training, cells can better respond to insulin and effectively take glucose out of the blood and into the cell. Exercise also helps to decrease the risk of cardiovascular disease by decreasing blood pressure, cholesterol levels and body fat.

Exercise Recommendations

If you have type 2 diabetes, you should adhere to the following exercise guidelines:

- Always consult with your physician before starting any exercise program to determine the potential risks associated with exercise.

Cardiovascular exercise—Strive to accumulate a minimum of 1,000 kcal expended through physical activity each week. Pending current conditioning levels, this may require three to seven days per week of low to moderate intensity exercise for 20 to 60 minutes (walking and other non-weightbearing activities such as water aerobics and cycling are good choices). Daily exercise is highly recommended.

Diabetes (Cont.)

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- Resistance training—Perform resistance training activities at least two days per week, targeting the major muscle groups. Complete a minimum of one set of 10 to 15 repetitions of each exercise at a low to moderate intensity.
- Flexibility—Perform stretching exercises at least two to three days per week, stretching major muscle groups to the point of tension (not pain) for 15 to 30 seconds. Complete two to four repetitions of each stretch.
- The ultimate goal is to expend a minimum of 1,000 calories per week via physical activity for health benefits, or 2,000 calories per week for weight loss. Keep in mind that these are goals that you should work up to gradually over time.



What Are The Precautions?

If you have type 2 diabetes, you must monitor your glucose before and after exercise to understand how you respond to certain types of activities. Also, exercising with a partner and wearing an ID bracelet indicating one's diabetic condition are very important.

Finally, don't forget to check with your physician prior to beginning a physical activity program and return regularly to assess the diabetic complications. If complications of the eyes, kidney or heart are present, your physician should provide you with clear boundaries regarding the intensity of any physical activity.

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Senior Humor



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A Senior Moment Awaits Us All

Submitted by Haraldur Stefansson

A little silver-haired lady calls her neighbor and says, "Please come over here and help me. I have a killer jigsaw puzzle, and I can't figure out how to get started."

Her neighbor asks, "What is it supposed to be when it's finished?"

The little old lady says, "According to the picture on the box, it's a rooster."

Her neighbor decides to go over and help with the puzzle. She shows him where she has the puzzle spread all over the table.

He studies the pieces for a moment, looks at the box, turns to her and says, "First of all, no matter what we do, we're not going to be able to assemble these pieces into anything resembling a rooster."

He takes her hand and says, "Secondly, I want you to relax. Let's have a nice cup of tea, and then," he said with a deep sigh

"Let's put all the Corn Flakes back in the box."

Thanksgiving Message

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A Presidential Thanksgiving Message



As Americans, each of us has our own list of things and people to be thankful for. But there are some blessings we all share.

We're especially grateful for the men and women who defend our country overseas. To all the service members eating Thanksgiving dinner far from your families: the American people are thinking of you today. And when you come home, we intend to make sure that we serve you as well as you're serving America.

We're also grateful for the Americans who are taking time out of their holiday to serve in soup kitchens and shelters, making sure their neighbors have a hot meal and a place to stay. This sense of mutual responsibility – the idea that I am my brother's keeper; that I am my sister's keeper – has always been a part of what makes our country special. And it's one of the reasons the Thanksgiving tradition has endured.

The very first Thanksgiving was a celebration of community during a time of great hardship, and we have followed that example ever since. Even when the fate of our union was far from certain – during a Civil War, two World Wars, a Great Depression – Americans drew strength from each other. They had faith that tomorrow would be better than today.

We're grateful that they did. As we gather around the table, we pause to remember the pilgrims, pioneers, and patriots who helped make this country what it is. They faced impossible odds, and yet somehow, they persevered. Today, it's our turn.

I know that for many of you, this Thanksgiving is more difficult than most. But no matter how tough things are right now, we still give thanks for that most American of blessings, the chance to determine our own destiny. The problems we face didn't develop overnight, and we won't solve them overnight. But we will solve them. All it takes is for each of us to do our part.

With all the partisanship and gridlock here in Washington, it's easy to wonder if such unity is really possible. But think about what's happening at this very moment: Americans from all walks of life are coming together as one people, grateful for the blessings of family, community, and country.

If we keep that spirit alive, if we support each other, and look out for each other, and remember that we're all in this together, then I know that we too will overcome the challenges of our time.

So today, I'm thankful to serve as your President and Commander-and-Chief. I'm thankful that my daughters get to grow up in this great country of ours. And I'm thankful for the chance to do my part, as together, we make tomorrow better than today.

Thanks, and have a wonderful Thanksgiving.

ESAMS (Cont.)

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ESAMS Corner

By Clarence Settle, ESAMS Fire Technical Support

October 2012 Statistics

Operations

Total Incidents – 6,920
 Fires – 131
 Rescue & EMS – 1,972
 Hazardous – 1,708
 Service Call – 455
 Good Intent – 492
 False Alarm – 2,121



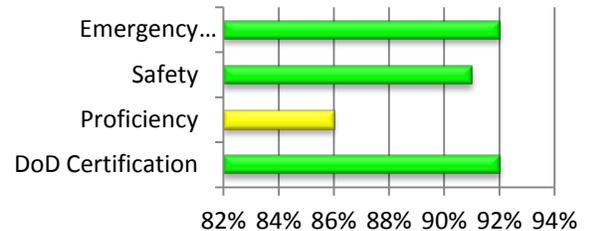
Prevention

Fire Inspections Completed – 2,367
 Hot Work Permits Issued – 2,497
 Building Evacuation Drills – 634
 Public Education Contacts – 7,615



Training

Emergency Management - 92%
 Safety Training - 86%
 Proficiency - 91%
 DoD Certification - 92%



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F&ES On Duty Mishaps Report

Mishaps Reported – 21
 Total Lost Work Days – 12

Navy F&ES POCs

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Happy Thanksgiving

