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TABLE OF CONTENTS

- [From the Deputy Director](#)
- [New Fire Vehicles](#)
- [Last Alarms](#)
- [Taking Care of Our Own](#)
- [On the Job – Mid Atlantic](#)
- [Driver Safety](#)
- [On the Job - GTMO](#)
- [On the Job - Japan](#)
- [Useless Knowledge](#)
- [FPW at Mayport](#)
- [FPW Creta-Style](#)
- [EMS Product Recall](#)
- [Firefighter Survival](#)
- [Pride](#)
- [Veteran's Day Idea](#)
- [On the Job – Kings Bay](#)
- [Higbee the Clown](#)
- [EMS Study Data Available](#)
- [Firefighter Fatality Report](#)
- [Paying Tribute at Mayport](#)
- [FPW in SoTex](#)
- [FPW in Paradise](#)
- [Trade Time Bill](#)
- [On the Job - Sigonella](#)
- [Trip to Abilene](#)
- [EFO at 25](#)
- [New CPR Guidelines](#)
- [Poll: Fed Too Big](#)
- [Wisdom of Age](#)
- [ESAMS Corner](#)
- [Navy F&ES POCs](#)
- [News Distribution](#)
- [Job Links](#)

From the Deputy Director



Carl and I had the honor of attending the National Fallen Firefighter Foundation's Memorial Weekend on Sunday, October 3rd. This was the third NFFF Memorial weekend I have attended and it was, by far, the most touching and emotional ceremony I have seen. It was especially gratifying to see Navy Region Mid Atlantic and NAVSUBASE Kings Bay fire officers acting as family escorts, and it was heartwarming to see a full contingent of military firefighters representing every service component on hand, including the entire AFCESA F&ES staff. I was especially proud of two Naval Academy firefighters, John Richter and Jason Morgal (pictured) who brought a ladder truck the two hours from Annapolis on short notice very early in the morning with no complaint and acted as very effective and professional ambassadors of Navy F&ES.

My enduring hope is that our military brothers and sisters will return for future Memorial Weekends and that we have enshrined our last federal firefighter on this memorial. The ceremony was beautiful but I found myself thinking; "we certainly know how to honor our dead, but I wonder what consolation it really is to the loved ones left behind." I can only speak for myself, but if I were ever in that situation I believe I would appreciate the pomp and circumstance but couldn't see myself taking any comfort from it all. What these weekends always leave me with is a renewed sense of duty to eliminate the need for more memorials by doing everything in my power to help our firefighters survive.

To that end I am happy to report the creation of the Navy Firefighter Wellness and Fitness Task Force charged with developing a comprehensive wellness and fitness program for our Navy firefighters. There are 11 members of the Task Force including Chief Fire Officers, labor officials, BUMED and Navy Manpower representatives, and me. We will begin our work on 1 November with our first of many conference calls. The plan remains the same; provide our Navy F&ES folks with a comprehensive program that will help them live a healthy life and survive well into retirement. We will be sure to report our progress as we work toward this goal.

From the Deputy (Cont.)

[Back to Table of Contents](#)



We have restarted our program compliance assessment visits under a new contract and will be looking at eight more installations throughout the fiscal year. We just completed the assessments of First Coast Navy F&ES (Jacksonville/Mayport), NAVSUBASE Kings Bay and NAS Kingsville and are preparing to visit these installations next;

LOCATION	DATES
Navy F&ES Gulf Coast (Pensacola/Whiting Field)	15 – 19 November 2010
Whiting Field Air Ops	29 November – 3 December 2010
Commander Naval Forces Japan	2 – 28 January 2011
NAS Guantanamo Bay	1 – 5 March 2011
Navy Region Mid Atlantic (Hampton Roads)	11 April – 6 May 2011
Philadelphia Naval Business Center	13 – 24 June 2011
COMFLEACT Chinhae	TBD (contingent on fire station opening)

We are very pleased to see significant improvements so far this year with substantially more compliance than in previous assessments. Leveraged correctly these assessments will help a department measure how well they are achieving the performance indicators in the accreditation process.

Speaking of accreditation, I am extremely proud to report that, despite what seemed to be insurmountable obstacles, Regional Fire Chief Steve Monteleone, Installation Fire Chief Tim Ybarra and the officers, fire inspectors, and firefighters of Naval Station Rota, Spain successfully completed their peer assessment by the Commission on Fire Accreditation International (CFAI) and have been recommended for accreditation! It's not a done deal yet, the CFAI Commission must meet and make a final determination, but it's real close. Congratulations Team Rota and Good Luck with the Commission!!

- Rick

New Fire Vehicles



[Back to Table of Contents](#)

Short Wheel Base – Restricted Height Pumpers

By Kevin King, Navy F&ES CNIC HQ



New Short Wheel Base/Restricted Height pumpers from Pierce that are being shipped to Yorktown (Cheatham Annex), Metro San Diego and Thurmont. These are 2010 Pierce Contenders with a 1250 gpm pump, 680 gallon poly water tank, PTO, hydraulic generator, and automatic foam proportioning system with 40-gal foam cell. These units have a maximum height of 104" and a maximum length of 335" so they will fit in some of the smallest Navy fire station apparatus bays.

Last Alarms

[Back to Table of Contents](#)



Last Alarms

To date, 69 deaths were reported for 2010. The following line of duty deaths were reported since we published our last issue:

Edward Mosely

Age: 65
Morgan, TX

Ryan Seitz

Age: 26
McArthur, OH

William Clark

Age: 54
Atlantic, VA

Ronald W. Stephan ♥

Age: 61
Lynn, IN

Robert Hall ♥

Age: 57
Lynchburg, OH

Thomas Innes ♥

Age: 61
Hindsboro, IL

Jim Saunders ♥

Age: 52
Sacramento, CA

William Akin, Jr. 🚗

Age: 52
Ghent, NY

Daniel Wilson ♥

Age: 58
Curtice, OH

Randall Davenport ♥

Age: 37
Marshall, MO

2010 Totals

♥ 38 (55%) 🚗 10 (26%)

♥ Indicates cardiac related death

🚗 Indicates vehicle accident related death

TCOoO Update



Taking Care of Our Own

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

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

Name	Location	Point of Contact
Gregory Feagans	NIOC Sugar Grove, WV	Nanette.Kimble@navy.mil
Paul Hartman	NIOC Sugar Grove, WV	Nanette.Kimble@navy.mil
Joey Tajalle	NAVBASE Guam	Julie.Quinene@fe.navy.mil
Kurt McDonald	SUBASE New London, CT	Marc.J.Smith@navy.mil
Jennifer Lindsey	NAS JRB Fort Worth, TX	Jerrel.Paul@navy.mil

On the Job – Mid Atlantic



PPV Fire Held to the Unit of Origin



[Back to Table of Contents](#)

Driver Safety

[Back to Table of Contents](#)



[Back to Table of Contents](#)

Put the Brakes on

By Ralph Craven and Brian Brown

Your daily apparatus-inspection list, that is.

While many fire departments have programs in place that require daily apparatus inspections, many do not. In some departments, the daily inspection is primarily a tool inventory in addition to a fire pump and/or aerial operation check. But a thorough daily apparatus inspection program should be in place to ensure that the apparatus is response-ready and safe to drive.

Some states require that engineers/driver operators of fire apparatus have commercial-vehicle driver licenses and conduct pre-trip inspections. One item that is mandatory in such inspections is the brakes. Many fire departments do not take the time to insure that the engineers who operate the vehicles are properly trained to identify problems that are associated with the brakes on their vehicle.

The most-often-overlooked issue is referred to as slack-adjuster travel. All air-brake systems have several components that need to be inspected and tested, including valves, lines, tanks, air dryers, brake chambers and slack adjusters.

Brake chambers: All air-brake systems have brake chambers that are identified as Type 20 through Type 36. The number indicates the square inches of effective-air-pressure area that a brake chamber has. The most-common type of brake found on fire apparatus is the clamp-type S-cam brakes. The brake chamber is a diaphragm-type actuator that converts the energy of air pressure into mechanical force.

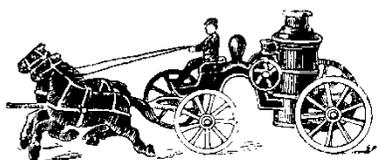
Slack adjusters: Slack-adjuster travel is the distance traveled by the push rod in the brake chamber to the slack adjuster in order to apply the brakes. For instance, the maximum travel for a Type-30 brake chamber is two inches, or a 90° angle or less while looking at the slack adjuster. The maximum travel for other brake chambers varies depending on the size.

All the driver needs to verify is the maximum travel of the slack adjuster when the brakes are applied. This can be done by chocking the vehicle, placing someone in the driver seat (do not start the vehicle), releasing the parking brake, applying air pressure by stepping on the brake pedal and holding it in place. Once all of this is carried out and it is safe, the engineer/driver operator can roll under the vehicle on a creeper and visually look at each slack adjuster at every wheel position. A tape measure also can be used to verify the slack-adjuster travel by the inches moved when the brakes are released. After the under-truck inspection is performed, if the slack adjuster exceeds the maximum travel allowed based on the manufacturer information, then it needs to be adjusted.

NFPA 1911, 1071 and 1002 identify out-of-service criteria. Common items are missing linings, audible air leaks at chambers, too-thin linings and pads, loose air chambers, and loose or broken spider or camshaft brackets. Consult NFPA standards documents or contact the commercial division of your local state or law enforcement agency if you need more guidance.

Driver Safety (Cont.)

[Back to Table of Contents](#)



[Back to Table of Contents](#)

OTHER CHECKLIST ITEMS

There are other items that need to be inspected when the shift starts. If yours is a volunteer department, you can check these items after you return and before the next call.

Parking-brake check (daily inspection): Refer to NFPA 1901 and 1911, as well as your most current IFSTA manual, and then locate a steep grade that will adequately test the parking brake. You may not be able to find a 20% grade in your area. The engineer/driver operator is seated in the vehicle and is applying the service brakes, apply the parking brake and set the wheel chocks an inch or two forward of the front or rear tires. Have the engineer/driver remove their foot from the brake pedal and check to see if the parking brake holds the truck on the grade.

The parking brake can also be tested by the engineer/driver operator alone. Place the unit on a flat surface. Be sure the brake should hold the vehicle by shifting into a lower gear and then gently press the throttle so that a pull is created against the parking brake.

Hydraulic-brake check (daily inspection): With the engine running, apply firm pressure to the service brakes with the brake pedal and hold for five seconds. The brake pedal should not move (depress) during the interval. If the vehicle is equipped with a hydraulic brake reserve (backup) system, leave the key off, depress the brake pedal and listen for the sound of the reserve system electric motor. Also, check that the warning buzzer and/or light are off. Check the service (foot) brake operation by moving the vehicle forward slowly (about 5 mph) and apply the brake firmly. Note any vehicle "pulling" to one side, unusual feel or delayed stopping action.

DOT air-brake check (daily inspection): Air-brake safety devices vary; however, this procedure is designed to ensure that any safety device operates correctly as air pressure drops from normal to a low-air condition. For safety purposes, in areas where an incline is present, you will need to use wheel chocks during the air-brake check. The proper procedures for inspecting the air-brake system are as follows:

Air-leakage rate (static check): With a fully charged air system (typically 120 psi), turn off the engine, chock the wheels, release (push in) the parking brake button (all vehicles) and trailer air-supply button (for combination vehicles and tillers) and time the air-pressure drop. After the initial pressure drop, the loss rate should be no more than 2 psi in one minute for single vehicles and no more than 3 psi in one minute for combination vehicles.

Air-brake system leaks: With parking brake (all vehicles) released (pushed in), apply firm pressure to the service brake pedal. Watch the air-supply gauge and listen for leaks. After the initial pressure drop, the loss rate for single vehicles should be no more than 3 psi in one minute and no more than 4 psi in one minute for combination vehicles and tillers. If the air-loss rate exceeds these figures, have the air system repaired before operating.

Driver Safety (Cont.)

[Back to Table of Contents](#)



Low-pressure warning alarm and/or signal: Turn the key to the "on" position. Rapidly apply and release the service brake pedal to reduce air-tank pressure. The low-air-pressure warning signal must come on before the pressure drops to less than 60 psi in the air tank. If the warning alarm/signal doesn't work, you could be losing air pressure without knowing it. This could cause the parking spring brakes to activate suddenly. Remember, if this should happen while driving the vehicle, only limited braking can be done before the parking spring brakes automatically come on.

Automatic spring brakes: Continue to rapidly apply and release the service brake pedal to further reduce air-tank pressure. The trailer air-supply button (if it is a combination vehicle or tiller) and parking brake button should pop out when the air pressure falls to the manufacturer's specification, usually between 20 psi and 40 psi. This causes the parking spring brakes to come on.

Air-pressure buildup: Based on current DOT standards, when the engine is operating at 1,200 rpm, the air pressure should return to 120 psi within 90 seconds in dual-air systems. If the vehicle has larger-than-minimum air tanks, the buildup time can be longer and still be safe. Check the manufacturer's specifications. Most fire apparatus have rapid air-buildup tanks, so your build up time could be considerably less. Know your fire apparatus. If the air pressure does not build up fast enough, the apparatus air pressure may drop too low while driving, requiring an emergency stop.

Service brakes: Wait for normal air pressure and then release the parking brake and trailer air-supply button for combination vehicles or tillers. Move the vehicle forward slowly at about 5 mph and apply the brakes firmly using the brake pedal. Note any vehicle "pulling" to one side, unusual feel or delayed stopping action. This test may show you problems that you otherwise would not know about until you needed use of the brakes on the road.

Air-brake adjustment: Remember that if your brakes are marginally in adjustment when the brakes are cold, they will certainly be out of adjustment when the brake drums build heat. As the drums heat up, they expand and move away from the brake lining, causing the brake chamber pushrod and slack adjuster to travel even farther. Always have a certified EVT, ASE mechanic or Title 49 CFR 396.25 brake inspector do any adjustments or repairs to your vehicle.

Obviously, there are many ways to perform brake check inspections and it is critical to have a program in place. If you don't, your department is crossing a dangerous line concerning the lives of the firefighters and the citizens they are sworn to protect. A daily inspection of the brakes is a proactive approach to improve apparatus safety while significantly reducing the legal liability for any department. A well-oiled apparatus inspection-and-maintenance program is not just fleet maintenance, but also risk management.

Ralph Craven, Craven & Associates, was in the fire service for 23 years and actively involved in the maintenance of fire apparatus. In the eighties, Craven co-founded and was president of the National Association of Emergency Vehicle Technicians. He is an expert witness on aerials and fire apparatus and served as investigator with the National Highway Safety Transportation Association. Craven also teaches classes on fire apparatus and safety across the country.

Brian Brown is the fleet-services bureau chief for the South Metro Fire Rescue Authority in Centennial, Colo. He also is an award-winning emergency vehicle technician, Level I and II. Brown is an academy instructor for the Colorado Fire Mechanics Association and presented at the Fire Department Safety Officers Association's annual Apparatus Symposium.

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[Back to Table of Contents](#)

On the Job - GTMO

[Back to Table of Contents](#)



[Back to Table of Contents](#)

Fire Prevention Week 2010 on Cuba

By MC3 Leona Mynes



Base firefighters promoted fire prevention and awareness Oct. 4-8 during Fire Prevention Week at Naval Station Guantanamo Bay, Cuba.

Firefighters visited the Navy Exchange (NEX) atrium to conduct life fire extinguisher training, spoke at W.T. Sampson

Elementary and Middle/High Schools, and airfield firefighters put out a blaze in a Mobile Aircraft Firefighting Training Device (MAFTD).

“Fire departments around the world not only pass out information to educate the communities on the established Fire Prevention Week theme, but also to take this opportunity to teach general safety awareness and fire and life safety specifically for their communities,” said Guantanamo Bay Fire Prevention Chief John DiGiovanni.

This year’s theme is *Smoke Alarms, A Sound You Can Live With*. In addition to teaching the community smoke alarm functions and maintenance, firefighters set up several venues where residents were able to learn how to properly use a fire extinguisher.

“For Guantanamo Bay and our unique situation here, it is imperative workers and residents know how to properly use fire extinguishers,” said DiGiovanni. “If a fire gets a head start on our firefighters, we are not calling in second and third alarms for additional firefighter support. We have Naval Station firefighters and resources, and that’s it.”

Stopping the loss of life and property is the firefighters’ number one goal. According to DiGiovanni, home fires in Guantanamo Bay are caused mostly by unattended cooking and improperly discarded cigarettes. “Like most tragedies which occur throughout the world, fires both large and small have a chain of supporting events which take place,” DiGiovanni said.

“Uninterrupted, this chain of events leads to a fire.” DiGiovanni said in several fire investigations, it is revealed that many individuals notice a possible danger but take no action before a fire starts.

“It is very important to take action and correct fire and life safety deficiencies when they are noticed,” DiGiovanni said.

Fire Prevention Week was established to commemorate the Great Chicago Fire of 1871, where 250 people died, 100,000 people were left homeless, 17,400 structures were destroyed and more than 2,000 acres were burned. Since 1922, Fire Prevention Week has been observed during the first full week of October and is the longest running public health and safety observance on record.

On the Job - Japan

[Back to Table of Contents](#)



U.S. Navy Firefighters from Japan visit TEEEX



Firefighters from the U.S. Naval Forces Japan visited TEEEX and toured the Brayton Fire Training Field, Disaster City® and the Emergency Operations Training Center.

The visitors included Regional Fire Chief Russell Tarver and Drill Masters Yujiro Iwata and Yuuhei Hino who also met with members of

the Senior Management Team of TEEEX's Emergency Services Training Institute to discuss future training opportunities at the U.S. Navy bases in Japan.

Since 2005 the Navy Region Japan Fire Departments have trained their personnel under the TEEEX Department of Defense (DoD) Cooperative Learning Center (CLC) program. The U.S. Air Force, Army and Marine bases in Japan have followed suit and over the years have trained over 2,000 Japanese firefighters through the TEEEX Fire Academy, Hazardous Materials, Officer, Inspector, Driver/Operator and Instructor courses.

On the final day of the visit, Drill Masters Iwata and Hino completed certification requirements in TEEEX's recently developed rescue course, "NFPA 1006 Vehicle and Machinery Rescue."

This specialized vehicle extrication course (Tech Rescue) is a requirement for Navy firefighters and is a key element of Chief Tarver's vision of having local Japanese firefighters certified to U.S. standards. Mr. Iwata and Mr. Hino plan to return to Japan and start teaching and certifying the 500+ Japanese firefighters that protect U.S. Navy bases in Japan.

(In photo l-r, Yuuhei Hino, Dell Miller with ESTI, Yujiro Iwata and Kirby Wilson of ESTI stabilize an overturned tractor during skills testing for the NFPA 1006 Vehicle and Machinery Rescue certification.)



Useless Knowledge

[Back to Table of Contents](#)

What Song Is This From?

Looks like I stumped everyone last month, only two correct guesses of *John Wayne* by the Sons of Sylvia (who won the *Next Great American Band* reality series as The Clark Brothers). Here's an oldie for you baby boomers;

"He dug up his dear father who was recently deceased"

Easy peasy.

FPW at Mayport **Mayport Firefighters Give Smokey a Lift**

[Back to Table of Contents](#)



The First Coast Navy Fire and Emergency Services, Mayport Division provided their Ladder Truck for a static display during Fire Prevention Week. Along with The Jacksonville Fire Rescue Division, US Forestry Division, Salvation Army, and others, the 105 foot Mayport Ladder 1 crew stood by to answer questions for the people who came by the Regency

Square Mall where the event was held. The static display included vehicles ranging from Engines to Ladders, Rescue Squads, Command Vehicles, Florida Task Force 5 deployment trailer, Forestry bulldozers, fast response rescue boats and small response vehicles. Although there were longer ladders than Mayports', none were more impressive or envied. The JFRD personnel were intrigued with the equipment placement and overall appearance of Ladder 1.

In a show of unity with the Forestry Division, the crew of Ladder 1 raised Smokey the Bear in the bucket to allow him (her) to wave to the throngs of people traveling nearby. Placed in a ladder belt and hoisted to about 85', Smokey enjoyed his ride to the top.

FPW Creta-Style **Sparky & Kids at NSA Souda Bay**

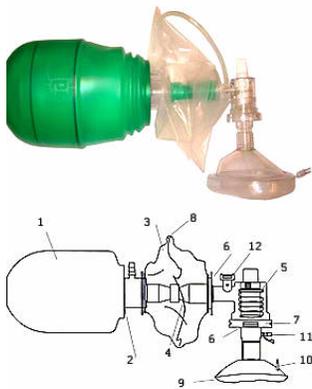


[Back to Table of Contents](#)



EMS Product Recall

[Back to Table of Contents](#)



[Back to Table of Contents](#)

FDA Recalls Westmed BagEasy Units

The FDA has issued a Class I recall involving BagEasy Manual Resuscitation Devices (Bag-Valve-Masks) manufactured by Westmed, Inc., of Tucson, AZ. The BagEasy devices have been found to have a potential defect which causes the unit to be inoperable. The manufacturer has identified the lot numbers listed below as having this problem.

Departments that have units from the identified lots of BagEasy manual resuscitation devices which are being recalled should stop using them and return the product to Westmed or their distributor.

The BagEasy manual resuscitation device was distributed to other medical device distribution companies as well as directly to hospitals and other emergency treatment facilities/providers. It can be identified by product labeling that contains part and lot numbers identified above.

Westmed is notifying its distributors and customers by certified mail and direct contact by sales representatives and is arranging for return of all recalled products. To contact Westmed, call 1-800-975-7987 Monday through Friday 6 A.M. to 5 P.M. Arizona Standard Time.

Please contact Tim Pitman if there are any questions.

BagEasy, Adult Resuscitator, w/ Mask Part Number: 562013 Lot Numbers: 47952, 48174, 48320, 48489, 48718, 48893, 49093, 49179, 49353, 49567, 49685	BagEasy, Adult Resuscitator, w/ PEEP and Mask Part Number: 562048 Lot Numbers: 47772, 47896, 47971, 47972, 48319, 48449, 48577, 48807, 48892, 48970, 49092, 49178
Child BagEasy Resuscitator w/ Large and Regular Mask Part Number: 562133 Lot Numbers: 48321, 49225, 49407	Adult BagEasy Resuscitator w/ Mask and CO ² Easy Part Number: 562136 Lot Numbers: 47728, 49094, 49275
BagEasy, Child Resuscitator, w/ PEEP and Mask Part Number: 562080 Lot Numbers: 48719, 49144	BagEasy, Child Resuscitator, w/ PEEP Part Number: 562081 Lot Number: 49643, 49660
BagEasy, Child Resuscitator, w/ Mask Part Number: 562082 Lot Number: 48091, 49274, 49386, 49487	BagEasy, Infant Resuscitator, w/ PEEP and Mask Part Number: 562084 Lot Number: 48119, 48578, 48733, 48941, 49042, 49254
BagEasy, Infant Resuscitator, w/ Mask Part Number: 562086 Lot Number: 47895, 48071, 48488, 48823	BagEasy, Neonatal/Infant Resuscitator, w/ Mask Part Number: 562110 Lot Number: 49486, 49611
BagEasy, Neonatal/Infant Resuscitator, w/ PEEP and Mask Part Number: 562111 Lot Number: 48276, 49273	Manual Resuscitator Adult, PSS Part Number: 32628 Lot Number: 47769, 48140, 48141, 48428, 48142, 48275, 48652
Manual Resuscitator Pediatric, PSS Part Number: 32629 Lot Number: 48429	

Firefighter Survival

[Back to Table of Contents](#)



[Back to Table of Contents](#)

Surviving Your Career

Fire Chief Freddy Howell, Kings Bay, GA, Everyone Goes Home® State Advocate

A couple months ago I attended a class entitled "Surviving Your Career" and learned that "Taking Care of Our Own" is even more important than I thought. The information was presented by Kurtis R. Wilson, Captain on the Jacksonville, Florida Hazardous Materials Team. Captain Wilson relayed shocking details of numerous Jacksonville firefighters being diagnosed with cancer, battling cancer, or who had already passed away from cancer or complications from it. A majority of information showed the comparison of firefighters being present at specific fires together.

These were veteran firefighters who had risen through the promotional process and were in ranking positions and looking forward to retirement, as many of us are today. However, instead of enjoying their last few years in a rewarding position or enjoying their retirement, they are battling a life-threatening disease.

Captain Wilson presented overwhelming evidence showing that we have been exposing our firefighters to significant dangers as they work in clean up teams (CUT). As you know, clean up involves salvage and overhaul. For years, a majority of firefighters and departments never wore SCBA during this phase of the operation. What is more shocking is that we still have departments out there with firefighters not wearing SCBA during salvage and overhaul.

Captain Wilson pointed to the findings from the cancer study performed by the Seattle Fire Department. The Seattle Fire Department had more than a third of the firefighters hired before 1977 develop cancer of numerous types. I did a little research of my own and if you want to be more stunned, Google "firefighter cancer" and see all of the reports that are documented. To understand the impact, even better Google "firefighter dies of cancer" and see how many stories are published on a daily and weekly basis about local firefighters taken by cancer.

Listen up officers: if your firefighters are not wearing SCBA when taking part as a CUT, they are being exposed to a highly toxic atmosphere which has been proven to produce cancer. Their chance of developing cancer as a result of this exposure is greatly increased. The sad fact is that it may be too late for many of us old timers to reverse what has been done, but it's a sure thing we can change the outcome of our present and future firefighters. It is time for you to develop a policy that will require the donning of SCBA when operating in a CUT!

The International Association of Firefighters reported more union firefighters die of cancer than from heart attacks or fire-related injuries combined. Nationally, there were 38 union firefighters who died last year from cancer, 16 from heart attacks and 10 from fire-related causes. So where is the data from 2008 and 2009? What will the statistics be for 2010? What are we doing to change those numbers?

We need to support the 16 Life Safety Initiatives starting with Number 1! Support those suffering with cancer and never forget those who have passed. Finally, make everyone working in a CUT wear SCBA.

Pride

[Back to Table of Contents](#)



[Back to Table of Contents](#)

Rediscover the Pride

By Janet Wilmoth, Editorial Director, FIRE CHIEF Magazine

A couple months ago, I got a letter from Chief Jack Abraham of the Anderson (S.C.) Fire Department, who wrote that he was retiring after 37 years in the fire service and after serving as chief of three different departments. While Abraham was cleaning out a closet early this summer, he found a copy of an article he wrote for FIRE CHIEF 20 years ago. “Maybe 20 years later, it would still be relevant,” he wrote in his letter.

The article was Sound Off — a column for readers’ opinions — published in March 1990 called “On Pride.” In it, Abraham told the story of driving by a rural fire station while on vacation with his family and seeing an old 1930’s fire truck abandoned in an adjacent lot. As he drove along, he kept thinking about that old, abandoned fire truck and how it once had pride of place in the station, in parades and in communities.

“A thread of pride is buried in the existence of [the old] fire truck, just as a thread of pride lives inside every firefighter,” wrote Abraham, who was chief of Clemson University’s fire department at the time. The column continued to say that the pride of new firefighters—from saving newspaper clippings, snapshots of department picnics and award banquets—“becomes a source of family pride.”



Abraham also wrote in that the column that new firefighters “underestimate the importance of their pride — after the fervor is gone. And some old-timers become like the trees in the forest—a little rounder each year and a little more resistant to the winds of change — until rot sets in.”

At what point does the fervor of being in the emergency services begin to dissipate? There’s no doubt that the current economic conditions are heaving more challenges on public-safety responders while taking away public support. Unfortunately, the same is true for public works, hospitals and millions of others. It’s easy to keep your spirits up when things are rosy, but it takes something inside to keep you going when the going gets tougher.

I’m reminded of a fire department lieutenant who had a clock that would countdown months, days and hours until he would retire. If I remember correctly, he bought the clock while he still had about seven years to go until his retirement. How did that daily reminder affect his job? His life? His co-workers? Where did pride fit into his picture?

Pride (Cont.)

[Back to Table of Contents](#)

During the recent Fire-Rescue International, I had the opportunity to meet many, many chiefs, officers and aspiring officers at a variety of years in their careers. I was impressed with their commitment to be at the conference, in spite of the economy, time restraints and reduced staffing. The chiefs and officers at FRI were there because they wanted and needed to be there.

Twenty years ago, Abraham wrote about pride fading into resistance to change "until rot sets in." I think that can happen in any job or career, but Chicago Fire Department Commissioner Bob Hoff hit the nail on the head when he said during FRI, "The day you stop learning on this job is the day you should retire."

I would say that applies to any job. If you don't take pride in what you do, it really is work.

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Veteran's Day Idea



[Back to Table of Contents](#)

If You Happen To Be In Town...



The Navy Medicine Institute and the Smithsonian Institution Office of Sponsored Projects are co-hosting the premiere of "The Lucky Few," at 2pm on Veterans' Day, 11 November 2010, at the Baird Auditorium, Smithsonian National Museum of Natural History.

The documentary is about the never before told story of the April 1975 courageous rescue of nearly 32,000 refugees by USS Kirk (DE-1087). The destroyer escort, USS Kirk--whose mission was to protect aircraft carriers from Soviet submarines--became involved in the tumultuous closing days of the Vietnam War. As the North Vietnamese army closed in on Saigon, thousands of refugees fled in anything that would float or fly in order to seek refuge aboard one of the many U.S. Navy vessels cruising offshore. As swarms of South Vietnamese army and air force helicopters--crammed with men, women, and children--sought the larger decks of carriers and amphibious vessels, a number of smaller Hueys landed on Kirk's tiny flight deck.

NPR learned of the story and the documentary and in late summer aired on its radio show "All Things Considered", a three part series on the U.S. Navy's participation in Operation Frequent Wind at the very end of the Vietnam War. NPR received an unprecedented over a quarter million hits on their website and was flooded with emails within the first 24 hours after the airing

Registration for the 11 November airing is most strongly encouraged due to the obvious draw that this event will have on the federal holiday. While open to the public, seating might well be at a premium.

Registration can be found at:

<http://www.thechiefinformationgroup.com/conference/smithsonian/>

On the Job – Kings Bay

[Back to Table of Contents](#)



Higbee the Clown



[Back to Table of Contents](#)

Kings Bay at Fallen Firefighter Memorial Weekend



On a beautiful fall weekend in Emmitsburg MD, firefighters and family members from all over the country gathered at the National Fire Academy to honor those who died in the line of duty in 2009.

For the 29th time during the first weekend in October the fire service kicks off fire prevention week with the National Fallen Firefighter Memorial Weekend. This year family, friends, and the nation honored 80 firefighters who died in the line of duty in 2009. For the first time military firefighters who died while performing firefighting duties from 1981-2009 were included in the memorial.

Assistant Chief Mike Carver from the Navy Submarine Base Kings Bay Fire Department has attended the NFFM weekend for the past four years as a family member escort where he meets the fallen firefighter’s family, shows them around the campus, and escorts them to all the planned events to make their experience a positive one.

Kings Bay Fire Chief Clowns Around...S'More

For the past seven years Fire Chief Freddy Howell also known as “Higbee the Clown” has attended the memorial weekend as a fire service clown where he participates in welcoming the family members and helping bring some fun and laughter during the registration and the family dinner. On Saturday he and the other fire service clowns spend the day playing numerous games and activities with the children as the adults attend sessions to help them through the loss of a love one.



EMS Study Data Available

[Back to Table of Contents](#)



[Back to Table of Contents](#)

EMS Deployment Experiments Data Now Available

A new EMS deployment study has been issued by a broad coalition in the scientific, firefighting, EMS and public-safety communities. The study shows that the size and configuration of an EMS first responder crew and an advanced life support (ALS) crew has a substantial effect on a fire department's ability to respond to calls for emergency medical service.

The Fire Fighter Safety and Deployment Study's Report on EMS Field Experiments is the first attempt to investigate the effects of the following on the task completion times for ALS-level incidents:

- Varying crew configurations for first responders
- The apparatus assignment of ALS personnel
- The number of ALS personnel on scene

The increasing number of EMS responses point to the need for scientifically based studies to measure the operational efficiency and effectiveness of fire departments responding to medical calls. Fire departments typically deliver first-on-scene, out-of-hospital care services, regardless of whether they provide transport. The design of fire service-based EMS systems varies across communities. Some departments deploy only basic life support (BLS) units and personnel, others deploy a mix of BLS and ALS units and personnel, and a few departments operate solely at an ALS level.

This study emphasizes that every one of those system-design decisions affects emergency medical response and care when each second counts.

The study's principal investigators were Jason Averill of NIST, Lori Moore-Merrell of the International Association of Fire Fighters and Kathy Notarianni of Worcester Polytechnic Institute. Other organizations participating in this research include the International Association of Fire Chiefs, the Commission on Fire Accreditation International-RISK, the Urban Institute and the University of North Carolina.

The report was funded by the U.S. Department of Homeland Security, Federal Emergency Management Agency's (FEMA) Assistance to Firefighters Grant Program.

Additional information on the Fire Fighter Safety and Deployment Study can be found online.

The young sailor at sea was ordered to climb a mast to adjust a sail during a violent storm. He got halfway up, looked down, got dizzy and sick. An old sailor on deck shouted up to him "Look up, son, look up." Young sailor looked up, regained his composure, and completed his mission. Moral: Look ahead, not back.

- Source Unknown

Firefighter Fatality Report

[Back to Table of Contents](#)



[Back to Table of Contents](#)

Annual Report on Firefighter Fatalities Released

The United States Fire Administration (USFA) released the report *Firefighter Fatalities in the United States in 2009*;

http://www.usfa.dhs.gov/downloads/pdf/publications/ff_fat09.pdf.

The report continues a series of annual studies by the USFA of on duty firefighter fatalities. The USFA is the single public agency source of information for all on duty firefighter fatalities in the United States each year.

Ninety on duty firefighters from 33 states lost their lives as the result of incidents that occurred in 2009. Pennsylvania experienced the highest number of fatalities (8). In addition to Pennsylvania, only New York (7), North Carolina (6), Louisiana (5), and Texas (5), respectively, had five or more firefighter fatalities. This compares favorably to 2008's firefighter losses where 9 states experienced 5 or more on duty fatalities. The total number of fatalities in 2009 was one of the lowest totals in more than 30 years of record.

"Over the past ten years alone, the trend shows a 14 percent reduction in on duty firefighter fatalities but we must continue every effort to be sure that when it comes to firefighter health and safety, everyone goes home," Acting United States Fire Administrator Glenn Gaines said.

The unique and specific objective of Firefighter Fatalities in the United States is to identify all on duty firefighter fatalities that occurred in the United States and its protectorates during the calendar year and to present in summary narrative form the circumstances surrounding each occurrence.

An overview of the 90 firefighters that died while on duty in 2009:

- The total breakdown included 47 volunteer, 36 career, and 7 wildland agency firefighters.
- There were 6 firefighter fatality incidents where 2 or more firefighters were killed, claiming a total of 13 firefighters' lives.
- 16 firefighters died in duties associated with wildland fires, compared to 26 such fatalities in 2008.
- Activities related to emergency incidents resulted in the deaths of 57 firefighters.
- 30 firefighters died while engaging in activities at the scene of a fire.
- 15 firefighters died while responding to or returning from 13 emergency incidents in 2009. This compares to 24 responding/returning fatalities in 2008.
- 10 firefighters died while they were engaged in training activities.
- 14 firefighters died after the conclusion of their on duty activity.
- Heart attacks were the most frequent cause of death with 39 firefighter deaths.

Fatalities (Cont.)

[Back to Table of Contents](#)



For 33 years, USFA has tracked the number of firefighter fatalities and conducted an annual analysis. Through the collection of information on the causes of firefighter deaths, the USFA is able to focus on specific problems and direct efforts toward finding solutions to reduce the number of firefighter fatalities in the future. This information is also used by many organizations to measure the effectiveness of their current efforts directed toward firefighter health and safety.

The National Fallen Firefighters Foundation, which worked closely with USFA on this report, also maintains a list of firefighters who die in the line-of-duty and are honored during the annual National Fallen Firefighters Memorial Weekend held each October in Emmitsburg, Maryland. Visit www.FireHero.org for more information about the National Fallen Firefighters Foundation and their assistance to the families of the firefighters lost in 2009 and beyond.

Year-to-date monthly and annual USFA firefighter fatality reports are posted on the USFA's website www.usfa.dhs.gov/.

Paying Tribute at Mayport



[Back to Table of Contents](#)

Mayport Ladder 1 Renders Honors

Submitted by Mark Brusoe, Deputy Fire Chief, Navy First Coast F&ES



As a United States Marine who was severely injured in the middle east returned home from Washington DC, NAVSTA Mayport Ladder 1 displayed the American flag over his route.

The nation's honor is dearer than the nation's comfort; yes, than the nation's life itself.

- Woodrow Wilson

FPW in SoTex

[Back to Table of Contents](#)



Corpus Christi Fire Inspectors Visit Local Schools



Naval Air Station Corpus Christi Fire Inspector Otis Terrell speaks to Grant Middle School students during an event promoting college and career readiness.

FPW in Paradise

Navy Federal Fire Hawaii Entertains & Educates



[Back to Table of Contents](#)

Navy Federal Fire Battalion Chief Victor Flint playing and singing *What You Gonna' Do When The Fire Comes Through?* While the FFD hula dancers, Darci Yamasaki, Angie Sanders and Brenda Gututala perform the *Smoke Detector Hula*. The song and hula are part of the FPW Program they performed at schools around Oahu this year.

Trade Time Bill

[Back to Table of Contents](#)



On the Job - Sigonella



[Back to Table of Contents](#)

Federal Firefighters Secure Victory in House

Legislation to allow federal fire fighters to exchange shifts without impacting their pay was recently passed unanimously by the U.S. House of Representatives.

The bill, H.R. 3243, was introduced by Representative John Sarbanes (D-Md.) to rectify a loophole in the law that prohibited federal fire fighters from swapping shifts outside a pay period in the way that many municipal firefighters do.

The bill had previously been approved by the House Committee on Oversight and Government Reform, where it was championed by Subcommittee Chair Stephen Lynch (D-Mass.) and enjoyed broad bipartisan support.

Tech Rescue Training in Italy

By Jim Laconte, Fire Chief NAS Sigonella



NAS Sigonella recently hosted structural collapse training for Local National, Military and US civilian firefighters from across Navy Region Europe, Africa, and Southwest Asia (EURAFSWA).

The training was highly labor intensive but all participants agreed it was invaluable in the event of a natural disaster! Structural collapse training provided EURAFSWA firefighters an excellent opportunity

to learn the value of “mechanical advantage” as well as the innovative use of specialized rescue tools and heavy crane operations during several challenging scenarios.



Trip to Abilene

[Back to Table of Contents](#)



Avoid the Bus Trip to Abilene

By Ronny J. Coleman

I don't know if there is anybody who has managed to survive a fire-service education program without hearing about the proverbial "trip to Abilene." Those who recall it will remember it as a story about "going along to get along," and the negative consequences of such behavior. The trip to Abilene often has been characterized as a "group-think scenario" in which a bunch of people who don't want to do something convince each other that they should do it because they all agreed that it needs to be done. Afterwards they all regretted it. Have you ever been there yourself?

The Abilene paradox first was introduced in 1988 by management expert Jerry B. Harvey in his article, "The Abilene Paradox and other Meditations on Management." The name of the phenomenon comes from an anecdotal story that Harvey used to illustrate the paradox. I always found it interesting that the story actually started in Coleman, Texas, but that is only a personal bias. Many trips to Abilene start around staff tables in fire departments. One of the characteristics of the trip to Abilene is that individuals are not honest with each other about their true feelings and subsequently allow consensus for the wrong thing to be built up. Harvey suggests in his theory that some of our problems emerge from not being able to manage agreements as well as we should.

It is bad enough if you take a trip to Abilene. But it is even worse if you, as fire chief, are buying the bus tickets for everybody else to take the same trip. This month's column is really aimed at the idea that consensus building has another side. That side is consequence assessment of group think. Let's take an issue, any issue on which you need to obtain consensus to move forward. What can you do to avoid the Abilene phenomenon? The answer is amazingly simple and at the same time intensely complex. The solution to avoiding the trip to disaster is getting the organization to operate with a trusting mood before the crisis occurs. You have to develop candidness in communication. But creating candidness and comfort at the same time is not an easy task.

In previous columns I have talked about concepts of trust and loyalty. I suppose I am suggesting that you revisit both of these concepts in the context of this topic. This is because trust and loyalty are not the sort of thing that you build up under crisis. They are built up under the best of circumstances, in which individuals feel free to express their opinions without negative reaction. When negative reaction does exist, it can create a poor environment for consensus building. Sometimes people are afraid to speak their minds - the result invariably is group think.

What I am talking about is the process of engaging in meaningful dialogue when involved in a crisis. Most everyone today recognizes that polarization has many negative consequences. All one has to do is take a look at the political world today and realize that polar politics are making it almost impossible to develop good public policies.

[Back to Table of Contents](#)

Abilene (Cont.)

[Back to Table of Contents](#)



My recommendation for dealing with controversy is that both sides set clear guidelines regarding human behavior before they attempt to resolve the problem. Those guidelines should stress that both sides of the debate should frame their arguments based on facts, instead of on their emotions. When two or more people can deal with each other with the confidence that they both are looking at the same facts, people feel more comfortable expressing their opinions. Further, candidness requires both parties to simultaneously be accountable to listen to the other side's point of view — even if they don't like it.

If there has ever been a time when the fire service needed to avoid bad consensus building, it is now. This phenomenon plays itself out in labor relations, budget reduction exercises dealing with organizational change and a whole host of activities.

The next time you are sitting down around the table and you are beginning to face a problem that you realize is going to have consequences, will you perform a mental health check to make sure that everybody is looking at the problem the same way? If you can't honestly say that you know what to expect during a meeting, then it is possible that you got on the bus to Abilene.

Going along to get along might be desirable at the beginning of the trip but it is unlikely to be a satisfying experience when you arrive at the destination. Harvey followed up his article with a book entitled, *How Come Every Time I Get Stabbed in the Back, My Fingerprints are on the Knife*. I can't help but think that he recognized that many trips to Abilene were initiated by the very person that is supposed to stop them from happening. That person is the leader.

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

EFO at 25



[Back to Table of Contents](#)

EFO and IAFC: A 25 Year Partnership

By Chuck Burkell, National Fire Academy

With the U.S. Fire Administration's (USFA) National Fire Academy (NFA) celebrating the 25th anniversary of its Executive Fire Officer Program (EFOP) this year, there's a natural opportunity to more closely examine—if not celebrate—the partnership between USFA, the IAFC and this very successful executive education program.

The thought is not far from the mind of Chief Glenn Gaines, acting administrator of USFA. "Our staff and I are certainly aware that there has been a succession of IAFC presidents and board members who are alumni of the EFOP," said Gaines.

"We are certainly proud of our EFOP alumni who are IAFC members and who have sought out greater positions of authority along with additional responsibilities," says Dr. Denis Onieal, acting deputy administrator of USFA. "We recognize every year that there are more applicants for EFOP than our capacity enables us to provide—that in itself is a challenge."

Conceptualized and started in 1985 by former NFA Superintendent Joe Donovan, the mission of EFOP was to answer key recommendations in the 1973 America

EFO (Cont.)

[Back to Table of Contents](#)



Burning report that NFA courses “equip fire service officers” and “make positions in the fire services intellectually more stimulating” and that “the Academy’s own specialized courses would be for officers and officer candidates.”

NFA firmly believes that the behavior of leading can be taught. In recent years, a lot of energy has been expended, particularly in the first and fourth year courses, Executive Development and Executive Leadership, over the issue of authority versus leadership. The popular notion that a senior position is one of automatic leadership is a difficult one to overcome. EFOP attempts to present and sustain the belief that leading is an act, often improvisational in nature, and frequently failure is involved because the toughest problems have no known cures or solutions.

To further this belief—and perhaps one of the most differentiating elements contained within the EFOP when compared to many executive education experiences and added in 1990—there’s the Applied Research Project (ARP). Following each of the four EFOP courses, the executive fire officer returns to his or her community and identifies a problem or issue that has some significance to the EFOP course just completed. EFOP participants then set out to do something about the problem through their research. The entire process is documented in writing following academic guidelines and procedures and is submitted to NFA within six months. Each ARP is evaluated and graded.

The current 2860+ graduates of the EFOP have authored thousands of ARPs since 1990 and many of them can be accessed by both fire officers and the public through USFA’s Learning Resource Center (LRC) “On Line Card Catalogue.” It’s one of the most referenced and accessed databases of information contained within the LRC.

IAFC Professional Development Committee member Kyle Gorman of Clackamas, OR, recently stated at Fire-Rescue International in Chicago, when discussing the new IAFC Officer Development Handbook, that “the ARP requirement within EFOP is a key component of developing leadership for fire executives as it forces them to deal with ambiguity, complexity and challenge.” Gorman further stated, “fire officers who want to become chiefs, or chiefs who want to further develop, must have experiences which broaden their horizons and test their resolve.”

This belief is strongly anchored in the revised *IAFC Officer Development Handbook*.

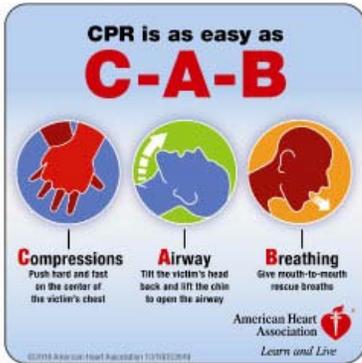
Gaines commented, “We know that the IAFC is the predominant professional organization of choice for fire chiefs, and the USFA remains supportive of doing what it can to enable and support the professional development of executive fire officers. It is a partnership we believe keeps getting better, and hopefully the beneficiary is the fire chief who needs every bit of support and assistance in exercising leadership with today’s challenges.”

Chuck Burkell is an executive education instructional systems specialist for the National Fire Academy.

[Back to Table of Contents](#)

New CPR Guidelines

[Back to Table of Contents](#)



Navy EMS providers should continue to function under existing medical treatment protocols. While the revised AHA CPR guidelines have been announced, updates to training and medical treatment protocols are required prior to implementing the new guidelines.

[Back to Table of Contents](#)

American Heart Association Updates Steps

New guidelines released today by the American Heart Association recommend that the three steps of cardiopulmonary resuscitation (CPR) be rearranged.

The new first step is doing chest compressions instead of first establishing the airway and then doing mouth to mouth. The new guidelines apply to adults, children, and infants but exclude newborns.

The old way was A-B-C -- for airway, breathing and compressions.

The new way is C-A-B -- for compressions, airway, and breathing.

"By starting with chest compressions, that's easy to remember, and for many victims that alone will be lifesaving," says Michael R. Sayre, MD, chair of the emergency cardiovascular care committee for the American Heart Association and co-author of the executive summary of the 2010 AHA guidelines for CPR and emergency cardiovascular care.

The old approach, he says, was causing delays in chest compressions, which are crucial for keeping the blood circulating.

The new guidelines may inspire more people to perform CPR, says Sayre, an associate professor of emergency medicine at Ohio State University, Columbus. "Mouth to mouth is hard if you're not trained," he tells WebMD. "Anybody can do chest compressions, whether they have had a class or not. Good chest compressions really help save lives. In many cases, there is a reserve of oxygen left in the patient's blood and lungs, from the last breath, and we can take advantage of that oxygen reserve and just do chest compressions."

How to Do the New CPR

Here is a step-by-step guide for the new CPR:

1. Call 911 or ask someone else to do so.
2. Try to get the person to respond; if he doesn't, roll the person on his or her back.
3. Start chest compressions. Place the heel of your hand on the center of the victim's chest. Put your other hand on top of the first with your fingers interlaced.
4. Press down so you compress the chest at least 2 inches in adults and children and 1.5 inches in infants. "One hundred times a minute or even a little faster is optimal," Sayre says. (That's about the same rhythm as the beat of the Bee Gee's song "Stayin' Alive.")
5. If you're been trained in CPR, you can now open the airway with a head tilt and chin lift.
6. Pinch closed the nose of the victim. Take a normal breath, cover the victim's mouth with yours to create an airtight seal, and then give two, one-second breaths as you watch for the chest to rise.
7. Continue compressions and breaths -- 30 compressions, two breaths -- until help arrives.

Poll: Fed Too Big

[Back to Table of Contents](#)



Wisdom of Age



[Back to Table of Contents](#)

Poll: Americans Believe Government Is Too Large

By Emily Long elong@govexec.com

Most Americans are critical of the federal government's size and scope, according to a *USA Today*/Gallup poll released this month.

The poll, conducted in September, asked nearly 1,000 Americans to rate their overall perception of government. When asked to describe the federal government in one word or phrase, 72 percent of those surveyed responded negatively, while just 10 percent reported positive associations, and 18 percent had neutral or mixed views. Respondents said government was "too big," "confused," "corrupt," "incompetent" and "broken."

"The federal government has a brand image problem," said Gallup Editor-in-Chief Frank Newport during a panel discussion to accompany the report's release.

The government must fix its image while also improving the services it provides to the public, Frank said. Survey respondents suggested firing elected officials, cutting spending and reducing government size, he noted.

Republican lawmakers this year have introduced several proposals to limit federal workforce growth and reduce government salaries, such as two-week employee furloughs, staffing caps and hiring freezes.

According to Norman Ornstein, resident scholar at the American Enterprise Institute for Public Policy Research, the size of the federal government actually has declined as contracting and outsourcing have increased. Privatization has not proved to reduce cost, however, he said.

"A serious amount of attention must be paid to those issues and whether reducing the number of people is the way to go," he said.

Analysts also suggested Congress bears the brunt of the public's negative perceptions. The legislative branch is the "epicenter of the problem," said William Galston, senior fellow at the Brookings Institution. People expect their government to be honest, competent and responsive to their needs, he added.

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The Wheelbarrow

The strong young man at the construction site was bragging that he could outdo anyone in a feat of strength. He made a special case of making fun of one of the older workmen. After several minutes, the older worker had had enough.

"Why don't you put your money where your mouth is," he said. "I will bet a week's wages that I can haul something in a wheelbarrow over to that outbuilding that you won't be able to wheel back."

"You're on, old man," the braggart replied. "Let's see what you got."

The old man reached out and grabbed the wheelbarrow by the handles. Then, nodding to the young man, he said, "All right. Get in."

ESAMS Corner

[Back to Table of Contents](#)

ESAMS Corner

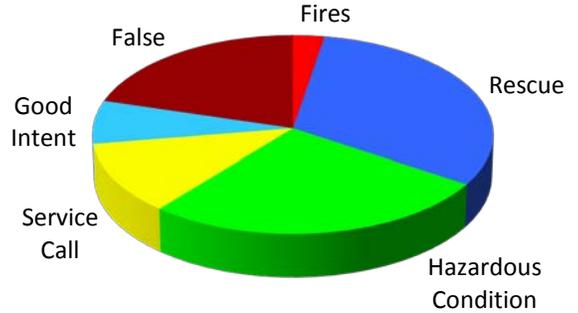
By Clarence Settle, ESAMS Fire Technical Support

September 2010 Statistics

Operations

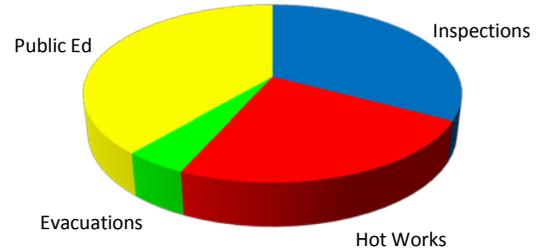
Total Incidents – 5,907

- ❖ Fires - 158
- ❖ Rescue & EMS – 1,850
- ❖ Hazardous – 1,572
- ❖ Service Call - 677
- ❖ Good Intent – 415
- ❖ False Alarm – 1,202



Prevention

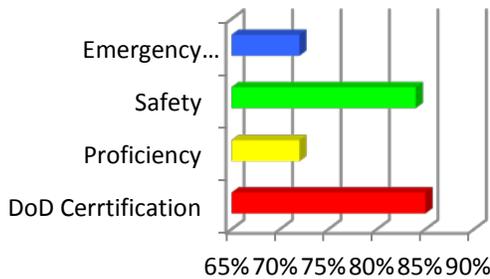
- Fire Inspection Completed – 3,820
- Hot Works Permits Issues – 2,786
- Building Evacuation Drills – 530
- Public Education – 4,518



Training

Fire Training Report Card:

	Percent Compliance
DoD Certification	85 %
Proficiency, Skills, and Practice	72%
Safety Training	84 %
Emergency Management	72 %



[Back to Table of Contents](#)

F&ES On Duty Mishaps Report

Mishaps Reported - 27
Total Lost Work Days – 71

Navy F&ES POCs

[Back to Table of Contents](#)



News Distribution

Job Links



Navy Fire & Emergency Services (N30)

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

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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.

Job Links

Interested in becoming a DoD firefighter? Follow these links;

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

Happy
HALLOWEEN

