



March 2004

Email the Editor

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What's Happening

Navy Fire & Emergency Services Newsletter

Protecting Those Who Defend America



From the Director, Bill Killen, CFO

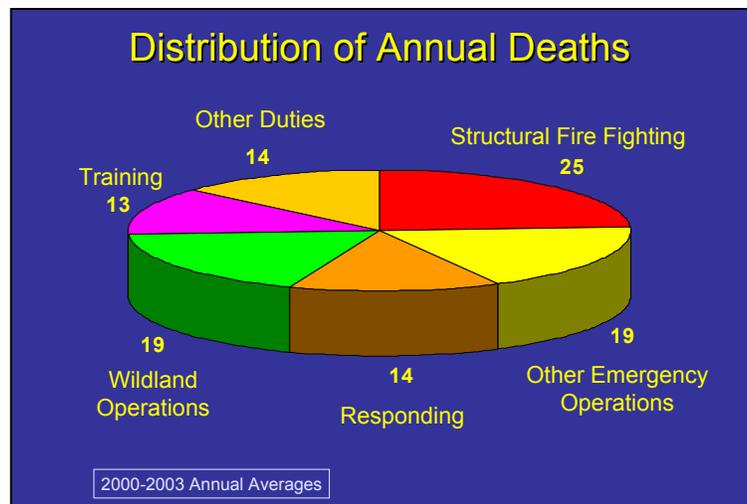
I attended the Firefighter Line of Duty Death Summit conducted by the National Fallen Firefighter Foundation in Tampa, FL 10-11 March. The purpose of the summit was to identify methodology and processes to reduce firefighter line of duty deaths by 50%. This summit was extremely beneficial to me as a member of the Defense Safety Oversight Council's Installations Task Force. The valuable information and networking opportunities will support the SECDEF initiative to reduce workplace injuries in DoD by 50%.

The Summit recommendations for preventing line-of-duty deaths focused on six major areas: structural firefighting; wildland firefighting; vehicle operations; firefighter health, wellness and fitness; training and general research; and fire prevention. The urgent need for a cultural change, whereby firefighter fatalities and injuries are never accepted as an inevitability was a common theme in all of the areas. Clearly, any strategy that reduces line of duty firefighter deaths also reduces workplace firefighter injuries.

The Navy F&ES office has initiated changes to the Program Compliance Assessment process to evaluate Navy Fire Departments to ensure there is a concerted effort and focus to reduce workplace injuries.

We must stress accountability and physical fitness activities and the preparation of your own plan to live and work safely.

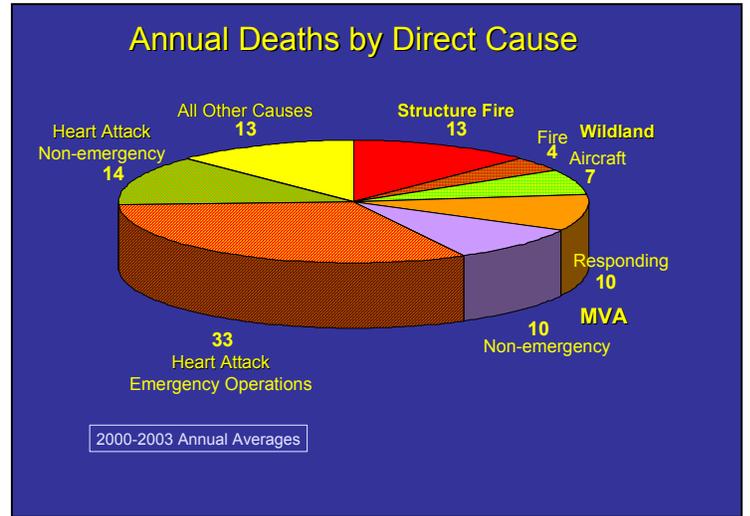
We will be studying DoD firefighter deaths and injuries as part of the DSOC processes and publish information and reports in future editions of the *"What's Happening"* newsletter.



From the Director (cont)

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In the meantime, conduct your own personal self-assessment of your eating habits. Personal responsibility for health and safety must be fostered at both personal and organizational levels throughout the fire service. These two slides show the distribution of annual firefighter deaths and annual deaths by direct cause.



V/r
Bill

NDW Rig Rehab

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Still Serving After Rehab - Naval District Washington



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Last Alarms

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Last Alarms

We did not receive notification of any Navy Fire Service deaths since our last newsletter (25 Feb 04). These line of duty deaths were reported by the USFA since we published our last issue:

Robert Griffin

Rank: Probationary Firefighter
Age: 38
Gender: Male
Volunteer Fire Department of Prospect (CT)
Date of Death: 03/13/2004

Mario F. Cunha

Rank: Fire Engineer
Age: 32
Gender: Male
Soledad Fire Department (CA)
Date of Death: 03/13/2004

Charles G. Brace

Rank: Battalion Chief
Age: 55
Gender: Male
Pittsburgh Fire Bureau (PA)
Date of Death: 03/13/2004

Barrie J. Niebergall

Rank: Driver Operator/Engineer
Age: 56
Gender: Male
Red, White and Blue Fire Department (CO)
Date of Death: 03/16/2004

Richard A. Stefanakis

Rank: Firefighter
Age: 51
Gender: Male
Pittsburgh Fire Bureau (PA)
Date of Death: 03/13/2004

Edward 'Eddie' Peters

Rank: Forest Ranger
Age: 40
Gender: Male
Florida Division of Forestry
Date of Death: 03/03/2004

Mark Miller

Rank: Firefighter
Age: 43
Gender: Male
Laconia Fire Department (NH)
Date of Death: 03/11/2004

Glenn "Galdo" Galderisi

Rank: Firefighter
Age: 53
Gender: Male
Pompton Falls Volunteer Fire Department No. 3 (NJ)
Date of Death: 02/04/2004

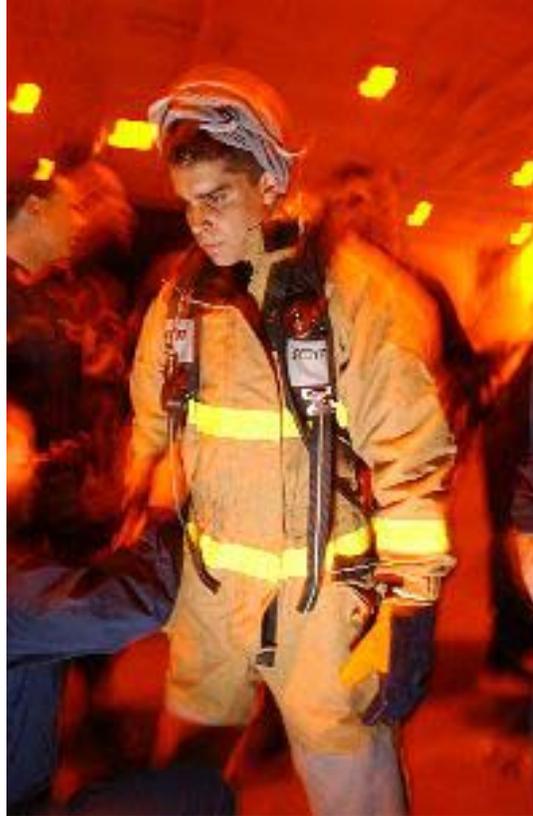
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Visit <http://www.usfa.fema.gov/applications/feedback/> to comment or for more information.

Shipboard Drill

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Shipboard Fire Drill



Atlantic Ocean (Jul. 28, 2003) -- Midshipman Daren McCulley dons a firefighting ensemble during a main space fire drill aboard USS Ronald Reagan (CVN 76). Midshipmen from the Naval Academy participated in a summer training cruise aboard the Navy's newest aircraft carrier. Reagan is currently underway off the coast of Virginia conducting Flight Deck Certifications. U.S. Navy photo by Photographer's Mate 2nd Class Chad McNeeley. (Photo Courtesy of All Hands Magazine)

RHAVE Tips



When you're running the RHAVE model on a building and you reach the *Water Demand* tab, use the following table to select the proper construction type.

RHAVE Water Demand Construction
 Wood Frame
 Ordinary
 Non-Combustible
 Fire Resistive

NFPA 220 Type of Construction
 Type IV or V
 Type III
 Type II
 Type I

You can find these "conversions" in the NFPA Handbook, 18th Edition on pages 7-14 through 7-17. We've alerted the program developers at RHAVE that the Heavy Timber construction type was not included in the program and they are looking for this to be addressed in future versions.

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Pay Raise Ordered

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Bush Issues Order Implementing Pay Raise

President Bush issued an executive order Wednesday officially implementing a 4.1 percent average pay raise for civilian federal employees in 2004.

Congress passed the raise in its 2004 omnibus appropriations bill, which Bush signed into law Jan. 23. The raise could not go into effect, however, until the president issued the executive order to implement it. Federal employees have been receiving a 2 percent pay raise in the first few months of 2004 based on a stopgap executive order Bush issued on Dec. 30, 2003.

Under Bush's order, 2.7 percent of the 2004 raise will go to an across-the-board salary increase and 1.4 percent will be devoted to locality pay.

In connection with the order, the Bush administration issued official pay tables showing how the raise would be implemented in various federal pay systems, and the rates of locality pay in metropolitan areas around the country.

Federal employees will still have to wait for individual agencies to adjust their pay systems to implement the raise. Last year, when there was a similar delay in implementing the raise, some employees didn't receive their full raises until the late spring.

Hampton Roads Accredited



Navy Regional Fire-Rescue Hampton Roads Earns Accreditation



Pictured L-R: Mark Chaney, Assistant Fire Chief; Captain Shawn B. Morrissey, Program Manager NRHR Public Safety; Fire Chief Robert Ridgeway, Chairman CFAI Commission; James Meagher, Fire Chief; Rear Admiral Stephen A. Turcotte, Commander, Navy Region Mid-Atlantic.

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Public Education Innovations

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The Busiest Engine Company In The Northeast Region

By Fire Chief Douglas J. Say, Subase Fire Department

The Submarine Base New London Fire Department located in Groton, CT more likely than not boasts the busiest “engine company” in Navy F&ES. This is an extremely unique apparatus serving as a critical element to the Fire Prevention program.



The team at Subase Fire, always striving to identify new methods to reach our customer base, developed the concept and design.

The split windshield is actually two televisions; one driven by a computer and the other by a VCR or DVD player. The power train behind the grill allows for easy access to the controls of the electronics. Siren was constructed as a two-piece unit for ease of transport; the top cab portion can be removed just below the windshield. Dedicated fire fighters applied the paint scheme and installed all wiring in-house. The backside was designed with cabinet type doors providing easy access for making the necessary electronic connections. Locking casters allow it to be rolled into place and act as the emergency brake. Siren is approximately 48 inches wide, 30 inches deep, and 60 inches tall. It was designed to fit through a normal 32 inch door opening and is wired to operate from a single 110 volt outlet.

Siren has “responded” wherever there is an outlet and enough space to accommodate its size – many times in foyers of office buildings, lobbies of barracks, the Base Galley, NEX, Navy Credit Union, Naval Hospital, Housing Office, Pass & ID, and Day Care Facilities

Siren’s company officer is Pluggie the Fire Hydrant and its’ DoD Certified Driver Operator, Pumper is Sparky. Pluggie, Sparky and the rest of the company (made up of the Fire Inspection Division), are well known by the Subase community. Assigning them to the Siren engine company, was an effort to capture the attention of our youth. The split windshield design enables Siren to run two simultaneous programs each tailored to reach the expected audience.

Members of the Department have developed many of the power point programs and video presentations. Some of the presentations are narrated or put to music, while others are off the shelf educational media.

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This multi media public fire education tool reaches a multitude of our community audience.

Public Education (cont)

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It was designed to minimize man-hours and be an extremely cost-effective means of getting the message out while reducing the risk of our community through education. The computer, VCR, & DVD players are set up to auto rewind or continuous play in an effort to reduce labor hours. Once set up, Siren remains on the scene virtually unmanned.



When the "alarm" is transmitted, the Fire Inspection Division can have Siren up and running in thirty minutes. Once it is operating the only maintenance required is when the programs need to be changed to reach another target audience.



The members of the Subbase Fire Department continue to increase the media library through program development and many hours of dedicated time, both on and off duty. Through their personal dedication, high energy, strive for excellence, and professionalism the Submarine Base Fire Department has gained the respect they deserve from our community and are recognized as a team that, when disaster strikes, may very well be their "Last Chance!"

A Senior Moment

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Two elderly gentlemen are talking after dinner, and one says: "Last night we went out to a new restaurant, and it was really great. I would recommend it very highly."

The other man says: "What's the name of the restaurant?"

The first man knits his brow in obvious concentration, and finally says to his companion: "Aahh, what is the name of that red flower you give to someone you love?"

His friend replies: "A carnation?"

"Nahhhh," growls the man. "You know - the one that is red and has thorns."

His friend says: "Do you mean a rose?"

"Yes! Thank you!" the first man says. He then turns toward the kitchen and yells: "Rose, what's the name of that restaurant we went to last night?"

You Are Not Alone

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Survey Finds Fire Chiefs Plagued by Budget Shortfalls

A Staff Report

News & Trends, Feb 25 2004

Reprinted with permission

According to the results of an electronic survey of members of the International Association of Fire Chiefs, budget and staffing shortfalls are the top problems facing fire chiefs in 2004, with more than 68% of responding fire officials citing budget and 58% citing staffing at the top of their problems this year.

“Fire departments around the nation are in trouble,” said IAFC President Chief Ernest Mitchell. “The IAFC’s survey reinforces the fact that fire departments don’t have enough money or people to do their jobs.”

Increasing demand for fire department services was the third most common problem cited by members (32%), followed by training needs (15%), equipment needs (10%); and personnel/labor relations issues (7%).

The IAFC sent the survey electronically to 7,377 members on Jan. 9. The brief survey asked fire chiefs what kind of fire department they led (career, volunteer, combination, mostly career or mostly volunteer) what problems they expected their department to face in 2004 as well as how the IAFC could help. Members responded on a Web-based questionnaire, providing electronic tabulation of results by a private third-party. Results of the report issued Tuesday were based on 863 responses received as of Jan. 14. See [the full survey results](#) on the IAFC Web site

Other highlights of the survey results include:

- Nearly every issue listed linked to budgets: participants cited the need to purchase new equipment, hire new fire fighters, conduct training exercises and expand their departments.
- Many fire departments must find alternative sources of revenue, including federal grants, to make up for tax cuts and shrinking budgets.
- Specific staffing issues cited were: recruiting and retaining personnel; hiring new fire fighters to replace retirees; a lack of funds to hire needed additional personnel; motivating and providing incentives for employees; layoffs at a time when demands for services are increasing; and meeting minimum staffing requirements for every day operations.
- Training needs included officer development, succession planning and specialized training needs (hazardous materials, weapons of mass destruction training, etc.) as well as a lack of time and money for training.

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You Are Not Alone (cont)

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- New demands for service included EMS calls (some respondents indicated that these calls make up the majority of their department's responsibilities) and new responsibilities regarding homeland security. Many departments noted that they lack the resources—particularly staffing and funding—to cover these new responsibilities.
- Some respondents indicated a need for new equipment, from basic replacement of apparatus and gear to the need for specialized equipment for technical rescue or homeland security response.
- Personnel issues, including labor relations and the need to hire more women and minorities, were listed as a significant concern in many departments.

The IAFC said the intent of the survey was not to obtain data for statistical or scientific purposes, but to obtain “a snapshot of the issues and challenges that fire service leaders expect to face in the coming year—and to determine how the association may address these issues for its members.”

For more information, visit www.iafc.org

Water & Ice Rescue Training

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Great Lakes Recertifies Water & Ice Rescue Teams

Photos provided by Fire Chief Dave Biondi





Federal Emergency Management Agency
United States Fire Administration
National Fire Data Center

Firefighter Fatalities

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Firefighter Fatalities

Each year in the United States and its protectorates, approximately 100 firefighters are killed while on duty and tens of thousands are injured. Although the number of firefighter fatalities has steadily decreased over the past 20 years, the incidence of firefighter fatalities per 100,000 incidents has actually risen over the last 5 years, with 1999 having the highest rate of firefighter fatalities per 100,000 incidents since 1978.

Introduction and Objectives

In the last decade, several high-profile incidents involving firefighter fatalities have brought national attention to the issue of firefighter mortality in the United States. While the attention from the national media has been fleeting, the awareness of the continued high level of fatalities has changed the fabric of the fire service and prompted many organizations and fire departments to initiate programs to protect firefighters. This analysis sought to identify trends in mortality and examine relationships among data elements. To this end, data were collected on firefighter fatalities between 1990 and 2000. (For further information, see the “Methodology” section or the Appendix.) Using this analysis, better targeted prevention strategies can be developed in keeping with the USFA’s goal to reduce firefighter deaths 25 percent by 2005. In contrast to the annual USFA firefighter fatality reports, this analysis allowed for comparisons over time to determine any changes in firefighter mortality, with a depth of scrutiny not present in earlier analyses. Ultimately, some forces and circumstances that lead to firefighter fatalities are simply beyond human control. However, through research, study, training, improved operations, development of new technologies, the appropriate use of staffing, and other factors, it should be possible to significantly reduce the number of firefighters killed each year.

Findings

Nature of Fatal Injury—The leading nature of fatal injuries to firefighters is heart attack (44 percent); trauma, including internal and head injuries, is the second leading type of fatal injury at 27 percent. Asphyxia and burns combined account for 20 percent of fatalities. More firefighters die from trauma than from asphyxiation and burns combined. Firefighters under the age of 35 are more likely to be killed by traumatic injuries¹ than they are to die of medical causes (e.g., heart attack, stroke). After age 35, the proportion of deaths due to traumatic injuries decreases, and the proportion of deaths due to medical causes rises steadily.

¹Traumatic injury means a wound or the condition of the body caused by external force, including injuries inflicted by bullets, explosives, sharp instruments, blunt objects or other physical blows, chemicals, electricity, climatic conditions, infectious diseases, radiation, and bacteria, but excluding stress and strain [Ref. 1]. 1

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Firefighter Fatalities (cont)

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Department of Homeland Security

Age—Approximately 60 percent of firefighter fatalities were over the age of 40 when they were killed, and one-third were over 50. Nationally, firefighters over the age of 40 comprise 46 percent of the fire service, with those over 50 accounting for only 16 percent of firefighters. Although older firefighters possess a wealth of invaluable knowledge and experience, they are killed while on duty at a rate disproportionate to their representation in the fire service. Also, these older firefighters tend to be affiliated with volunteer agencies. About 40 percent of volunteer firefighters are over the age of 50, compared to only 25 percent of career firefighters.

Affiliation—The majority of firefighter fatalities (57 percent) were members of local or municipal volunteer fire agencies (including combination departments, which are comprised of both career and volunteer personnel). Full-time career personnel account for 33 percent of firefighter fatalities; they comprise only approximately 26 percent of the American fire service. Numerically more volunteer firefighters are killed than career personnel, yet career personnel are killed at a rate disproportionate to their representation in the fire service.

Emergency Medical Services (EMS) Fatalities—In many fire departments, EMS calls account for between 50 and 80 percent of emergency call volume. These incidents result in only 3 percent of firefighter fatalities. Trauma (internal/head) accounts for the deaths of 50 percent of firefighters who were involved in EMS operations at the time of their fatal injury; another 38 percent involved in EMS operations died from heart attacks.

Type of Duty—Of those firefighters killed while en route to an incident, 85 percent were volunteers. For firefighters killed performing in-station duties, 69 percent were career personnel; the majority of those deaths were the result of heart attacks. These variations can be attributed to differences between career and volunteer agencies. Generally, unless they are on a call or other fire department business, career personnel are required to be in the fire station for the duration of their shift, which is generally between 10 and 24 hours long. As a result, volunteers are more likely than career firefighters to die while responding.

Motor Vehicle Collisions (MVCs)—Since 1984, MVCs have accounted for between 20 and 25 percent of firefighter fatalities annually. One quarter of firefighters who died in MVCs were killed in private/personally owned vehicles (POVs). Following POVs, the apparatus most often involved in fatal collisions were tankers, engines/pumpers, and airplanes. More firefighters are killed in tanker collisions than in engines and ladders combined. About 27 percent of fatalities killed in MVCs were ejected from the vehicle at the time of the collision; only 21 percent of firefighters were reportedly wearing their seatbelts prior to the collision. Most volunteer departments do not require personnel to stand by in the fire station; members are allowed to respond directly to incidents from their homes or workplaces, often in their POVs.

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Firefighter Fatalities (cont)

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Department of Homeland Security

As a result, volunteers are more likely than career firefighters to be killed in POV collisions. Moreover, they are more likely to be involved in collisions involving tankers, which are predominantly used in rural areas without hydrants or other readily available sources of water. Such areas are almost exclusively protected by volunteer fire departments.

Training—In the last decade, approximately 6 percent of firefighter fatalities occurred during training activities, a larger proportion than in the previous decade. Over time, the leading type of training activity resulting in fatalities has remained physical fitness, followed by equipment/apparatus drills and live fire exercises.

Multiple Firefighter Fatality Incidents—Between 1990 and 2000, 8 percent of fatal incidents involved the death of more than one firefighter; these incidents accounted for 18 percent of firefighter fatalities. About 14 percent of firefighters were killed in incidents that resulted in the deaths of two or three firefighters. Incidents involving the death of more than four firefighters are rare, and accounted for only 3 percent of fatalities. These findings represent an increase from an earlier USFA study that found that between 1982 and 1991, only 4 percent of incidents involved the death of more than one firefighter; those incidents accounted for 13 percent of firefighter fatalities. Approximately 90 percent of firefighters killed in multiple-fatality incidents die of traumatic injuries. In contrast, only 37 percent of those killed in single-fatality incidents die from traumatic injuries.

Prevention and Resources

Some circumstances that lead to the deaths of firefighters are simply beyond human control. Generally, however, most firefighter fatalities are the result of a chain of events, which, if detected early, has the potential to be broken and prevent many, or even most, fatalities. Prevention strategies discussed include increased emphasis on physical fitness, dietary changes, behavior modification, changes in operational strategies and tactics, and more stringent adherence to standard operating procedures (SOPs). Resources are available from a variety of federal, state, local, and private agencies. Information and contacts are included for specific programs designed for fire departments that experience a firefighter fatality and the firefighter's surviving family.

Why We Use Hose Bridges

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***A Picture is
Worth a
Thousand Words***

Hydrant Injures Firefighter

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Possible Defect in Mueller Fire Hydrants

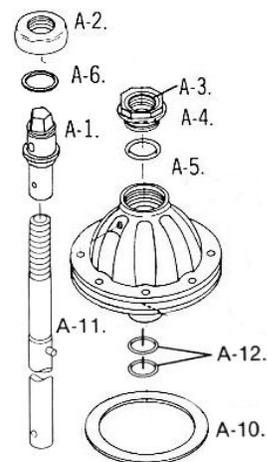
Public Works Center Norfolk

There is a potential problem with the Mueller brand hydrant. When closing the hydrant valve, the bonnet can unscrew. This can happen if the wrench being used to close the valve comes in contact with the bonnet. The bonnet is a left hand thread. There was an incident where a fire fighter was closing the valve and didn't notice the bonnet loosening at the same time. When the bonnet threads came to the end of the hydrant threads that hold it in, the water pressure suddenly lifted the valve stem. This action ejected the wrench the firefighter was using from the valve stem into his face. He received serious facial injuries.



PWC Norfolk employees have also reported the bonnet backing out when they have been using the hydrants. They have not reported any injuries.

PWC Norfolk is in the process of retrofitting all of the region's hydrants with a new valve stem that has a built-in flange to ensure the wrench being used can't contact the bonnet. In the mean time, this message needs to be sent to ALCON so that operators of Mueller hydrants will know to



ensure that the bonnet remains completely seated when operating the valve. It is also important to ensure operators use the proper valve wrench designed for this task. Pipe wrenches are not to be used on fire hydrants. Additionally, anyone intending to use hydrants to obtain water for any reason i.e., contractors for construction projects are required to contact PWC Utilities department for permission/instructions for using hydrants.

Further information can be obtained from Mr. Rodney Anderson, PWC Norfolk Water Distribution Engineer, 757-445-8558 X 349.

Axle Failure

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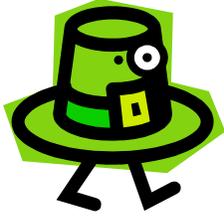
Axle Problem ??

From George Shinrock, CWO4, USMCR

The front axle broke at the city yard during a slow speed turn. This is a well-maintained reserve rig built and placed in service in 1983. The cause is under investigation. There was no sign of wear prior to this incident. We are very fortunate that this did not happen on a response.



NOT a Marine Corps vehicle, this is a Huntington Beach ladder



FEMA Course Catalog

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First Combined FEMA Training Catalog Goes On-Line; Print Version On The Way

WASHINGTON, D.C. - The Department of Homeland Security's Federal Emergency Management Agency (FEMA) has issued its first catalog combining courses for both the National Fire Academy (NFA) and Emergency Management Institute (EMI). The 272-page catalog for FY 2005 is available on-line immediately; paper copies will be available later this month.

The catalog includes a description of some 264 courses and the class schedule for NFA, as well as a description of courses at EMI. The schedule for EMI is posted on-line. This year marks the first time the two institutions have issued a joint catalog. Both training facilities are located at the National Emergency Training Center, in Emmitsburg, Md. The courses offered there range in length from three days to two weeks and are appropriate for all members of the emergency management and firefighting community. The catalog includes two courses being offered for the first time: Command and General Staff Functions in the Incident Command System and Partnering for Fire Defense and Emergency Services Planning.

"We are pleased to offer this combined catalog for the first time," said U.S. Fire Administrator R. David Paulison. "It speaks to the fact that in the world we face today, first responders from across the spectrum must have opportunities to hone their craft, improve their skills and share with each other technical approaches. We strongly encourage firefighters and emergency management officials to take advantage of these offerings."

The online catalog can be accessed at: www.usfa.fema.gov. Printed copies will be available after April 1. Printed copies can be ordered through the Web site at: www.usfa.fema.gov/applications/publications or by calling 1-800-561-3356.

The first semester application period opens May 1 and closes June 30, 2004. First semester includes classes scheduled October 1, 2004 through March 31, 2005. Application guidelines can be found in the catalog.

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FEMA

As you slide down the banisters of life may the splinters never point the wrong way.

- Irish Toast

Winter Operations

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Workin' In a Winter Wonderland!

Photos from Fire Chief Dave Biondi, NAVSTA Great Lakes



DoD Training Conference 2004

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Department of Defense Fire & Emergency Services Training Conference

August 11-18, 2004
New Orleans, LA

Curtis Bowling, from the Office of the Deputy Under Secretary of Defense for Installations and Environment, has endorsed the participation of fire and emergency services personnel in the 9th Department of Defense (DoD) Fire & Emergency Services Training Conference.

During the conference, each of the military DoD service components and the U.S. Coast Guard will have the opportunity to meet in a general session, have their own breakout sessions and if they choose, participate in Fire-Rescue International educational sessions and exhibits.

Visit www.iafc.org/conferences/dod/index.asp#dates for more details.

Humor

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Pitot Tube Failure

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Sparky

A group of children watched as a fire truck went by with the firehouse dog sitting in the front seat.

“They use the dog to keep back the crowd when they get to the fire,” said one.

“No,” said another. “They take the dog along for good luck.”

“You’re both wrong,” said a third. “*The dog’s job is to find the fire hydrant.*”

Pitot Tube Failure Injures Firefighter

By Ron Cooke, Safety Manager, NAS Key West

The firefighting crew picked up the rig from the shop and was going to run pump tests prior to placing the apparatus back into service. The setup utilized one 100-foot length of 3-inch hose to a master stream equipped with the new MFG Manufacturing Pitot Test tube (see figure 1).



After getting a draft from the water supply, they raised the pump pressure pausing at intervals of 20 PSI and checked the truck for leaks and/or unusual noises. After approximately a two-minute duration, a firefighter felt the device begin to slide and felt water

in his face and neck area from what he theorizes was the tube where the gauge (figure 2) was attached to the pitot tube.

Upon investigation, the crew discovered that the Pitot tube pressure gauge blew off the Pitot tube while under pressure causing the master stream to slide to the left resulting in a minor injury and a near miss.



Although the mishap was not serious in nature, it could have been catastrophic.

The manufacturer stated that similar incidents have occurred on hydrant kits but to his knowledge there have been no incidents with an apparatus flow kit. The two previous incidents were a result of either the device being dropped or a rock picked up during drafting operations causing structural failure inside the fitting.

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Reinforce training for fire fighters concerning the hazards that could be involved with pressurized equipment.

NIMS Approved

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**Homeland
Security**

DHS Approves National Incident Management System (NIMS)

(Washington, DC) Mar. 1, 2004 - U. S. Department of Homeland Security Secretary Tom Ridge today announced approval of the National Incident Management System (NIMS), the Nation's first standardized management plan that creates a unified chain of command for Federal, state, and local lines of government for incident response. "NIMS gives all of our Nation's responders the same framework for incident management and fully puts into practice the concept of, one mission, one team, one fight," Ridge said.

"I recognize the efforts of the dedicated professionals from state and local governments, law enforcement, the fire and emergency management communities, emergency medical services, tribal associations, public health, the private sector, public works, and non-governmental organizations across America who teamed together in a collaborative effort to create NIMS," Ridge said. "This unique system provides all of our Nation's first-responders and authorities with the same foundation for incident management, in terrorist attacks, natural disasters, and other emergencies. From our Nation to our neighborhoods, America is safer."

NIMS strengthens America's response capabilities by identifying and integrating core elements and best practices for all responders and incident managers. Through a balance between flexibility and standardization, and use of common doctrine, terminology, concepts, principles, and processes, execution during a real incident will be consistent and seamless. Responders will be able to focus more on response, instead of organizing the response, and teamwork and assignments among all authorities will be clearly enhanced. Key elements and features of NIMS include:

Incident Command System (ICS). NIMS outlines a standard incident management organization called ICS that establishes five functional areas – command, operations, planning, logistics, and finance/administration – for management of all major incidents. To ensure further coordination and during incidents involving multiple jurisdictions or agencies, the principle of unified command has been universally incorporated into NIMS. This unified command not only coordinates the efforts of many jurisdictions, but provides for and assures joint decisions on objectives, strategies, plans, priorities, and public communications.

Preparedness. Responder readiness to manage and conduct incident actions is significantly enhanced if professionals have worked together before an incident. NIMS recognizes this and defines advance preparedness measures such as planning, training, exercises, qualification and certification, equipment acquisition and certification, and publication management. Preparedness also incorporates mitigation activities such as public education, enforcement of building standards and codes, and preventive measures to deter or lessen the loss of life or property.

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NIMS Approved (cont)

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Communications and Information Management. Standardized communications during an incident are essential and NIMS prescribes interoperable communications systems for both incident and information management. Responders and managers across all agencies and jurisdictions must have a common operating picture for a more efficient and effective incident response

Joint Information System (JIS). NIMS organizational measures further enhance the public communication effort. The Joint Information System provides the public with timely and accurate incident information and unified public messages. This system employs Joint Information Centers and brings incident communicators together during an incident to develop, coordinate, and deliver a unified message. This will ensure that Federal, state, tribal, and local levels of government are releasing the same information during an incident

NIMS Integration Center (NIC). To ensure that NIMS remains an accurate and effective management tool, the NIMS NIC will be established by the Secretary of Homeland Security to assess proposed changes to NIMS, capture and evaluate lessons learned, and employ best practices. The NIC will provide strategic direction and oversight of the NIMS, supporting both routine maintenance and continuous refinement of the system and its components over the long term. The NIC will develop and facilitate national standards for NIMS education and training, first responder communications and equipment, typing of resources, qualification and credentialing of incident management and responder personnel, and standardization of equipment maintenance and resources. The NIC will continue to use the collaborative process of Federal, state, tribal, local, multi-discipline and private authorities to assess prospective changes and assure continuity and accuracy.

The completion of NIMS follows the October 2003 nationwide deployment of the Initial National Response Plan (INRP) which represented the first step in aligning incident management response and actions between all Federal, state, tribal, local, and private communities. A final National Response Plan is under development and will eventually replace the INRP, while NIMS will continue to provide the Nation's doctrinal guidance for incident management for acts of terrorism, natural disasters, and other emergencies.

NIMS is available at www.DHS.gov

"To command is to serve, nothing more and nothing less."
-*André Malraux, Man's Hope*

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Hybrid Automobiles

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Electric & Hybrid Vehicle Hazards

New fuel or engine technologies, such as powerful electric batteries used in electric and hybrid vehicles, pose unexpected risks to law enforcement and other first responders. A firefighter from Montgomery County, Maryland, noticed something strange recently when he approached a wrecked car. The engine appeared to be off and the injured driver had her foot on the brake. The firefighter was unaware that the engine was still running on silent electric power and could have surged forward, hitting rescuers or bystanders. The car was a



On Toyota and Honda hybrid vehicles, the high-voltage wires and cables are orange, covered with orange plastic shielding or orange tape. Never casually handle any orange wiring or the orange components connected to it!

Toyota Prius, a gasoline-electric hybrid vehicle that uses battery power at low speeds. These hybrid vehicles are completely silent when stopped or at low speeds. In addition to running silently, the battery in a hybrid packs

enough voltage to kill a person-- more than 500 volts in the 2004 Prius, compared with 12 volts in the standard car battery. In the Prius, the battery is in an unexpected spot, behind the rear seat. Both Toyota and Honda, the only companies currently selling hybrids, win high praise from rescue workers for marking high-voltage parts with attention-grabbing blaze orange and for engineering their cars with safety in mind. For instance, the powerful batteries are not grounded to the frame, so there is little danger simply touching a wrecked car could electrocute someone.



Other vehicle manufacturers will soon be entering the market of hybrid vehicles. For example, Lexus has scheduled the release of a hybrid RX330 SUV later this year. It is important that all personnel who may come into contact with a hybrid vehicle are aware of these dangers and take appropriate precautions. Take a few minutes to examine the vehicles you approach to determine if it is an electric or hybrid vehicle. Be cognizant of the high voltage and use caution around the cables and battery.

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"I know that every good and excellent thing in the world stands on the razor-edge of danger and must be fought for..."

- Thornton Wilder

FCC Ready to Revoke Licenses

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FCC Ready to Cancel 300,000 Radio Licenses

IAFC News Alert

Fairfax, VA., March 2, 2004... The Federal Communications Commission's Wireless Telecommunications Bureau (WTB) has been conducting an audit of the construction and operational status of Private Land Mobile Radio stations. The audit includes public safety radio licenses operating below 800 MHz. **The FCC has now announced that it will proceed with the cancellation of licensees who have not responded to the audit.**

Public safety agencies that face loss of their FCC license fall into two categories, undeliverable and non-responsive. If the FCC audit letter was undeliverable, you have until March 27, 2004 to notify the FCC that your radio system is still in operation to avoid license cancellation. The FCC will begin a final round of audit mailings on Friday, February 27, 2004, for those agencies that fall into the non-responsive category. If a response to the latest audit letter is not received by the FCC by March 31, 2004 the license will cancel automatically.

About the Audit

FCC rules require construction within a specified time and require that stations remain operational in order for the FCC license to remain valid. When a licensee fails to construct its authorized facilities within the requisite construction period or discontinues operation for a period of one year, the license cancels automatically.

The WTB initially sent audit letters to licensees over a six-month period from August 2001 to January 2002. The initial mailing generated a 73 percent response rate. In order to generate a higher response rate, the bureau updated addresses and sent a second letter in April and May of 2002. As of February 2004, the response rate has reached 96 percent.

What to Do

Complete information on the FCC's license audit is available at <http://wireless.fcc.gov/licensing/audits/plmrs/index.html>. The page contains information on the audit and easy to use tools that will allow you to determine if your license is at risk, and if it is, how to notify the FCC of your license status.

After accessing the page, you can follow two paths to determine the status of your license. The first is a search by call sign. Under '*Process*,' click on the '*search for your call sign(s)*' hypertext. In the '*License Audit Search*' area enter the call sign(s) for your radio system and click enter. When the information is displayed click on '*Licensee Name*.' If you have already responded to the audit you will see '*Buildout Completed*' under '*Response*' along with the date the FCC letter was sent and the date your agency replied. No further action is required; your license is current. If your search results in a listing of the '*Licensee Name*' and a list of dates when letters were sent by the FCC you must act immediately to notify the FCC of your license status.

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FCC Ready to Revoke Licenses (cont)

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Operations-NWS Earle

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Can't Remember Your Call Sign?

You can also search by your state or territory. Scroll to the bottom of the Web page to '*Audit Progress and Results.*' Click on the '*List of Licensees who have not responded to the mailed audit letters.*' Scroll down to the '*Nonresponses by State/Territory,*' find your state or territory and then click on '*public safety.*' You can review all public safety licenses in your state or territory that have not responded. This listing will also tell you if your audit letter was undeliverable or your agency was non-responsive.

How to Notify the FCC

You may download response forms from the Web site in either a PDF or Word format, complete the form, and fax to: 717/338-2696. You may also mail response forms to:

FCC, 2001 PLMR Spectrum Audit Responses
1270 Fairfield Road
Gettysburg, PA 17325

Once you have submitted the form, you should check the Web site daily to make sure that your records have been updated.

Structure Fire – Colts Neck Township

By Fire Chief Auggie Calcado, NWS Earle

On 13 March 2004, at 1705 hours, the Earle Fire & Emergency Services was dispatched mutual aid to Rt. 537 in Colts Neck Twp. for a structure fire. Upon arrival, the crew encountered a large structure with heavy fire. Assistant Chief McLaughlin established command with Colts Neck Fire



Chief. Unit 94-90 under the command of Acting Captain Jeffrey Fowler positioned the apparatus in front of the building. Captain Fowler and Firefighter Moyer immediately advanced a 1 ¾" hand-line to the second floor while Firefighter Denucci (Driver/Operator) began setting the ladder for ventilation/master stream operations.

Unit 94-95 (3000 Gallon Water Tender) driven by Firefighter Bullock immediately connected to a 5" supply line that was dropped approximately 2000 feet from the structure and began to supply water to the fire apparatus on the scene.

Acting Captain Fowler and Firefighter Moyer made their way to the second floor and began fighting the fire but were quickly overcome by the volume of fire they encountered and had to back out as it started to quickly overcome them.

Operations-NWS Earle (cont)

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Unit 94-95 became the nurse tanker for the water shuttle that eventually pumped an estimated 1.1 million gallons of water. (Water tankers had to shuttle water to the site since there are no fire hydrants in this rural section of Colts Neck). Master stream operations began when ladder trucks arrived and the water supply became established. Fire Departments from three counties (Monmouth, Middlesex and Ocean) responded to assist extinguishing of this fire.

The 30,000 sq. ft house is valued between \$30-40 million and suffered extensive damaged. NWS Earle Firefighters assisted the Colts Neck Fire Department at the scene for three additional days.



NFA Catalog

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National Fire Academy



U.S. Fire Administration

2004-2005 Training Catalog

Catalog of Courses for the National Fire Academy and the Emergency Management Institute

<http://www.usfa.fema.gov/applications/publications/display.cfm?id=424>

Navy Awards

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Awards Reminder

The 2003 Navy Fire & Emergency Services (F&ES) awards annually recognize the most outstanding Navy Fire Department, Military and Civilian Fire Fighter, Military and Civilian Fire Officer, and individual or group fire fighter Acts of Heroism. All Navy Fire Departments are encouraged to participate in the annual awards program. One Navy winner will be selected in each category and will automatically become the Navy nominee to compete for the DoD awards. All Navy shore installations, ships and squadrons are eligible to submit nominations for the Navy awards. The awards recognize accomplishments of the proceeding calendar year (1 January through 31 December).

Nomination packages are due to Director, Navy F&ES NLT 15 April 2004 !

Contact Carl Glover for additional information (202-685-6861 or carl.glover@navy.mil).

Awards Misc

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Benjamin Franklin Fire Service Award for Valor (sponsored by IAFC and Motorola)

To be awarded at Fire-Rescue International,
Aug. 12-15, 2004, New Orleans, LA.

- Special presentation ceremony
- Round-trip airfare for winner, nominating chief and spouses
- First-class accommodations
- Limited-edition medal
- VIP reception and dinner

The Benjamin Franklin Fire Service Award for Valor is the IAFC's highest honor. A trip to Fire-Rescue International in New Orleans, LA, first-class hotel accommodations, a special award presentation ceremony, a dinner with IAFC and Motorola leaders and a limited edition medal are just some of the winner's rewards for heroism and service above-and-beyond the call of duty.

Candidate must be nominated by his or her chief for an incident in which the candidate saved a human life within the previous year. All fire fighters are eligible—paid or volunteer, on or off-duty. The award is typically presented for extraordinary lifesaving heroism. Nominations are evaluated on points such as personal effort and use of available staff, equipment and safety. Nomination forms are available from IAFC.

DEADLINE: June 30, 2004

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Awards Misc (cont)

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Fire Service Award for Excellence (sponsored by IAFC and U.S. Safety & Engineering)

To be awarded at Fire-Rescue International, Aug. 12-15, 2004, New Orleans, LA.

- Special presentation ceremony
- Limited-edition plaques

This award recognizes innovation and achievement in managing resources to reduce the loss of life and property from fire and other emergencies. Previous candidates have nominated programs in nearly every conceivable program area: management, fire prevention, personnel accountability systems and minority hiring practices, to name a few.

Nomination requires an abstract describing the project or program. Candidates are encouraged to complete all forms carefully and concisely. Emphasis is on innovation and success in managing fire service resources. The program, project or activity must have been in place for at least one year.

DEADLINE: June 25, 2004

To receive an awards nomination packet, fax your request to IAFC

Attn: Awards, 703/273-9363

Questions? Call Mary Marshall at 703/273-9815, ext. 307

The brochure said, "Swim with the dolphins!" So Chip figured he was just being a little paranoid and swam in for a closer look.

Paranoia

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Safety Near Miss

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Near Miss - Navy Fire Department

Statement of Near Miss:

On 20 Feb 2004, at 0830, a civilian firefighter serving as a backing guide was nearly hit by the truck he was directing, a 1990 Pierce Arrow, fire pump truck. The firefighter was directing the truck into the fire station from approximately 20 ft behind the truck. The operator depressed the accelerator and it became stuck. As a result of the stuck accelerator, the vehicle rapidly accelerated. The vehicle operator was able to stop the vehicle before it contacted either the firefighter or the building thus resulting in the near miss.

Vehicle was placed out-of-service and repairs were made to the throttle cable and bracket assembly. Total cost was approximately \$30.00 for labor only.

Fire Prevention Materials

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Fire Prevention Materials

By Steven Robertson, Fire Inspector, NAS Whiting Field

Many fire departments have difficulty obtaining fire prevention hand-out materials. As the cost of these materials continues to rise, they often fall victim to budget controls. NAS Whiting Field has found the materials from FEMA very helpful. FEMA has a large selection of handouts, videos, newspaper slicks (psa's), audio psa's for radio stations, and videos for local cable stations ... along with reports on major fires from around the world. FEMA limits request to certain quantities depending on the item requested, however, these free items can provide a boost to your fire prevention programs. The FEMA Web Site is:

<http://www.usfa.fema.gov/applications/publications>

Shuttle Rescue

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Shuttle Rescue Drill



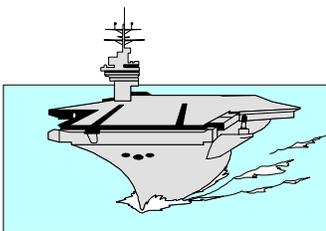
Naval Station Rota Spain (Nov. 20, 2003) -- Members of the Space Shuttle Medical Support Team transport Hospital Corpsman 3rd Class Johnny Stewart to the treatment area after extrication from a C-12 Huron representing the space shuttle Atlantis during a NASA drill held aboard Naval Station Rota, Spain. U.S. Navy photo by Journalist 2nd Class Tina Villalobos.

OSHA Files

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USS Enterprise Drill



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From the OSHA Files

The below OSHA citations are actual citations issued to fire departments. These were not from any Navy Fire Departments, but these citations can be used as a learning tool for our departments. Please read the citations ... then evaluate your department, to determine if this type situation could occur in your fire department.

Citation 1.6b: Type of Violation: *SERIOUS*

29 CFR 1910.134(c)(1)(vi): The written respiratory protection program did not include worksite specific procedures to ensure adequate air quality, quantity, and flow of breathing air for atmosphere-supplying respirators.

Citation 1.6c: Type of Violation: *SERIOUS*

29 CFR 1910.134(c)(1)(vii): The written respirator protection program did not include training of employees in the respiratory hazards to which they are potentially exposed during routine and emergency situations.

Citation 1.6da: Type of Violation: *SERIOUS*

29 CFR 1910.134(c)(1)(viii): The written respiratory protection program did not include training of employees in the proper use of respirators, including putting on and removing them, any limitations on their use, and their maintenance.

Don't Let This Happen in Your Fire Department !!



Arabian Gulf (Nov. 25, 2003) --
A Sailor assigned to Repair Locker One Foxtrot aboard USS Enterprise (CVN 65) moves an Aqueous Film-Forming Foam (AFFF) hose through a passageway towards the ship's fantail. Enterprise is conducting General Quarters training, which trains the ship's crew in different fire fighting scenarios. U.S. Navy photo by Photographer's Mate Airman Milosz Reterski.

Life Saving Awards

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Navy Fire & Emergency Services Life Saving Awards

These award certificates recognize the efforts of Navy firefighters involved with incidents where the firefighter first responder actions actually made the difference between life and death of the patient, i.e., CPR, AED, serious injury, severe electrical shocks, drowning, etc.

Submit individuals based on actual performance at the incident ... the awards are to recognize the individuals who had hands-on contact with the patient. Not normally awarded to the IC, dispatcher, or apparatus driver who stays with apparatus. However, any firefighter who was instrumental (Fire Chief's opinion) in the event and played a significant role will be considered. It is not uncommon to recognize a crew of three or four working as a team.

Nominations normally include, a brief note from the Fire Chief providing some incident details to include: date, time, location, patient status (mil/civ), age, incident location, activity at time of incident, firefighter actions (brief), and outcome of the patient. Send an electronic format photo of the department patch, incident operations (not the patient), and or photos of firefighter involved if possible.

Submit nominations in a timely manner (normally within 30 days of the incident) to Carl Glover (202-685-6861) carl.glover@navy.mil

Trivia Winner

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Oops, We Gave You the Answer But Forgot to Give Credit to the Winner!

The January 2004 EMS Trivia Winner is Timothy J. Lang, Assistant Fire Chief, Navy Lakehurst Fire & Emergency Services. Chief Lang, you are entitled to a free cup of coffee and all the war stories you can bear next time you're in Washington, DC. Good job and thanks for participating!

This is not meant to last.....this is for right now.
- Trent Reznor

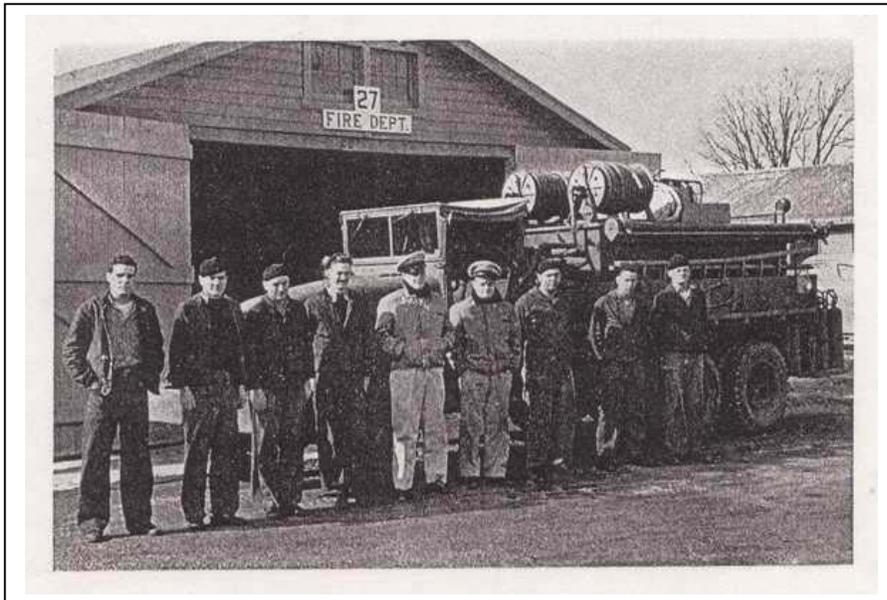
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Firehouse Trivia

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Can You Identify This Navy Fire Department?



Submit your answer or guess to the editor: ricky.brockman@navy.mil
Answer in April's *What's Happening*.

Hint: a pair of psychologists - les Français lècher

Navy F&ES POCs

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HAPPY ST. PATRICK'S DAY



Newsletter Distribution

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Navy Fire & Emergency Services

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Washington Navy Yard, D.C. 20374
Fax: 202-685-6862 DSN Prefix: 325

Director

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Newsletter Distribution: If you would like to receive this newsletter automatically, send a request to ricky.brockman@navy.mil to be added to the *What's Happening* distribution list.