CNIC Communication

What's Happening

Navy Fire and Emergency Services Newsletter

Protecting Those Who Defend America

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A Thanksgiving Message

The two top Defense Department leaders expressed gratitude for the efforts of service members and their families and called on the nation to remember those serving this Thanksgiving.

“Let us give thanks for them and for the difficult job they do. Let us also remember their families, whom we join in watching and praying for their safe return,” Defense Secretary Robert M. Gates’ Thanksgiving Day message reads.

In the message, Gates said that the thousands of soldiers, sailors, airmen and Marines stationed around the world risk their lives to keep safe the blessings we enjoy.

“Let us give thanks for them and for the difficult job they do. Let us also remember their families, whom we join in watching and praying for their safe return,” Gates said. “To the men and women of the United States armed forces, wherever you are – with your loved ones at home or deployed overseas – know that your vigilance, your strength, and your sacrifice are deeply appreciated by your countrymen. Know that Americans will be thinking about you as they gather around the Thanksgiving table.”

Navy Adm. Michael G. Mullen, chairman of the Joint Chiefs of Staff, expressed similar gratitude for families’ service in a message marking National Military Families Appreciation Week, which kicks off on Thanksgiving Day.

“A great measure of our nation's strength is the support our soldiers, sailors, Marines, airmen (and) Coast Guardsmen receive from our families. None of us could do it without them. They serve every bit as we serve,” Mullen’s statement reads.

He also called on the nation this Thanksgiving to remember the sacrifices paid for the freedoms American’s enjoy.

“All across the United States this week, families will join together and give thanks for the blessings in their lives and the freedom to do so. Let us never forget how that freedom was won or how, by the courage and sacrifice of our men and women in uniform and their families, those freedoms have been preserved,” Mullen’s statement reads. “On behalf of my family and the Joint Chiefs of Staff, please accept my gratitude to you and your family this Thanksgiving.”

Last Alarms

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2008 Totals

♥ 46 (43%) 🚘 13 (12%)

♥ Indicates cardiac related death

🚘 Indicates vehicle accident related death

Last Alarms

To date, 107 deaths have been reported for 2008. The following line of duty deaths were reported since we published our last issue:

Wayne Brown ♥
Fire Police Officer
Age: 63
Bristol, RI

Roy Smith 🚘
Firefighter
Age: 17
McGaheysville, GA

Cecilia Turnbough
EMT/Firefighter Trainee
Age: 42
Dale City, VA

Jamel M. Sears ♥
Probationary Firefighter
Age: 33
New York, NY

John Clasby
Firefighter
Age: 45
Hull, MA

Walter P. Harris
Firefighter
Age: 38
Detroit, MI

Walter P. Harris
Firefighter
Age: 38
Detroit, MI

Leonard Riggins
Firefighter
Age: 52
St. Louis, MO

Michael D. Snowman ♥
Firefighter
Age: 49
Hartland, ME

Carol Irene Taylor ♥
Firefighter
Age: 41
Goldsboro, NC

Steve D. Kline ♥
Firefighter/Paramedic
Age: 37
Stone Park, IL

Robert J. Ryan, Jr.
Lieutenant
Age: 46
FDNY

Taking Care of Our Own Update

TAKING CARE OF OUR OWN

DEPARTMENT OF DEFENSE FIREFIGHTER SUPPORT NETWORK

Taking Care of Our Own

Check with your Fire Chief if you wish to make a leave donation. You can obtain more details on our web page at:
http://www.cni.navy.mil/Organization/Public_Safety.htm#fire

There are currently seven DoD firefighters in the Taking Care of Own program. Here is how they are doing so far:

		Hrs Donated	Point of Contact
William Bond	Aberdeen Proving Ground, MD	58	carol.ann.miller@us.army.mil
Ellis Pauly	Camp Lejeune, NC	No Report	Forest.Thomas@usmc.mil
Mark VanMeter	NSA Crane	No Report	Barry.Tedrow@navy.mil
William Brush	Navy Region Northwest	780	John.Arruda@navy.mil
Martin Galler	NAES Lakehurst, NJ	773	Richard.Strasser@navy.mil
Paul Phillips	NAB Little Creek, VA	31	Marc.J.Smith@navy.mil
Aaron Hunter	Fort Leonard Wood, MO	No Report	Robert.Odle@us.army.mil

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On the Job - Lakehurst

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Navy Firefighters Recognized for Rescue Efforts

From left to right Firefighter Shawn Viscardi, Fire Captain Ralph Marlow, Fire Captain Michael DelBarto and Battalion Chief Jack Conaty.

Navy Region, Mid-Atlantic Fire and Emergency Services Fire District #10 (Lakehurst) firefighters received three awards at the 2008 Valor Awards and Fireman's Memorial Service presented by the Ocean County Office of the Fire Marshal.

Captain Michael DelBarto and Firefighter Shawn Viscardi were recognized in the *Life Saving* category for rescuing victim of a structural fire in the Boro of Lakehurst. Captain DelBarto and Firefighter Viscardi rescued a victim found in the building's hallway and were instrumental in extinguishing the fire.

Chief Jack Conaty and Captain Ralph Marrlow were recognized in the *Gallantry* category for rescuing a victim who dislocated his shoulder when he was separated from his boat in the middle of Pickerel Lake, about 700 feet from shore. Captain Marrlow and Chief Conaty swam to the victim without floatation devices and brought him back to shore where Fire Department and EMS personnel treated and transported him to Community Medical Center.

Additionally, Navy Lakehurst Chief 3, Engine 51, Engine 31, Med 1 and Rescue 3 under the command of Assistant Fire Chief Lyon were recognized in the *Unit Citation* category for their efforts in the Pickerel Lake rescue.

A Firefighter and a Scholar

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New London Firefighter Earns Scholarships

Firefighter Chris Whipple of the Navy Region Mid-Atlantic F&ES Submarine Base New London in Groton, Connecticut demonstrated his commitment to higher education by earning three scholarships. He is the first recipient of the IAFC Federal & Military Fire Service Section scholarship, and was also chosen to receive the New London County Fire Chief Association Scholarship, as well as the Honor of the Father Larry Omit Scholarship.

Chris is attending Three Rivers Community College in Norwich, Connecticut in pursuit of an Associate of Applied Science degree in Fire Technology and Administration.

On the Job - Japan

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Japan Observes Fire Prevention Month

Commander U.S. Naval Forces Japan (CNFJ) designated October as "Fire Prevention Month" and conducted numerous training sessions, demonstrations, school visits, station tours and evacuation drills onboard CNFJ installations across Japan. Combined with an aggressive media campaign these events raised awareness of the importance of fire safety and prevention.

The events began with Commanding Officer proclamations at kick –off events, award ceremonies, and open houses attended by over 400 people and culminated with the 11th Annual CNFJ Fire Department Friendship Dinner hosted by Regional Fire Chief Russ Tarver. This celebrated event was attended by over 150 top fire & emergency service professionals and senior military officers from throughout Japan to include keynote speaker, ADM. J.D. Kelly, Commander Naval Forces Japan and Vice Commissioner Nobuyoshi ISHII, Japan Federal Disaster Management Agency.

CNFJ Regional Technical Services Chief Frank Montone believes that although public education is a year-round effort for each CNFJ Fire Prevention office, fire prevention month is a great opportunity to emphasize this training to the public. “CNFJ Regional Fire Department sets aside October each year to coincide with the anniversary of the Great Chicago Fire. We provide information about fire safety and the importance of preventing fires,” said Montone. "Cooking fires are the number one cause of house fires, and by promoting this theme, we can educate our folks and reduce these type of fires."

The CNFJ Fire Prevention Division taught residents how to prevent home fires during Fire Prevention Month campaign and focused on preventing all the leading causes of home fires: cooking, smoking materials, heating and electrical equipment. Sasebo Assistant Fire Chief of Prevention Moses Gibbs explained “We really want to emphasize that kitchens are the number one place where home fires start; most cooking fires occur because food is left cooking on the stove unattended”.

Fire evacuation drills were conducted for 5,100 residents at 26 nine-story Tower apartments and for over 2,000 students at 20 child development centers, elementary schools and high schools. Additionally, 3,900 personnel received training to include Prevention Smoke House education and earthquake simulator training. Other events included car extrication, fire engine static displays, hazmat equipment displays, mobile aircraft fire fighting trainer demonstrations, puppet shows and BBQ’s. One-of-a-kind “Kids Town Hall” briefings were held for high school kids and fire station tours were given to over 1,000 children from child development centers across the region.

The CNFJ Regional Fire Department viewed the month’s events as a big success and is pleased with the numbers of people who were able to participate and learn from the month-long training schedule. “While the number of home fires is an issue, the good news is that many are easily preventable when residents know what to do and take simple steps to increase their safety from fire,” said Kanto Plain Assistant Fire Chief of Prevention George Salcedo.

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On the Job - Korea

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Fire Prevention Month at Chinhae

CFAC Base Commander CDR William Weedon with the ROKN CNBC Fire Chief CDR Park Tae Yun enjoy the joint US-ROKN Open House.

The Commander Fleet Activities Chinhae (CFAC) Fire Department and the Republic of South Korea (ROK) Chinhae Naval Base Command Fire Department concluded the first Fire Prevention Month campaign in the City of Jinhae. Events included Public Fire Safety Education events for students of the DoD C.T. Joy Elementary School and the ROK Navy Chinhae Elementary and Middle School (1200 students) as well as "Practice Your Escape Plan" training for CFAC and ROK Chinhae Naval Base Command base housing residents.

The Fire Departments also talked to housing residents about preventing kitchen fires and conducted comprehensive fire safety inspections of all base housing units.

Station Chief Kim Tae Yang provides fire extinguisher training to US installation employees and spouses.

The campaign concluded with a joint US-ROKN Live Fire Drill hosted by the ROK Navy Fire Department and a Joint US-ROKN Fire Department Open House hosted by the CFAC Fire Department which showcased the equipment used by both fire departments.

The CFAC Fire Chief (DCC Ramir Pulido) and ROKN CNBC Fire Chief (CDR Park Tae Yun) also instituted a joint US-ROKN Health and Fitness Program in accordance with NFPA Standards. The first joint US-ROKN physical fitness assessment test for all firefighters will be conducted in December.

US and ROK Navy Fire Department personnel with the Commander Fleet Activities Chinhae Commanding Officer and Chief Staff Officer during the Fire Prevention Month Campaign Opening ceremony.

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On the Job - Corpus Christi

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Assistant Secretary of Navy Observes Fire Training

By John Morris, Fire Chief, NAS Corpus Christi

Assistant Secretary of the Navy (Installations and Environment) The Honorable B.J. Penn recently took time from a whirlwind tour and briefing schedule of area bases to observe firefighters participating in a Rescue Technician One course hosted at NAS Corpus Christi.

While there he saw a highline evolution as well as a pickoff of a simulated victim from a window by a firefighter. ASN Penn was impressed with the joint-training, the professionalism of the Navy F&ES and thanked us for our important contributions to the Navy.

Training spanned two separate weeks, as training was interrupted by Hurricane Ike, resulting in an evacuation of the instructors, with the "hope" that we would be in position to reschedule after the hurricane assuming we still had a base to return to. Luckily this storm made a last minute course correction sparing us from the devastation delivered to the Galveston and Houston area.

As the storm was days away, the first week's class ran long each day to maximize the training opportunity with heavy machinery rescue, vehicle extrication, heavy lifting and initial rope work prior to expected evacuation of non-essential personnel. Upon return all participants and instructors from Bucks County reviewed the first weeks training, and quickly dove into the technical rope skills, again working long days that brought it all together. The final two days were spent on skills testing to ensure mastery of necessary skills.

This training once again brings together area firefighters in a joint training environment, and better prepares them for complex rescue operations that easily could bring them together in a real-world event. During this same week, the MAFTD was deployed to NAS Kingsville 60 miles to the south providing NATOPS required day and nighttime live fire training to their firefighters.

Both Chief John Morris of NAS Corpus Christi and Chief Tony Athans of NAVSTA Ingleside praised both the instructors and the dedicated and motivated firefighters from both bases as they worked closely together to master new skills.

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On the Job - Charleston

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HazMat Drill in Charleston

Sailors, firefighters and emergency personnel were given a chance to showcase their abilities and training in a base-wide hazardous material drill. HAZMAT '08 was conducted by Naval Weapons Station's own Installation Training Team (ITT) led by CDR Gary Martin, NWS Charleston's Executive Officer, and evaluated by the Navy's Regional Training Team (RTT) from Commander Region Southeast in Jacksonville, FL.

This was the first time the Weapons Station's ITT was evaluated by an external organization since it was created less than a year ago. Every year the ITT is required to conduct four base-wide exercises which include a hurricane exercise, a base security and force protection exercise, and two other base-wide drills, one of which has to be observed by an external organization.

Even though this exercise was labeled a hazardous material drill, the scenario also included a terrorist element, which added to the complexity and scope of the emergency response. In this particular scenario, there was a gasoline tanker truck that was leaking gas and after further inspection appeared abandoned between two buildings with a bomb strapped to its side.

Fire Captain Paul Wilkins' crew was the first on the scene. "I was very impressed with my crew. They were effective at assessing the scenario and responded with clear and level headed actions just as they were trained to do," said Wilkins.

"Because this drill had multiple elements, it really gave us an opportunity to work with and coordinate with people who we do not normally interact with. Strengthening those lines of communication is essential for a large coordinated response," said Assistant Fire Chief Milton Pollard.

During the four hour long exercise, the on-scene teams and the EOC communicated effectively to ensure all safety and environmental concerns were addressed and resolved in a reasonable amount of time. At the end of the exercise, the RTT debriefed the ITT and the emergency response workers.

A primary purpose of exercises like HAZMAT 08 is to strengthen, organize, and coordinate our response actions. "There are three phases to effective response: prepare, respond, and recover. All three of these phases were exercised to some degree during HAZMAT 08," said Rick Dangerfield, Director of Safety and Emergency Management. "This was our first ITT coordinated exercise and we will only get better as we continue to plan, organize, train, equip, exercise, evaluate and improve."

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On the Job- Midwest

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Midwest Receives New Trainer

By Mark Chaney, Navy Region Midwest Fire Chief

Navy Region Midwest Fire & Emergency Services (NRMW F&ES) took delivery of a self-contained breathing apparatus mobile trainer (SCBAT) manufactured by Kidde. The mobile trainer is an important addition to the NRMW F&ES training program. The three levels of mazes can be altered to ensure the firefighters are challenged during the training exercises. Firefighter safety is paramount, and the SCBAT has several mechanisms to shut down the trainer and egress any firefighter in distress. The trainer will help firefighters fine-tune their search and rescue techniques while building confidence in the SCBA equipment. The trainer The SCBAT will spend the next month in NAVSTA Great Lakes, and then be moved to NSA Crane and NSA Midsouth.

Brotherhood

Solidarity at NAS China Lake

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In a gesture of unity and support, members of the China Lake Navy Fire Department shaved their heads to support one of their own who is dealing with medical treatment associated with breast cancer.

On the Scene

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Responding To Scenes of Violence

By Lt. Steven C. Hamilton, Fire Prevention & Protection Division, Ft Jackson, SC

The fire service today does not provide yesterdays services. Hazardous materials, technical rescue, and emergency medical services comprise most of our run statistics over structural firefighting. Within that, EMS is the largest component for most jurisdictions. Whether your agency provides transport or first response it is essential that organizations train their personnel to operate safely in these environments. Take any new firefighter who has completed Firefighter I and ask them if they would conduct a search of a building with fire blowing out of every window and a partial collapse of the roof. All answers should equate to a "Hell No!" This is largely in part to how we train our personnel to recognize the hazards and make an informed decision on the proper actions to follow. Now, let us examine the following scenario. You respond to a residence for a report of a suicide attempt with no further information other than the individual lacerated their wrists. When your department arrives on the scene do you and your personnel:

Attempt to make contact with the occupant(s) and render aid or stage your apparatus a block away and await the arrival of law enforcement officers to deem the scene safe? Can the scene be hazardous and are there indications from the dispatch information that this is a scene of violence?

Look at the average fully equipped firefighting ensemble. Notice that a firefighter is provided with the proper protection to face the hazards they may encounter during any given shift. Now, pay close attention to an average uniformed police officer. A law enforcement officer is outfitted with a bullet proof vest, gun, pepper spray, taser, night stick, and hand cuffs. He or she uses this equipment to combat any hazards or threats during their tour of duty. Do you notice a vast difference between the two? In my department, on occasion, we have to chase a patrolman or two out of a building during a smoke investigation because they do not have the proper PPE to protect them from the hazards they may encounter. Who chases us out of a residence when the scene becomes or was violent?

We are going to examine how to identify scenes that are, were, or potentially could become violent. This article will also identify response considerations, situational awareness, minimizing threats, and calling for help.

What is a scene of violence?

Any medical emergency incident that resulted in the actual or attempted willful harm of ones self or another is a scene of violence. This includes suicide attempts. Just because an individual has decided to leave this world by their own hand does not mean that they will only harm themselves when encountered by emergency workers, loved ones, and bystanders. Most individuals who decide to commit suicide do so with a well thought out plan of action. As this plan begins to unfold any deviation can result in the individual becoming violent. You, as the emergency responder, represent that deviation.

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You are there to counteract the results of their actions. This might not be taken lightly from this patient and that frustration could be directed toward you.

Domestic violence incidents pose a significant threat to responders. They occur all over the nation and they are not prejudice to jurisdiction. All of us have responded to some sort of domestic incident. These are the most dangerous incidents that we can encounter. This is due to the nature in which the incidents are reported. Responders can be called to homes for fall victims, lacerations, difficulty breathing, or a number of other categories that later become identified as domestic violence. This type of response also has the most potential for becoming violent again. Have you ever seen a husband beat the tar out of his wife on the TV show COPS? As soon as the officers put the cuffs on the husband the still bleeding wife starts assaulting the responders yelling, "Don't take him to Jail. I love him!" This type of response can be attributed to the victim fearing reprisal from their spouse. In some cases the attacker is the only or main financial contributor in the household and the victim can be afraid of paying the bills or putting food on the table. Use caution and remember that the victim can become the aggressor.

Other scenes of violence are "no brainers." Psychological patients, gunshot wounds, stabbings, and assaults will immediately send up red flags. Most of these incidents produce a trained response derived from departmental procedures and experience. Stage one block away, await law enforcement, and do not proceed until the scene is rendered safe, right?

Response Considerations

There are precautions that you should consider and put into practice. Get into the habit of reducing your response by turning off your lights and sirens as you get near the scene. You may, based on how long the police response may be, proceed to the scene in a non-emergent mode. There is no point in rushing to wait. I went to an incident with my old New York department where a patient with psychological issues began screaming and throwing things at the Sheriff's deputies every time she heard a siren wale. We discovered this when we arrived on scene, with a deputy yelling at us to turn of the damn wailer and a woman screaming hysterically. The lieutenant radioed the incoming ambulance to reduce their code prior to arrival. We ended up waiting at the scene for a long period of time while the deputies secured the patient and made the residence safe for us to enter. The incident ended with the patient remaining calm and docile while receiving the treatment she needed.

Do not use four firefighters when one or two will do. When you flood a scene of violence with more personnel than is necessary you can increase the anxiety of the patient and the bystanders. Additionally, depending on the scene you stand a very good chance of contaminating a potential crime scene with too many personnel. I responded to a suicide by gunshot to the head some years ago. The patient had a single wound to the head by a rifle. The victim had

On the Scene (Cont.)

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shot himself approximately 7 hours prior. At one point there were 4 paramedics, two firefighters, one police investigator, and two patrolmen in a 10'x12' bedroom with the victim all at the same time. Imagine that same amount of personnel at a domestic violence incident. The tension on the scene would be increased substantially. Use what resources you need to deliver the patient care required. Stage or release everyone else.

Situational Awareness

We can define situational awareness as understanding your environment and the influences affecting it now and in the future. We as firefighters maintain situational awareness at fires by conducting a good thorough size up that continues from arrival until you leave the scene. This should be conducted at EMS incidents as well. Pay particular attention to what bystanders and family members are doing. Don't just focus on the patient. Read the environment. Take this scenario as an example. You respond to a residence for a fall victim. You arrive to find a woman on a couch with a swollen knot over her eye. A man is there telling you that she fell and hit her head on the coffee table. There are toys throughout the living room however you see and hear no children. There are four place settings with food on them sitting on the kitchen table. The patient is very quiet and will not look you in the eye but she confirms her husband's story. You ask if there are children around and they both tell you no. The husband insists that his wife is fine and that you are not needed. What is the information that you are observing telling you? Hopefully you have the word, "CAUTION" repeatedly flashing through your mind. You should be asking yourself questions about what you are seeing and hearing, while developing a plan of action.

Minimizing Threats

Practice the following precautions, not just for the previous incident but on all medical calls that tell you something is not right. Maintain your path of egress. Never put anything or anyone between you and your exit. If possible try to separate the patient from everyone else. This can be tricky, especially in domestic violence situations. The aggressor doesn't want the victim out of their sight for fear of what they may reveal. The back of the ambulance can solve this problem quite effectively. Ask the patient to accompany you to the rig to retrieve equipment or fill out paperwork. When you and the patient are alone and only when you are alone challenge their story if you have doubts. Request a law enforcement officer as you deem necessary based on what you observe from the scene. Be sure to accomplish this without being over heard by the bystanders or the patient. When multiple bystanders or interested parties are within your scene try to put one responder on each person. If this cannot be done then ask people to leave to give the patient some space or remove the patient from the environment. Again, moving the patient to the back of the ambulance is a good spot. If at anytime you experience resistance from anyone you need to back off. Do not hesitate to leave the area and inform law enforcement if things start to go backwards. The true way to ensure scene

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On the Scene (Cont.)

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safety is identify current and potential threats and take the appropriate action before something happens not after. Try not to get into a situation in the first place.

Calling For Help

I'm a big fan of plain talk on the radio. Eliminating 10 codes and the like has made our job a little easier. However, I do feel that instituting distress codes is a critical element in maintaining our safety. 10-13 used to be and still is in many municipalities the SEND EVERYBODY WITH A BADGE AND GUN! The only problem with 10-13 is that it is so popular there are a lot of civilians that know what it means as well. My previous department in Texas used code 66. Code 66 meant the exact same thing as 10-13. We implemented the distress code to allow our people to tell the dispatcher that they needed help without tipping off anyone in ear shot that they needed help. If someone is pointing a gun at you when the dispatcher asks for an update your radio transmission could be, "Be advised dispatch, everything hear at 34 Elm St. is now code 66. Engine-24 will be departing the scene shortly." The dispatcher should now know that everything is not ok and that you are under distress and the aggressor can hear the radio. Your distress code is the medical MAYDAY, MAYDAY, MAYDAY!

In my department, our radios have an emergency button that when activated automatically transfers the radio to the emergency channel and sends a tone to the dispatcher telling them the button has been activated. This is a wonderful feature IF the dispatchers and responders are trained to use it properly. When the button is activated it would not be a great idea for the dispatcher to say the following, "Dispatch to Engine-24. Be advised your emergency button has been activated on portable 24-bravo." This can tend to happen when multiple false activations plague the dispatch center over time. Established policies and procedures can help eliminate this oversight but discipline is the real fix.

Summary

EMS has become a large part of what firefighters do every day. It is important to remember that there are hazards to responding to medical calls and to take the appropriate action. Fighting fires is no longer the only physical threat to our safety. We must continue to consider violent scenes as hazardous to our safety, respond appropriately, maintain awareness, identify and minimize threats, and be prepared to call for assistance under distress. All of these elements cannot be created on the spot. Training and interagency coordination is paramount. Create scenarios and drills that incorporate your department, local police, and EMS transporting agencies. Working together keeps everyone on the same page. As with all training, remember practice creates repetition, not perfection.

Steven C. Hamilton is a 14 year veteran of the fire service. He is a certified fire instructor III and fire officer III. Hamilton served for four years in the United States Air Force as a firefighter in Texas and is a former volunteer firefighter from New York State. He has worked with the South Carolina State Fire Academy as an assistant instructor in the ARFF program. He is a NREMT-basic instructor for his jurisdiction and is currently a Lieutenant with the Fort Jackson Fire Department in Columbia, South Carolina.

Extrication Demo

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Earle Firefighters Demonstrate Extrication

On 19 November 2008, NRMA District 5 NWS Earle Engine 2 participated in the Station's Safety Stand Down presentations. The stand down had several talks about safety including cold weather awareness, hunter safety, and holiday safety. The one presentation that everyone wanted to see was the extrication demonstration by the fire crew. The entire audience was brought outside and a short talk about the process of a crash and its prosecution by rescue personnel was discussed by Captain Thomas Ward. The weather that day was in the 30s and had a slight wind making it feel even colder.

The shift that day had a good start and almost impacted the scheduled events. The first fire call of the day was a mutual aid assist for a Rapid Intervention Team assignment. After being released from this assignment the crew was returning home and came upon a motor vehicle accident and initiated care to the injured. The crew then returned to quarters for a short meal and headed out to the demonstration area.

The crew placed all of the equipment on the pavement in front of the car so that the audience had a view of the tools to be used. As the crew went through the process of extrication, Captain Ward narrated the actions. Some of the audience also participated by asking questions throughout the event. Even though the weather was not optimal for an outside demonstration, most of the audience stayed throughout and was enthralled.

Overall this was a great day for the Fire & Emergency Services to show the population one of our talents and abilities.

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> There are three kinds of men. The one that learns by reading. The few who learn by observation. The rest of them have to pee on the electric fence to see for themselves.
>
> - Will Rogers

2009 Retiree COLA

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Retirees Get 5.8% COLA for 2009

Each year military retirement pay is adjusted to meet the increased cost of living. This Cost-of-Living-Adjustment (COLA) varies from year to year based on the previous year's Consumer Price Index (CPI).

The 2009 military retired pay cost-of-living adjustment (COLA) will be 5.8%. This increase, which goes into effect on December 1, 2008, also applies to SBP annuities, Social Security checks, and VA disability and survivor benefits. Retirees will see the increase in their January, 2009 checks.

Note: This annual Cost-of-Living-Adjustment is NOT in anyway related to the annual military pay raise for active duty and reserve service members. In fact, this years COLA increase is larger than the 2009 military pay raise of 3.9%.

All retirees who retired before January 1, 2008 will receive the 5.8 percent Cost-of-Living-Adjustment. Retirees who first became a member of the uniformed services before Sept. 8, 1980 and retired on or after January 1, 2008 will receive the 5.0 percent Cost-of-Living-Adjustment. Retirees who first became a member of the uniformed services on or after Sept. 8, 1980, and retired in 2008 will receive a Partial COLA on a prorated basis as follows:

Jan. 1, 2008, and March 31, 2008, will receive 5.0% April 1 - June 30, 2008 will receive 3.8% July 1 - Sept. 30, 2008 will receive 1.2% Those who retired after Oct. 1, 2008, will see no COLA this year.

Retirees who first entered the military after Sept. 8, 1980 and retired before Jan. 1, 2008 will also receive the 5.8 percent COLA.

Retirees who first became members of the uniformed services on or after Aug. 1, 1986 and elected to receive a Career Status Bonus at 15 years, and retired on or before Jan. 1, 2008, will receive an increase of only 4.8 percent.

A special thank you to the Military Officers Association of America (MOAA) for providing the 2009 COLA figures.

http://www.military.com/benefits/military-pay/retired-pay/retired-cola

Church Humor

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Confession

"Bless me, Father, for I have sinned. For years I've been stealing building supplies from the lumberyard where I work."

"How much did you take?"

"Enough to build my own house and my son's house. And houses for our two daughters and our cottage at the lake."

"This is very serious. I'll have to think of a far-reaching penance for you. Have you ever done a retreat?"

"No, Father, I haven't. But if you got the blueprints I can get the lumber."

NSPS News

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Pentagon Will Not Convert Union Employees

By Brittany R. Ballenstedt bballenstedt@govexec.com

The Defense Department is dropping plans to convert employees represented by labor unions to its new personnel system, at least for now, the program's top personnel official said Monday.

Brad Bunn, program executive officer for the National Security Personnel System, told Government Executive that the current Defense leadership has no plans to extend its pay for performance system to employees in bargaining units.

"We haven't come out and made a declarative statement that we'll never bring them in," Bunn said. "We could accommodate, but what we're being clear with now is that we have a departmental position that we're not bringing them in." Bunn was responding to questions about new regulations governing NSPS that were published Friday and drew widespread criticism from federal unions. Those regulations bring NSPS in compliance with federal rules covering such subjects as labor relations, adverse actions and employee appeals. Congress mandated the changes in the fiscal 2008 Defense Authorization Act after years of litigation by federal unions against the department's proposed rules for the system.

GOVEXEC.COM

But with no current plans in place to convert bargaining unit employees to the system, Bunn said, the labor relations provisions of the new rules would apply only to employees who form a bargaining unit after converting to NSPS. The American Federation of Government Employees said Friday that they currently represent about 300 such employees.

About 270,000 white-collar Defense employees are represented by labor unions. The department has added more than 181,500 non-bargaining unit employees to NSPS since 2006 and plans to bring an additional 20,000 into the system this fall, bringing it close to converting all 205,000 non-bargaining unit employees.

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AFGE officials said Friday that the final regulations do not fully comply with federal labor law, largely because provisions defining employees' rates of pay are too specific and therefore narrow the scope of bargaining.

Bunn said that several unions expressed concerns about the rate of pay definition during the comment period, and while Defense deleted a portion of the definition in the final rules, it was still necessary to fully define the concept. He added that while unions will be unable to negotiate actual rates of pay, they can bargain over the procedures used to make those decisions. "We did address and accommodate [the union's] concern, but we still felt strongly that we needed to have a definition of rate of pay," Bunn said.

"There's no universal definition in our statute or regulations, and it's used in various ways in federal regulations."

NSPS (Cont.)

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Bunn added that Defense will follow traditional federal labor law and will use the standard rulemaking process to make any changes to the system. "I would not characterize it as any different from collective bargaining in other agencies," he said. "We made the regulations more robust to capture the need for uniformity and consistency ... but they do not preclude [following federal labor law]."

Rep. Ike Skelton, D-MO, and Sen. Carl Levin, D-MI, chairmen of the House and Senate Armed Services committees, sent a letter Sept. 10 to Deputy Defense Secretary Gordon England, urging the department to refrain from finalizing the rules until a new administration had the opportunity to review them.

"We strongly believe that the proposed regulations go beyond the intent of the revisions made to NSPS in the [defense authorization measure] for fiscal 2008," the chairmen wrote. "The intent of this legislation was to restore the collective bargaining rights of DoD employees."

But Bunn said it was necessary to implement the regulations in order to align NSPS with the 2008 law. "We needed to make sure that NSPS itself is on a stable regulatory base," he said, "meaning we have the law, the enabling regulations and internal policies operating in tandem."

Bunn also pointed to additional changes to the regulations that were not mandated by Congress, including a provision that requires individual agencies to share aggregate pay pool results -- including average ratings and payouts -- with NSPS employees. The final rules also provide a roadmap for managers in making pay and rating decisions, he said.

"We put parameters to tell managers, 'if you're going to make [payout and ratings] decisions, here's what you have to consider," Bunn said. "Personal bias and favoritism are prohibited, but managers should communicate to employees that these decisions are based on performance, the job or how the organization is approaching compensation."

CVN 73 Arrives at Yokosuka

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IAFC TV

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The IAFC and TV Worldwide Launch IAFC TV

The IAFC and TV Worldwide announced the launch of IAFC TV an innovative Internet television channel that will serve as an interactive, informative and educational resource for the fire and emergency service communities worldwide. IAFC TV will present newscasts, town hall meetings, coverage of IAFC conferences, interviews with fire service leaders and emergency alerts.

"The IAFC is proud to offer this innovative new resource by working with TV Worldwide and the sponsors supporting the new channel," said IAFC President Chief Larry J. Grorud. "IAFC TV is a customized Internet TV channel that will greatly enhance the IAFC's ability to provide information and resources to IAFC members, the fire service community, government, media and the public."

"We are pleased to work with the IAFC, a proven leader in this sector, as they deploy this state-of-the-art approach in delivering the IAFC experience to its target audiences," said Dave Gardy, chairman and CEO of TV Worldwide. "This Internet TV channel is unique on our network in that it features an emergency response system that can be activated in most cases within the hour or at most 24 hours of any crisis for the most up-to-the-minute programming for the fire and emergency responder sector. We applaud IAFC for deploying the latest in streaming media and webcasting technology. IAFC TV will foster communication globally."

Today on IAFC TV, viewers can find the November newscast and presentations by fire/EMS leaders at the IAFC's Strategic Planning and Leadership Forum October 31. Also available are presentations at FRI 2008, the original broadcast content known as FRI TV, and IAFC's acclaimed membership video, "Together We Are One." The channel also features videos from other emergency services organizations. A variety of IAFC training videos will be available soon.

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The IAFC and TV Worldwide also plan to offer interactive town hall meetings and roundtables broadcast from the new IAFC TV studio housed at the TV Worldwide headquarters near the IAFC office.

For comments or questions on IAFC TV content, please contact Edie Clark, IAFC's director of communications, at 703-896-4827 or eclark@iafc.org. IAFC-TV is supported entirely through sponsorships. Companies interested in sponsoring IAFC TV can contact Frank Leiter at TV Worldwide at 703-961-9250, ext. 230 or fleiter@tvworldwide.com.

www.IAFCTV.org

Lightweight SCBA

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IAFF to Help Create Lighter, Smaller SCBA

The Department of Homeland Security has awarded the International Association of Fire Fighters (IAFF) a $2 million contract to develop a new pressure vessel that will make the self-contained breathing apparatus (SCBA) worn by first responders substantially thinner and lighter. Smaller, lighter SCBA will improve fire fighter safety.

"The IAFF is proud of its record as the leader in the development of projects that provide direct benefits to fire fighter health and safety. With all the recent technological developments and new materials we can work with, it's time to fast-track the introduction of new, lighter, less stressful, but highly protective equipment," IAFF General President Harold Schaitberger said.

The cylinders that contain the pressure vessels in existing SCBA account for much of the weight and size of the units. The weight and profile of those cylinders has been associated with increased rates of injury and fatalities for emergency responders.

The IAFF is working with Vulcore Industrial in Fort Wayne, Indiana, to use technology, engineering and new materials to modify the pressure vessel in a way that will reduce the weight and make it smaller and more flexible.

In initial prototype designs, the new pressure vessel offers an approximate 60 percent weight reduction over conventional SCBA cylinders. Prototypes also have a substantially smaller profile, measuring two inches in depth. Pressure vessels on conventional SCBA cylinders measure seven inches in depth.

The design braids new, thin, tubular pressure vessels in the harness assembly, instead of the large cylinders used today sitting on top of the harness assembly, allowing for greater mobility in confined spaces. Unlike conventional cylinders which contain air pressures up to 5000 psi, the new vessels won't fragment if they're ruptured. A punctured pressure vessel would simply vent contained air.

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The IAFF's contract with DHS spans a 15-month period. The research and development is expected to result in a new, commercially available SCBA. "The IAFF is confident that a new generation of lighter, low-profile SCBA will be available to the fire service when this important research concludes, and our members will be safer for it," Schaitberger said.

A Technical Advisory Committee of IAFF members will provide input for the integration, testing and introduction of the new pressure vessel technology. At the first meeting of the Technical Advisory Committee, several factors were identified that will help ensure a smooth transition of a new SCBA to the fire service.

ISO Course at Corpus Christi

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Class Certifies 27 Incident Safety Officers

Twenty-seven Firefighters from NAS Corpus Christi, NAVSTA Ingleside, NAS Kingsville and the City of Corpus Christi attended the sixteen-hour Incident Safety Officer (ISO) course at NAS Corpus Christi Fire Department.

The class was taught by the Texas Engineering Extension Service (TEEX). This course was provided at no cost to the Navy or the City of Corpus Christi as part of the TEEX educational delivery charter; TEEX trains more than 81,000 emergency responders from all 50 states and 45 countries each year. "We have made great strides over the last couple years throughout the tri-base area and with our community partners to increase pre-emergency interaction, such as training and public education events. This pays huge dividends for responders, and the community as well as showcasing the Navy as a valuable and highly visible community partner" says John Morris, NAS Corpus Christi Fire Chief.

The Incident Safety Officer course teaches personnel to function effectively as the Safety Officer at emergency response incident operations, as well as managing or assisting in the department's occupational safety and health program. The primary focus is to develop enhanced decision making skills through the recognition of cues that affect personal safety operating at emergency scenes. Emergency scenes are extremely dynamic, requiring an ongoing analysis of conditions effecting operations. Having a designated safety officer ensures that responders safety remains at the forefront throughout the decision making process.

Carolyn Scheible, NAS Safety Manager adds "We appreciate the Fire Department's continued support and buy-in as it is key to the integration of risk management into every aspect of our overall mission."

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NIOSH Supports Seat Belts

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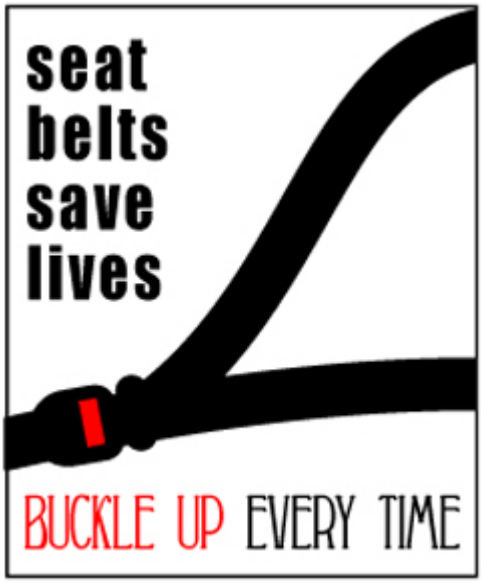
NIOSH Supports Seat Belt Use by Firefighters



The U.S. Fire Administration (USFA) is pleased to announce that the National Institute for Occupational Safety and Health (NIOSH) has added its logo to the National Fire Service Seat Belt Pledge 100% Participation Certificate. This endorsement of the seat belt campaign, by NIOSH Acting Director Dr. Christine Branche, reinforces the importance of wearing these safety devices to the American Fire Service.

U.S. Fire Administrator Greg Cade said, "We are grateful to NIOSH for adding their logo to the Seat Belt Pledge 100% Certificate. We welcome their participation to further support our efforts to encourage and remind firefighters to buckle up."

The National Institute for Occupational Safety and Health joins the U.S. Fire Administration, the International Association of Fire Chiefs, the National Volunteer Fire Council, the National Fire Protection Association, and the National Fallen Firefighters Foundation as leading supporters of the Fire Service Seat Belt Pledge Campaign. To date, over 70,000 firefighters have taken the pledge and approximately 300 fire departments have received a 100% Certificate for their accomplishment in getting all personnel to sign the pledge. The goal of this program is 1,000,000 firefighter signatures and 30,000 fire departments with 100% participation.

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Dr. Christine Branche of NIOSH said, "Motor vehicle-related crashes are the second leading cause of death for firefighters, and reducing this toll on our nation's firefighters is a priority for NIOSH. Wearing seat belts is an essential component of efforts to ensure the safety of firefighters in fire apparatus and vehicles."

For further information regarding this effort and to see which fire departments in your State have achieved 100% participation in the Fire Service Seat Belt Pledge Campaign, visit www.trainingdivision.com/seatbeltpledge.asp. There you can access and download the pledge signature form, learn how to receive a 100% Certificate for your organization, read success stories, identify supporters, and receive additional campaign material.

> Stubbornness does have its helpful features. You always know what you're going to be thinking tomorrow.
>
> *-Glen Beaman*

NFPA Report

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NFPA Releases 2007 Firefighter Injury Report

The National Fire Protection Association released the 2007 Firefighter Injury report. According to the *NFPA Journal*, the results are based on data collected from a 2007 NFPA survey of fire departments. This year's report includes an estimate of the total number of 2007 firefighter injuries, the number of injuries by type of duty, the number of exposures to infectious diseases, trends in firefighter injuries and rates, fireground injuries by cause, fire department vehicle accidents and resulting firefighter injuries, the average number of fires and fireground injuries per department by the population of the community protected, and descriptions of selected incidents that illustrate firefighter safety problems.

According to the report, in 2007:

- 80,100 firefighter injuries occurred in the line of duty in 2007, a decrease of 4% from the year before.
- 38,340 (47.9%) of all firefighter injuries occurred during fireground operations. An estimated 15,435 occurred at nonfire emergencies, and 13,665 occurred during other on-duty activities.
- Regionally, the Northeast had the highest fireground injury rate, with 4.9 injuries occurring per 100 fires, more than twice the rate for the rest of the country.
- The major types of injuries received during fireground operations were strains, sprains and muscular pains, responsible for 45.1%; wounds, cuts, bleeding and bruises for 18.2%; burns for 6.9%; thermal stress for 6.3%; and smoke or gas inhalation for 5.6%. Strains, sprains and muscular pain accounted for 57.8% of all non-fireground injuries, while wounds, cuts, bleeding and bruises comprised 17.7%.
- There were 13,450 exposures to infectious diseases, such as hepatitis, meningitis, HIV and others, or 0.9 exposures per 1,000 emergency medical runs.
- There were 28,300 exposures to hazardous conditions such as asbestos, radioactive materials, chemicals, fumes, and others, or 26.2 exposures per 1,000 hazardous condition runs.
- 16,350 injuries (20.4%) resulted in lost time.

For more findings in this study, along with suggestions by the NFPA to improve firefighter safety and reduce injuries, download the report at www.nfpa.org.

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Driving Safety

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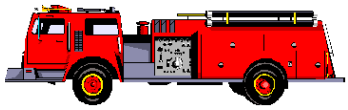
Drive to Survive

By Chris Daly, http://www.drivetosurvive.org/

We all know the statistics; each year approximately 25% of firefighter fatalities are caused while responding to, or returning from, an alarm. When we examine the reasons for these crashes, it's as if we are watching summer re-runs of old TV shows…they are always the same. Rollovers, ejections, intersection crashes…we just can't seem to learn. The problem is that until we decide to learn from past mistakes, the problem will just continue and each year more names will be added to the Fallen Firefighters Memorial at Emmitsburg, Maryland.



Why do fire trucks crash? It's simple; we drive too fast and we don't wear our seatbelts. I also believe that fire apparatus operators aren't trained to properly understand the physical forces of Mother Nature that influence how an emergency apparatus will behave on the road. Fire Departments send their drivers to an Emergency Vehicle Operator Course (EVOC) and think that these classes magically create Superdrivers. The problem is that many EVOC courses fail to address the dynamics and physics behind large vehicle behavior. Those classes that do address these issues are often taught by instructors who don't necessarily understand them. Granted, there are some great instructors out there, but they just don't know how to explain these concepts. The vast majority take this section of the class and gloss over it. The usual mentality is "Let's just get through this chapter quick and go to lunch, no one will understand it anyway." This creates a generation of apparatus operators who don't know the limits of driving a large vehicle. I equate it to teaching an EMT class without going over basic anatomy. The student knows how to put on a bandage, but doesn't know why he or she is doing so. This is why we must concentrate on training our drivers to understand how Mother Nature sets limits on how fast we can drive our apparatus.

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Firefighters have "can do" attitudes"…it's a fact of life. The only problem is that sometimes we apply this attitude in "can't do" situations. Many drivers of emergency vehicles complete a standard EVOC course, drive for a few years and then think that they can handle an emergency vehicle under any circumstances or conditions. Wrong! At some point, physics will take over and a vehicle will lose control. The point at which a vehicle will lose control can be PROVEN through simple formulas, the same formulas that are used by crash deconstructionists, you know, the same guys who close the road for hours measuring crash scenes with tape measures. Let's take a look at some of the ways Mother Nature can steal control of your vehicle from you.

Coefficient of Friction

The coefficient of friction of a roadway essentially measures how "slippery" it is. A dry asphalt roadway usually has a friction value of around 0.8 to 0.9. This value is important, especially when crash deconstructionists study skid marks to determine how fast a vehicle was traveling. On wet or icy roads, these values can drop to 0.2 or 0.3! What does all this mean? Drivers must be aware of road conditions because they significantly affect how fast our vehicles can travel. The lower the friction value, the longer it takes a vehicle to come to a

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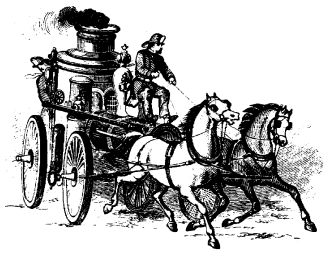

stop. Slippery or wet roads will reduce operating speeds by a large margin. You can't drive the same way on a dry, sunny day as you would on a cold, rainy day. I'll show you why in a minute.

Critical Speed of a Curve

Now this is important! How many times have we heard about a fire truck losing control while rounding a curve? I'll bet you didn't know that every curve in the road has a speed known as the "critical speed". If you go faster than the critical speed, the fire truck drives off the road, no questions asked. It doesn't matter how long you have been driving, or how good you think you are. If you exceed the critical speed of a curve, the vehicle will lose control. In order to figure out the critical speed of a curve you need only two things; the radius (or sharpness) of the curve, and the coefficient of friction of the roadway. By plugging these two values into a formula, we are able to calculate the critical speed of a curve. This also means that as the curve gets sharper, or the road more slippery, the critical speed goes down. In other words if it's raining, you can't drive through the curve at the same speed as if it were dry! SLOW DOWN! Let's consider a curve with a 150-foot radius; this is a pretty common curve for most of our districts. On a dry day, with a coefficient of friction of .9, the critical speed for the curve is 44 MPH. Drive faster than 44 MPH and instead of staying in the travel lane and safely negotiating the curve, the truck will keep going straight off the road surface and into whatever is on the side of the road. Now let's say it's raining and the coefficient of friction for this same curve is .4. Now the critical speed is 29 MPH! How many of us slow down to 29 MPH to negotiate a curve? As we discussed before, it doesn't matter how long you have been driving, or how good you are. If you exceed 29 MPH, your vehicle WILL slide off the road.

Total Stopping Distance

Total Stopping Distance is the total distance that it takes you to see a hazard, process the hazard in your brain, apply the brakes, and come to a complete stop. To understand this concept we first have to understand speed in terms of "feet per second" instead of "miles per hour". 55 MPH is equal to about 80 feet per second, so in one second your vehicle will traverse 80 feet. Stop and think about that. It takes the average person around 1.5 seconds to see, process and react to a hazard. So from the time you see the car pulling out in front of you to the time your brain processes the "Uh Oh" and causes your foot to push down on the brake pedal, you've traveled about 120 feet! Now you have to apply your brakes and come to a stop. Let's be honest and figure that you aren't the greatest at "Threshold Braking", or working your brakes so well that they don't lock up. Instead, we'll assume that you lock the brakes up and start skidding to a stop. Skidding to a stop in a fire truck will take around 194 feet. Let's add that to the reaction distance and we see that it takes around 314 feet to stop a fire truck while traveling 55 MPH on dry roads. Imagine that…it's an entire football field. On a wet day, this distance can be as much as 500 feet! Still want to approach a "stale green" light at 55 MPH and just assume that no one will pull out in front of you? I certainly hope not. The thing to remember is that this Total Stopping Distance was calculated using PROVEN formulas used by crash deconstructionists. These formulas use variables for speed, distance,

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coefficient of friction and braking efficiency. Nowhere in the formula do we multiply for years of experience or how good you think you are. In other words, if you've been driving for 40 years and teach advanced EVOC, you'll still need 314 feet to stop your truck…just like the brand new driver in the pumper behind you!

Braking Efficiency

An important concept to understand when we talk about Total Stopping Distance for a fire truck is the idea of braking efficiency. When a commercial vehicle, or large truck equipped with air brakes tries to stop, it can't stop as quickly as a car. There are two major reasons for this. The first is the "lag time" it takes for air brakes to work. In a standard automobile with hydraulic brakes, you apply pressure to the brake pedal and the brakes immediately start to slow the car down. In a vehicle equipped with air brakes, you are actually operating an air valve to start the braking process. It takes up to 0.5 seconds for this air to travel through the brake lines, activate the push rods and in turn apply the brakes. One-half of a second might not seem like a big deal, but as we discussed above, if you are traveling at 55 MPH, in 0.5 seconds you will have already traveled 60 feet before your brakes even start to slow you down. Now you've managed to apply your brakes and now you are skidding to a stop. Once again, a large truck will be at a disadvantage due to the composition of the tires. Truck tires are designed for weight and wear. In other words, in exchange for increased durability, traction and braking ability are sacrificed. Essentially, truck tires are more "slippery" against the road surface. So what you say? Let's pretend you are traveling behind a small car at 60 MPH. A deer runs in front of the small car so the driver slams on the brakes and skids to a stop. It will take the car 171 feet to skid to a stop on a roadway with a coefficient of friction of 0.7. It will take your fire truck 342 feet to skid to a stop on the same roadway. What happens when the small car stops at the 171-foot mark and your fire truck is still skidding for another 171 feet? Your truck will slide into the back of the small car with a tremendous amount of energy and seriously injure the people inside. It is for this reason that apparatus drivers must remember to leave plenty of room between themselves and the vehicle in front of them. You must also remember that you will need twice as much room to stop your fire truck than to stop your own car.

Seatbelts

I believe that this one is a no-brainer. We all go to crashes in the middle of the night and as we are cutting the deceased occupants out of the wreckage we say to each other, "If they'd just had their seatbelts on". But what do we do after we put the tools away? We climb into the rig and drive back to the station without our seatbelts! But we're firefighters and paramedics. We don't need seatbelts, we are invincible. WRONG! Mother Nature could care less what your occupation is when your fire truck slams into a tree. Or worse yet; when the truck rolls over and you are flung out the open window to land 75 feet down the road. There really isn't much explaining to do for this particular topic. It all comes down to personal responsibility. Drivers are responsible for ensuring that everyone is restrained, Officers are responsible for ensuring everyone is restrained, and the individual firefighters are responsible for ensuring that

Driving Safety (Cont.)

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everyone is restrained. To not wear your seatbelt is just plain dumb. Put it on, people!!

There are many other aspects of safe driving that we didn't even touch upon in this article. However, I tried to address the big issues…BUCKLE UP AND SLOW DOWN! By simply addressing these two aspects of emergency response, we could help reduce the number of firefighter fatalities each y ear by 25%. You should also be aware of a new website we've created to help teach drivers about the physical forces that affect vehicle performance. Please visit www.drivetosurvive.org and read up on the different aspects of vehicle handling that you should be aware of. We would also welcome any new articles or links that you can find to help increase the safety and awareness of fellow fire apparatus operators throughout the fire service. Remember, buckle up, slow down and drive to survive!!

> "Nothing in the world is more dangerous than sincere ignorance and conscientious stupidity."
>
> - Dr. Martin Luther King, Jr.

Cool Photo

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USS Nimitz Hard Over

Navy F&ES POCs

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Navy Fire & Emergency Services

http://www.cni.navy.mil/cnic_hq_site/OperatingForcesSupport/PublicSafety/FireEmergencyServices/index.htm

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Job Links

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/

Correction

Correction

Last month we inadvertently printed the wrong dates for our CFAI Workshops in Naples, Italy as 18-15 January.

The actual workshop dates are 13-15 January 2009.

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