



What's Happening

Navy Fire and Emergency Services Newsletter
Protecting Those Who Defend America



June 2021

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Vol 19 No 6

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The Experience - Gap

By Ronny J. Coleman

What is experience? Early in my career, I had a lengthy discussion about this word. As I recall, the debate centered around the fact that some people thought experience was time and grade and others thought experience was wisdom that came from facing reality. Generally speaking, I noticed that those who had a lot of seniority tended to think that tenure gave them a type of knowledge that the junior members did not possess. That was an assumption which was not always true.

On the other hand, I did notice there were some wise members of the organization who never seemed to make the same mistake twice and who consistently got better. Most of them had been out there where the “rubber hit the road.” The delicate balance in this argument does not center on time as much as it does on value. As chief officers, we have to place value on experience because it is becoming an extremely rare commodity.

Over the last couple of decades I have witnessed a gradual change in the types and magnitudes of experiences being faced by people who are progressing up through the rank structure in the fire service. I believe it to be true that there are large numbers of people with high levels of responsibility in the fire service that have had limited exposure to the actual ultimate test of their knowledge. In short, we have a lot of people who are long on tenure but short on exposure. And, one of the difficult aspects of this is that the price we pay for failure these days is getting higher and higher.

This is not uncommon in high stress jobs however. There have been many times that this entire nation has gone to war with groups of noncommissioned officers, and even general officers who have never actually fired a shot in anger themselves. They were put into the ultimate test of survival with a limited amount of exposure. Then what does it take to insure maximum performance in times of high stress? The answer is relatively simple. It is training.

But, not just any kind of training. It is training that is reality based and continually reassessed for its relevancy to the future. Recently I read a book entitled *About Face* by David C. Hackworth. It's a book about military officer's



Supporting the Fleet, Fighter, and Family



Clipboard (Cont.)

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Ronny J. Coleman

observations and disillusionment with a particular military campaign; the Vietnam War. Without belaboring all the points about the war, there are some outstanding observations in this book about leaders in general.

For example, Hackworth once observed a training exercise in which a group of “friendlies” were suppose to take a mountain from a group of aggressors. Not unlike a bunch of children playing a game of king of the hill, the military organizational structure allowed a training exercise to turn into a foot race for the top of the mountain. The umpires even went along with the observation by declaring that the team who got the most people to the top of the hill were the “winners” of the exercise.

These same combat soldiers, when they went to Vietnam during the early days, were asked to assault a particular hill and they approached it with a king of the mountain attitude. Marching across fields of fire with an attitude of overwhelming superiority the infantry company was literally decimated. Failing to follow ground rules of protecting themselves they were following a ground rule that was formed in their training. According to Hackworth he learned in his career from an NCO a very straightforward comment - “Learn it right the first time and you will do it that way the rest of your life. Learn it wrong the first time and you’ll spend the rest of your life trying to get it right.”

In the current trend in fire service experience we may face a situation that is very similar. We have people learning hazardous materials out of a textbook that, in some cases, is not very realistic. We have individuals learning fire command by taking a course of instruction sitting in a classroom that is not very realistic. The only thing one can learn in a classroom is principles. One cannot learn the subject. For example, you can learn the principles of fire command and reiterate them out of a textbook. However, in order to learn fire command you have to fight fire and stare an emergency right in the eyes to determine if you have what it takes to implement command.

What needs to be done? Many places are already doing a lot of things that will attempt to reduce this experience gap. Hands on training facilities such as the Texas A&M Fire School, the Risk Facility in the Netherlands, the recent urban search and rescue exercise held in Montgomery County, Maryland, etc., are all training exercises aimed at creating reality.

There has been a tremendous increase in the time and interest in simulation technology. The military has already embraced simulation technology for the training of high performance people such as aircraft pilots. We still have a long way to go in the creation of scenarios that really test people’s performance. There is a new concept being developed now called virtual reality. This simulation concept allows a person looking through a special pair of eyeglasses to actually see something that is being fabricated by computer technology.

I went through the era when we developed visual simulations for the fire service. I can recall one of the first audio/visual simulators I ever saw was one created by the United States Forest Service and it was built on the back end of a truck.

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That technology has been used by some people to teach principles but it does not teach command. The umpiring and controlling of these types of simulators often took on a fun and games attitude that not only did not teach the principles but led people to believe that certain behavior appropriate in simulation may work in a real emergency.

Many fire departments have started embracing the concept of TAD (temporary attached duties). Officers who are working their way up through the rank hierarchy are sent to work in the context of another organization that simply has more exposure to major emergency operations. At one point in my career, for example, I was actually given the opportunity to work alongside Chief Ben Renfrow of the Los Angeles Fire Department in order to learn high-rise procedures. The first high rise fire I saw I was actually in charge of, yet I learned a great deal about how to cope with that situation after having shared the experience with a seasoned combat officer such as Chief Renfrow.

Thirdly, one way of closing the experience gap is constantly focusing on the experiences and knowledge gained by others. This sometimes takes on the trappings of a training program. The case study and use of critique approach is one way of reducing the experimental gap. It also requires a great deal of work. There are many excellent documents that can assist us in this area. First and foremost are the professional fire publications. Actively reading and especially reading between the lines of incidences that have occurred in other communities can provide us with insight as to our own expected performance. The National Transportation Safety Board also puts out a series of bulletins that gives a complete and thorough analysis of hazardous materials incidents that have occurred. Frequent review of these documents can give us a great deal of information.

Well, as we read this column it is possible that the debate over what experience really is will continue to rage. There are those who will place emphasis on tenure as evidence of competency. There will be those who measure performance and forget about how long it took to acquire it. In the final analysis what will really count is what you or those that you supervise are going to do when they face a once in a lifetime situation where there is no margin for error.

Lieutenant Colonel Hackworth, in his book, makes a case very clearly for reality-based training. In his particular case the evidence was found in casualties that emerged from two armed conflicts. Simply stated, those that learned lived and those that didn't died.

There are many individuals in the fire service who carry around rank and responsibility who have yet to acquire that perspective.

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Remote Rescue

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Navy Base Ventura County

Quick Look Report – 06182021 – Remote Rescue (Night time) Chumash Trail

Provided by NAVBASE Ventura County

1. SITUATION:

1.1 (2118) Ventura County Dispatched Fed Fire Quint 72 to a mutual-aid Remote Rescue on Chumash Trail across from Point Mugu Rifle Range on Pacific Coast Highway for a family of four hikers lost in darkness at the very top of trail head, unable to find a way out located approximately 2 miles up on mountain.

1.2 Responding units included; Q72, CH72, E72, HM72, B19, B68, ME68, EMS63, MED661, USAR54, AIRSQ7, CHP, VCSO S&R, and State Parks. Radio: Command 8, TAC 9. CDO notified (2124).

1.3 (2126) Q72 arrived on-scene at Mugu Rifle Range, established Command and Rescue Group, (3) crew members briefed and equipped, entered trail to begin Search & Rescue. State Parks advised they believe family is located on unmapped trail between Chumash and Mugu Peak.

1.4 (2130) AIROPS12 advised COPTER7 staging at hanger due to weather. B68, MED661, and EMS63 on-scene. B19 (2135).

1.5 (2131) E72 dispatched to Laguna Peak to lookout for hikers. CH72 requested County Dispatch to move up a cover Engine to Point Mugu, CDO notified.

1.6 (2139) Q72 Captain and B19 established cell phone contact with family (40% battery), they have found Flag Pole and directed to wait there for rescuers, Q72 and ME68 crews closing in location, ETA 45mins out. (2140) E72 released.

1.7 (2147) AIROPS12 advised they are unable to fly due to weather/visibility, VCSO has already started their Search & Rescue Team. E72 dropped off HazMat72 for Q72 to utilize telescoping lights to light up scene and mountain side. CDO notified.

1.8 (2227) Q72 & ME68 rescue crews made contact with patients, age 29, 27, 5, and 2 years old. No injuries just scared and cold, will be walking out, ETA 1 hour.

1.9 (2336) B19 advised 2 year old expedited off trail due to hypothermia setting in, child turned over to MED661 for evaluation.

1.10 (2354) Remaining 3 family members safely off hill being evaluated by medical, (0003) released, all patients AMA.

1.11 (0005) Chief 72, Quint 72, HazMat 72 cleared and available. RDC and CDO notified.

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2. INVESTIGATION:

2.1 Family of (4) decided to go hiking at 730pm, hiked to peak of Chumash Trail and lost daylight, unable to find way out. Children ages were 2yrs old & 5yrs old. Mother had a cell phone 40% battery, able to use light to aid in spot location to emergency responders.

3. CONTRIBUTING FACTORS:

3.1 Time of day and distance of hike.

4. SUMMARY:

4.1 Family of four; 29, 27, 5, & 2 yrs old lost on Chumash Trail after dark and unable to find way off mountain.

4.2 Due to weather AirSq7 unable to fly, poor visibility, fog setting in on mountain.

4.3 Quint 72 & ME68 crew successfully negotiated trail under poor visibility and located all four family members (1-hour hike in).

4.4 2-yr old was expedited and carried down mountain (1 hour 9 minutes).

4.5 Remaining three family members were walked out (1 hour 27 minutes).

4.6 All four family members checked out by medical and released, additional attention was provided to 2 year in order to raise core temperature.

4.7 RDC and CDO updated throughout incident.



Photos provided by NBVC F&ES Department

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Back in the Day

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Back in the Day – Seagrave Rear Admiral Ladders

By Tom Shand

The history of aerial ladders can be traced back to 1868, when New York City fireman Daniel Haynes developed a two section, wooden extension ladder with a pivoting base that was manually raised and extended using large hand wheels. During 1902, Frederick Seagrave was granted a patent for a spring loaded mechanism that quickly raised the ladder sections to the desired angle, while still requiring the turntable and ladder sections to be extended manually.

This design was the prominent feature of aerial devices until 1935 when Seagrave Fire Apparatus introduced the first all-steel ladder that utilized hydraulic power to elevate and extend the heavier, three section aerial. Fire departments were reluctant to accept the new design so Seagrave published advertising photos showing eleven fire fighters ascending a 65 foot aerial to convince potential customers that steel aerial ladders were safe and could easily outperform their wooden counterparts. Despite the advantages, many departments such as Boston, Chicago and New York City continued to operate with 75 foot wooden aerial ladders with the last ones placed into service during 1955.

Seagrave "Rear Admiral"

The Seagrave all-steel Aerial Ladder mounted at the rear. Shorter length makes Rear Admiral easier to maneuver in heavy traffic, narrow streets... Occupies less space in fire station. Standard "A" Frame Hydraulic Jacks give Rear Admiral excellent stability. The Seagrave all-steel Aerial Ladder is available in 85 ft. and 100 ft. lengths, and has an

outstanding record of safe performance. There has never been a failure in service from causes attributed to design, material or workmanship. The same fine quality craftsmanship of yesterday can be yours today, with modern, high performance, years ahead SEAGRAVE fire apparatus.

SPECIFICATIONS — 100 ft. 4-section ladder
 Overall Length — 35 ft. 9 in.
 Overall Width — 95 in.
 No. of Outriggers — one each side
 Width of Outriggers in Stabilizing Position — 150 in.
 Turntable Diameter — 90 in.
 Max. Stc. Overall Travel Height — 121.00 in.
 Max. Overall Travel Height w/ Fold down Control Handles — 118.00 in.

You Can Custom Your "Rear Admiral" To Fit Your Needs

The Seagrave Rear Admiral offers the optional corner turning ability of rear wheel steer. Compare these facts! A conventional tractor drawn aerial requires a 105 ft. turning circle, the Rear Admiral can accomplish the same turn in just 58 ft. Naturally,

ally, cornering is a snap when it comes to getting into or out of close quarters. The Rear Admiral is available as a Quint, with up to a 1500 GPM pump and 200 gallon water-booster tank making it a fully versatile fire fighting unit.

Image from the collection of Tom Shand

U.S. Navy aerial ladders of this era consisted of several American LaFrance, Maxim and Seagrave 65 foot midship ladders along with an 85 foot tractor drawn ladder at the Norfolk Naval Base. Seagrave did not produce their first 100 foot, midship ladder until 1959, long after their rival competitors had built these models.

Early rear mount aerial devices were built by Magirus, a German company with these devices imported into the country by Maxim Motors. In August, 1964 Seagrave introduced their Rear Admiral, four section rear-mounted ladder, with the first unit delivered to the Chicago Fire Department. It was unusual for Seagrave to designate this new design with a trademarked name, as the company did not designate model names for their other vehicles.

During the war years in 1969, the FDNY placed into service their first two rear mount aerial ladders, acquiring both an American LaFrance and Seagrave 100

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Tom Shand

foot models for evaluation. Due to high fire activity, the department sought to establish second sections for ladder companies in specific areas as well as establishing new companies where the stations could not accommodate a tractor drawn apparatus. Over the next four years the FDNY placed into service sixty nine Seagrave 100 foot, single axle rear mount aerial ladders to supplement and replace the older units in their fleet. The rear mount apparatus was almost sixteen feet shorter in overall length when compared to a tractor drawn unit which permitted the department to assign the new Seagrave ladders to older stations where the second section of the ladder company could safely fit into the apparatus bay space.

The first two rear mount devices entered the U.S. Navy apparatus fleet during 1978 when two Seagrave SR-20756 model 100 foot ladders were placed into service and assigned to the Pensacola, Florida Naval Air Station and the Newport Naval Educational Training Center in Rhode Island.



Image from the collection of Tom Shand

The two Seagrave rear mounts delivered to the U.S. Navy were painted bright yellow and built on 226 inch wheelbases with an overall height of 121 inches. When compared to current rear mount ladders these vehicles were modest in size and were very maneuverable. The outrigger system consisted of two A frame stabilizers with a jack spread of 12 feet 6 inches and could be quickly deployed from the rear of the body. The cab and body were built with steel construction and provided room for approximately 218 feet of portable ground ladders that were carried on both sides of the body as well as at the rear under the turntable.

Based upon the success of these vehicles, Seagrave delivered two HR-07DB model 100 foot rear mount ladders in 1984 which were assigned to NAS North Island San Diego and Great Lakes Naval Training Center. These rigs had twelve compartments on each side of the body and were painted lime green color. The North Island unit carried Seagrave serial number R-95289 and Navy property number 74-0058.

Over the years, Navy Fire and Emergency Services transitioned to tandem axle 100-foot quint aerial units while FDNY maintained a mixture of tractor drawn, rear mount and tower ladder apparatus. Since the first Seagrave rear mount in 1969 FDNY has acquired over 230 rear mount ladders, a testament to the original 1964 design which was designated "The Rear Admiral".

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Last Alarms

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Last Alarms

The USFA reported 52 line of duty deaths in 2021. The following line of duty deaths were reported since we published our last issue:

Tory Carlon ♥
Los Angeles, CA

Rodney L. Heard 🌿
St. Louis, MO

Tim Hart ♥
West Yellowstone, MT

Douglas Dugan ♥
Tiltonsville, OH

Christopher Yock ♥
San Francisco, CA

Dennis B. Shennard ♥
Kingston, NJ

Ralph DeBlasi 🚒
New Bern, NC

Mehdi Mourad 🚒
Mattoon, IL

2021 Totals – 30 Jun 21

♥ 21 (41%) 🚒 5 (10%)

🚒 5 (10%) 🌿 21 (39%)

♥ Indicates medical or cardiac related death

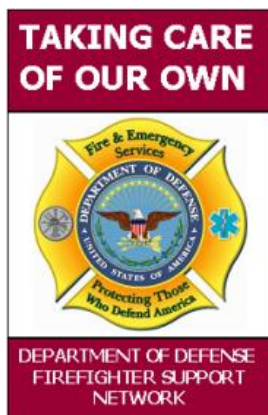
🚒 Indicates vehicle accident related death

🚒 Indicates fire/rescue related death

🌿 Indicates COVID19 related death



TCoOO Update



Taking Care of Our Own

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

Taking Care of Our Own invites all DoD F&ES personnel to donate ONE HOUR of annual leave to DoD F&ES members in need to enable them to focus on recovery rather than financial distress.

Name	Location	Point of Contact
Matthew Derheim	JB Elemendof-Richardson, AK	lisa.pascale.1@us.af.mil
Andrew Swick	USAG Yuma, AZ	Daniel.P.Goodwin2.civ@mail.mil
Daniel Manning	USAG Yuma, AZ	matthew.e.kelly8.civ@mail.mil
William Trott	USAG Ft Rucker, AL	lonny.r.keen.civ@mail.mil

We provided all the service component chiefs with the proper procedures to enroll someone in the Taking Care of Our Own program. There was a trend of people using their own formats and forms which worked okay until the inevitable breach of personal identifying information (PII). We were very concerned about protecting PII when the program was stood up in 2003 and we designed standard procedures and forms to address those concerns.

Please contact your service component chief if you haven't seen this information recently.

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Center for
Public Safety
Excellence®

Center for Public Safety Excellence (CPSE) Announces the Latest Learning Opportunities

At the Center for Public Safety Excellence® (CPSE®) we are excited to bring you the latest learning opportunities to advance your department and career.

Peer Assessor Training Program

May 12 and 19 - Distance learning webinar; - [Register](#)

Quality Improvement for the Fire and Emergency Services Workshop - 3 Days, In-Person

July 26-28 - Fairchild AFB, WA ([DoD ONLY](#)) -

August 3-5 - Castle Rock Fire and Rescue Department, Castle Rock, CO - [Register](#)

August 16-18 - Boulder City Fire Department, Boulder City, NV - [Register](#)

August 24-26 - Searcy Fire Department, Searcy, AR - [Register](#)

September 7-9 - NAF Atsugi, Japan ([DoD ONLY](#))

September 8-10 - Fort Knox, KY ([DoD ONLY](#))

September 8-10 - 128th Fire and Emergency Services, Milwaukee, WI

September 21-23 - NSA Bahrain ([DoD ONLY](#))

October 12-14 - Lenexa Fire & Emergency Services, Lenexa, KS

October 18-20 - New Bern Fire Department, New Bern, NC - [Register](#)

October 25-28 - Columbus Department of Fire & Emergency Services, Columbus, GA - [Register](#)

November 2-4 - Elk Grove Village Fire Department, Elk Grove Village, IL - [Register](#)

Interested in hosting a workshop - contact Debbie Sobotka, CPSE COO, dsobotka@cpse.org

On-Demand Webinars and Resource Documents

We encourage you to take the time to access these free resources in the CPSE University:

On-Demand Accreditation Videos - <https://university.cpse.org/resource-library>

Writing the Four-Part Answer - A webinar - development of the four-part answer for the self-assessment manual.

Performance Statements - A webinar - development of performance statements.

Creating a Strategic Plan - A webinar - creation of a community-driven strategic plan.

Developing Strategic Plan Goals and Objectives - A webinar - how to develop effective goals and objectives for a strategic plan.

Resource Documents - <https://university.cpse.org/resource-library>

Annual Appraisals - A handout to assist with developing annual appraisals.

Critical Tasking - A handout to aid in conducting critical tasking for all emergency response types.

Engaging Stakeholders - A handout explaining how to engage stakeholders in the CRA/SOC process.

Fire Department Strategic Plans and Community Master Plans: Are They The Same? - A handout comparing and contrasting fire department strategic plans and community master plans.

Performance Statements - A handout - how to develop performance statements.

Writing the Four-Part Answer - A handout - development of the four-part answer for the self-assessment manual.

Completing the Designation Application - Learn tips on completing the designation application for CFO, CTO, CEMSO, FM, or FO

For questions or assistance contact info@cpse.org or 703-691-4620.

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Final Alarm Rominger

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Marine Corps - MCMWTC Bridgeport Firefighter/Paramedic Passes Away

By: CNRMA F&ES Staff

MCMWTC Bridgeport Firefighter/Paramedic Passes Away from COVID-19



Matthew Michael "Bear" Rominger was born on July 28th in 1972 in Santa Clara, California. He was the second of two children born to Roberta and Michael Rominger. His father was a helicopter pilot in the Army and later was a firefighter with the California Department of Forestry. He moved with his family around the United States during the service time of his father, living in Cupertino, California; Saint Paul, Minnesota; Redding, California; and finally came to the place he would call home for the rest of his life; Roseville, California. He graduated from Oakmont High School in Roseville in 1990 and went on to graduate from California State University Sacramento with a Bachelor of Science in Criminal Justice.

Matt started his career as a California Highway Patrol Officer, working in the Sacramento area as a patrolman, and also serving as a police officer for the city of Rocklin, CA. He worked as a Paramedic for American Medical Response in Placer County, California where he was adored by his coworkers and built strong bonds with his regular patients. He was a seasonal Firefighter with CalFire (Santa Clara and Alameda units). Matt carried on his law enforcement career into federal service serving as a LEO at MOT Concord, and DLA San Joaquin, however Matt finally found his home in the Federal Fire Service where he worked as a Firefighter/Paramedic for MCLB Barstow, NAS Lemoore, DLA San Joaquin, and MWTC Bridgeport. His heart was simply too big for only one badge!



In 1995, he married Alisa Rominger, to whom he was married for 26 years at the time of his passing. Together, they had four children- Ashley, Gabriella, Thomas and Andrew. Bear was an amazing father who poured his time and effort into his children through sports, the love language he knew best of all. It is with profound sadness we announce the Line of Duty Death of Firefighter-Paramedic Matthew "Bear" Rominger.

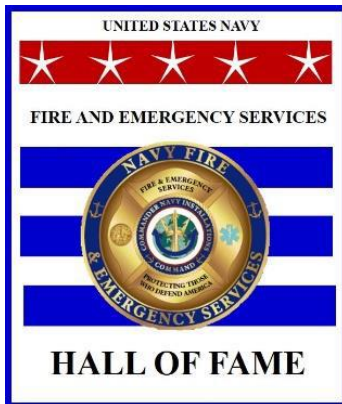
Bear passed away on May 16, 2021, from COVID-19 complications, which was contracted in the line of duty.

Bear had over two decades of public service in both Law Enforcement and the Fire Service. He was a dedicated husband, a loving father and leaves behind a fire family who enjoyed every minute with their Bear.

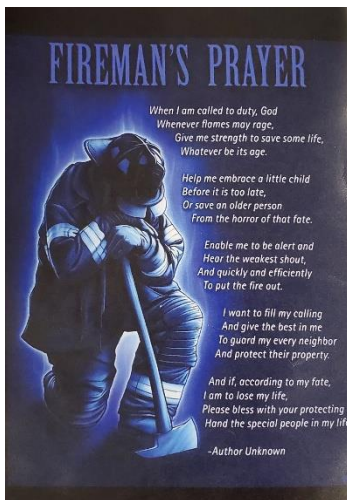
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Final Alarm Peters

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Inductee #20



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Navy Hall of Fame Member, Fire Chief, Charles William Peters Passes Away

OBITUARY

Charles William Peters, age 92, of Bartlett, Tennessee passed away on Thursday, June 10, 2021. Charles was born September 29, 1928 to the late Phillip and Myrtle Palutro. He was a member of Faith Baptist Church. Charles was in the Air Force for 20 years where he achieved the position of Fire Chief.



Afterward he served as a Fire Chief for the civil service for 38 years and was ultimately elected to the Navy F&ES Hall of Fame. During his career in the Air Force he served as Fire Chief at Subic Bay, Philippines, Cubie Point, Naval Air Station, Philippines, NSA Mid South, TN, Kadena Air Base Okinawa, Japan, Ramstein Air Base, Germany, Barksdale Air Base, LA and Dover Air Force Base, DE.

Charles is survived by his wife of 37 years, Betty Giron Peters, his children; Sharon Smith (Rob), Jean Maslanskus (Musky), Pam Lyon (Dallas), Sagat Giron Jr. (JoAnn), Stacey Alexander (Barry), Tim Giron, his 9 grandchildren; Chris, Jason, Jeremiah, Daniel, Daniel, Matthew, Sarah, Parker, and Jacob, 15 great grandchildren.

Charles is preceded in death by his two brothers and sister.

U.S. NAVY F&ES HALL OF FAME NOMINATION

Charles W. Peters began his DoD fire service career in 1945 as a student at the U.S. Navy Fleet Fire School in Great Lakes, IL. After a brief break in the Federal service while he served as a Lieutenant with the Jonesboro, AR Fire Department, Chief Peters re-entered the federal fire service in 1950 and did not leave until he retired, with 58 years of DoD fire service, in 2004.

The Chief spent 26 of those years in Navy F&ES at NAS Memphis (later NSA Mid South) and NAS Subic Bay/Cubi Point, Republic of the Philippines. His fire service spanned six decades and earned him countless awards and recognitions.

Chief Peters' legacy rests with the dozens of prominent DoD fire service leaders who were mentored by him.

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Charlie Peters instilled a sense of history and responsibility in all his protégés. He was a fundamentalist when it came to fire protection and always stressed basic firefighting skills. He had an acute eye for talent and believed in giving talented people an early opportunity to succeed. He also allowed them to take chances and make mistakes. While his name is not associated with any important DoD or Navy F&ES doctrine, his influence is reflected in the work of all those who worked for and with him.

He was awarded the Navy Superior Civilian Service Award in 2002, the highest honorary award the Chief of Naval Operations may bestow on a civilian employee in the Department of the Navy and the highest award granted at the major claimant level.

At the time of his retirement with 58 years of service (Feb 1946 – Feb 2004), he was believed to be the longest tenure of any DoD Fire Chief.

Protecting Those

Firefighters: Protecting Those Who Defend America

By Master Sgt. Jeremy Roman, 301st Fighter Wing Public Affairs / Published June 23, 2021



Several members of the Naval Air Station Fort Worth Fire and Emergency Services Department stand ready to serve. Their core values are integrity, honor and legacy. This pledge is to serve their fellow firefighter and those who need their help today, to honor their past and to entrust what they are doing now to future firefighters. (U.S. Air Force photo by Staff Sgt. Randall Moose)

NAVAL AIR STATION JOINT RESERVE BASE FORT WORTH, Texas –

On October 1, 1994, NAS JRB Fort Worth was established as the first joint base in the country. Currently, the installation is comprised of approximately 40 separate commands which includes 10,000 (Airman, marine, sailor and soldier) Active Duty, Guardsmen, Reservists, and civilian employees. As each team or office completes its respective mission, their total force integration combines into overall national defense strategy accomplishment.

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Protecting Those (Cont.)

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One installation unit who plays an essential role to the success of each mission here is the Naval Air Station Fort Worth Fire and Emergency Services Department.

“Our mission—Protecting Those Who Defend America—is written on the sides of our apparatus,” said John Shelton, NAS Fort Worth Fire Dept. firefighter emergency medical technician. “Our in-house motto is "YEA, WE DO THAT", as in, whatever we are called upon to do for our community, we are there, eager, and ready to serve.”

Along with base responsibility, NAS Fort Worth FD also has joint response capability with Lockheed Martin (Fort Worth) and the City of Fort Worth Fire Department. The NAS Fort Worth FD stands ready whenever called.

“We have a fully manned station of at least 14 personnel each shift on duty [in order to] handle a variety of emergencies and support which includes fire, medical, hazardous material and confined space,” Shelton said. “With the 301st Fighter Wing or other squadrons, we also support aircraft emergencies which include everything from fuel leaks, bird strikes, arrested landings, and of course, crashes.”

Having to cover the myriad of potential scenarios, Shelton explained the importance of their proficiency.

“With more than 40 personnel on board in our department, we are all certified through the Department of Defense Accreditation Program for a multitude of firefighting skills, as well as National Registry Emergency Medical Technicians and Paramedics,” Shelton said. “The program aims to enhance DoD emergency response capability as well as ensure fire and emergency services (F&ES) personnel are medically qualified to perform F&ES duties.”

Coupled with skill, mission readiness within the department is paramount.

“A typical rotation at the firehouse is a 48 hour shift, from 7:45 A.M. to 7:45 A.M.,” said Shelton. “A typical day includes cleaning and inspecting the apparatus and station, continuing education training for the various certifications we hold, preparing meals, and of course, being ready to respond at a moment's notice. 24 hours a day, seven days a week, 365 days a year we're here.”

Many of these firefighters who protect those who serve America, understand what is required because they have served themselves.

“I would say 98% of our team are veterans, from all branches, and most of us served in the fire service while in service,” Shelton, a U.S. Marine Corps firefighter veteran of six years explained. “We have a handful of personnel presently serving in the Reserve as well. Our team members who never served in the military are definitely serving the military now, so we are all in it together.”

We may not be able to see all of their skill, experience, knowledge and preparedness demonstrated, but one thing which really shines through is their passion.

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Protecting Those (Cont.)

“We love the interaction with the public. We were all that little boy or girl back in the day, and would see the big, bright, shiny fire truck drive up, and we love nothing more than to visit with the young (and old) and show them the trucks and equipment,” Shelton said. “If we're out and about, and not in an emergency status call, come up and say hi. We may even let you pull the air horn.”

Shelton concluded by expressing the pride he and his team feels while appropriately summarizing how the missions of this joint reserve base get accomplished: “serving our country in different capacities, we, of course, are all together...as patriots.”

MISSION: Protecting Those Who Defend America.

CORE VALUES

INTEGRITY (for those we serve and those we serve with); keeping our promises, walking with character and integrity are the only ways to earn trust in each other and with the public we serve.

HONOR (for those who have gone before us); this captures tradition, remembrance, respect and pride.

LEGACY (for those we will entrust the future); looking ahead, acting in a way today that cements a path worthy of others to follow tomorrow.

ETHOS: “Yeah, we do THAT!”



The newest crash truck unit/apparatus belonging to the Naval Air Station Fort Worth Fire and Emergency Services Department. “Our mission—Protecting Those Who Defend America— is written on the sides of our apparatus,” said John Shelton, NAS Fort Worth Fire Dept. firefighter emergency medical technician. (U.S. Air Force graphic by Jeremy Roman)

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SA Matters!

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How Flawed Expectations Can Impact Situational Awareness

By Rich Gasaway



The development of situational awareness happens on a three-tiered continuum. It begins with perceiving your environment. Then, what is perceived must be understood (and this is not as simple as it may appear). Finally, understanding is used to predict the future. Summarizing, the three-step process: Perception – Understanding – Prediction. This article provides an example for how flawed expectations can impact prediction.

Prediction

To predict is to forecast – to anticipate – future events before they happen. Previous training and experience play a big role in helping you make accurate predictions of future events. As predictions are made, they are aligned with expectations. The expectations are the anticipated outcomes. For example, at a structure fire, a prediction may be that an interior attack team will be able to extinguish the fire. The expectations may then include: The visible fire disappears and the black smoke turns into white smoke.



The success of any emergency incident is contingent on our ability to assemble a well-trained team of responders (in a timely manner) and following a plan to achieve a commonly understood objective. This requires the commander to hold certain expectations about how teams will perform their jobs at the emergency.

In other words, as the commander forms Level 3 situational awareness – predicting the future – the expectations of crew performance becomes an important component. The commander must form expectations about how long it will take various crews to accomplish various tasks (like making black smoke turn into white smoke).

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SA Matters! (Cont.)

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Rich Gasaway, PhD.

This helps the commander look into the future and see (using the “mind’s eye”) anticipated outcomes.

Not All Crews Are Created Equal

While we may want all crews to be created equal, the reality is, there can be a wide variation in the knowledge, skills, abilities, fitness and stamina of crewmembers. This variation then influences the collective ability of each crew to complete a task in the time expected.

When an assignment is given to a crew, there is, concurrently, an expectation that the task will be completed, successfully, within a certain timeframe.

If consideration is not given to the variation in crewmember abilities, a commander can easily fall prey to the belief that all crews can accomplish all tasks with equal abilities and within the same time constraints. This simply is not true and to think so – or to be indifferent to this fact – can quickly lead to flawed Level 3 Situational Awareness.



Dr. Gasaway’s Advice

While conducting a size-up and preparing to make assignments, assess the quantity and quality of each crew. Expectations of outcomes should be customized to each incident and to each crew.



Stated another way, if you are playing poker, your betting strategy is based on the cards you are dealt. When your hand is strong, your confidence for success (a win) will be higher. When your hand is weaker, you should be concerned that the risk of

loss will be greater. The same is true for staffing. Assess each crew separately.



Action Items

1. Discuss how you might be able to assess variations in crew quality.
2. Discuss the impact variations in crew quality can have on expectations, outcomes and incident safety.
3. Discuss ways to overcome variations in crew quality.

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Trauma Informed Care

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A Comprehensive Approach to Trauma Informed Care

By Assistant Chief Cedric Patterson

Every day, first responders have the potential to face incidents typically unimaginable to the general public. These include line of duty deaths, the death of children, scenes involving significant bloodshed, and even suicides. These traumatic events can instantly or cumulatively overwhelm the coping mechanisms of even seasoned responders, leading to conditions that not only affect the responder's ability to respond but his/her overall wellness.

Traumatic Incident Stress is a term used to refer to a range of symptoms that could be experienced by someone as a result of responding to or somehow being connected to a traumatic event. Departments must have a plan in place to manage Traumatic Incident Stress, through a trauma informed approach. Trauma Informed Care is a treatment framework focused on understanding, recognizing, and responding to the effects of trauma. The Centers for Disease Control and Prevention (CDC) Office of Public Health Preparedness and Response (OPHPR) recognizes six comprehensive principles of Trauma Informed Care, which include; safety, trustworthiness, peer support, collaboration, empowerment, and cultural, historical, and gender issues.

There should be four components to a department's plan to administer Trauma Informed Care. These include firefighters, leadership, peer support, and clinical support. It should be the responsibility of firefighters to understand the stressors of the job, and how those stressors can affect their well-being. Members should be trained in recognizing the effects of Traumatic Incident Stress. They should be prepared to discuss feelings or concerns with trusted coworkers or family members. Alcohol should be avoided as a means of managing emotions.

Company and Chief Officers should be thoroughly knowledgeable on all aspects of the plan. They should be trained in recognizing Traumatic Incident Stress in subordinates, and know how and when to marshal the needed resources. These may include Peer Support or Department of the Navy Civilian Employee Assistance Program (DONCEAP). Leaders should also decrease the stigma associated with seeking help. They can accomplish this by discussing behavioral health in general conversation. The well-being of responders should not be discussed only during annual training or after a traumatic event.

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Trauma Informed Care (Cont.)

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Trauma Informed Care

Peer support is an essential component of any department plan. Peer supporters are trained to recognize and anticipate needs and provide help to members in need of behavioral health assistance. These trusted firefighters know and understand what responders may be going through. Often, speaking with these trained members may be enough to mitigate the impact of the stress associated with the traumatic event. If peer supporters are unable to fully assist members, they should serve as a bridge between firefighters and the final component of the plan: clinical support.

There are times when the effects of Traumatic Incident Stress cannot be overcome through a combination of self-care, supervisor intervention, and peer support. This will require the support of a licensed therapist or professional counselor. Fortunately, the Navy has contracted Magellan Health Services as the provider for the Navy's DONCEAP. Supervisors and Peer Support Team members should provide contact information if the situation warrants it.

Another advantage of the DONCEAP Service is the 24-hour availability of the Critical Incident Response Team. When contacted, a professional counselor or therapist can be brought on-site within one working day of a traumatic event to conduct a professionally led structured intervention. These interventions can take the form of Psychological First Aid (PFA), management consultation, group and individual support, or telephone crisis support. Counselors will provide tip sheets for members and supervisors complete with tips for coping, warning signs, and normal behavioral responses. They will also offer members the opportunity to continue services off-site if necessary, to engage in more long term treatment options such as Cognitive Behavioral Therapy (CBT). The provision of the Critical Incident Response Team is in line with best practices outlined in NFPA 1500, Chapter 13. The 24-hour hotline for the Magellan Health Services Critical Incident Response Team is 1-800-997-2273.

Stress from traumatic events can overwhelm responders, affecting their ability to respond or even perform basic daily tasks. It is imperative that we take a proactive approach to the management of Traumatic Incident Stress through Trauma Informed Care, and use all resources available to us. These include firefighters, supervisors, Peer Support Teams, and professional clinical specialists. Formulating and communicating a plan will allow methodical execution when the need arises.

Chief Patterson is the Assistant Chief-Operations managing Navy Region Mid-Atlantic's District 3 A-Shift. District 3's six fire stations are located on the Little Creek and Fort Story campuses of Joint Expeditionary Base Little Creek-Fort Story, NAS Oceana, and Dam Neck Annex in Virginia Beach, and ALF Fentress in Chesapeake, VA.

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Marine Firefighting School

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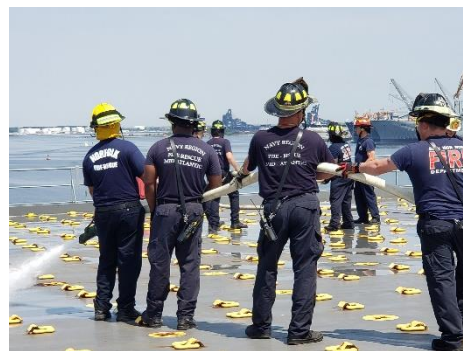
Annual Virginia Port Authority Marine Firefighting School Back on Track in May after Covid-19-Related Break

By Assistant Chief Shannon Pawlowski

Navy Region Mid-Atlantic Fire & Emergency Services supported the 29th Annual Robert E. Rumens Marine Firefighting School, presented by the Virginia Port Authority, May 17-22, 2021 in Norfolk. The week-long course is the most comprehensive hands-on marine fire training experience in the country, and attracts students from all over the world. The 80 participants were from 25 different agencies, with 10 participants coming from NRMA F&ES. Participants in the school learned valuable shipboard firefighting skills, spent the week touring military and civilian vessels, and practicing new skill sets during increasingly difficult scenarios. The final evolution was a full-scale event on an off-shore surface vessel, a member of the James River USN Ghost Fleet, anchored in the James River off the coast of Fort Eustis and Newport News. Battalions of personnel were ferried to the ship in small boats with equipment on barges to conduct the shipboard evolution in real-time, providing an invaluable opportunity to put into practice all the principles and skills learned over the previous 6 days. Participation in the Maritime Firefighting School is an invaluable opportunity to work alongside community partners, build strong relationships, and improve interoperability with other public safety agencies in preparation for real-world event support.



Photos provided by CNRMA F&ES



Photos provided by CNRMA F&ES

NRMA attendees came from Hampton Roads installations as well as Naval Weapons Station Earle (NJ), Naval Station Newport (RI), and Portsmouth Naval Shipyard (Kittery, ME).

Navy Region Mid-Atlantic F&ES is a member of the Port Authority-coordinated Marine Incident Response Team (MIRT), and has provided students, staff, instructors, equipment, and logistics support for the annual symposium for more than 20 years.

The full-scale MIRT symposium was cancelled in 2020 due to the Covid-19 pandemic and related travel restrictions. Instead, a much smaller Maritime Incident Command Seminar was held for local Port Authority and Eastern Virginia fire department participants.

Marine Firefighting School (Cont.)

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City Officials Thank Navy F&ES



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In addition to facilitating training and response pre-planning, MIRT has been the hub of increased interaction and interoperability between member agencies including the Port Authority; Navy; cities of Norfolk, Chesapeake, Virginia Beach, Hampton, and Newport News; counties of York, James City, and Henrico; and many other local jurisdictions. The Port Authority and MIRT also serve as grant pathways for federal port security and preparedness grant monies, which are used to procure MIRT equipment maintained and housed by the member agencies.

Assistant Chief Pawlowski is the Navy Region Mid-Atlantic's training program director, and works out of NRMA F&ES Headquarters in Norfolk, VA. She has served as a Firefighter-EMT, Firefighter-Paramedic, Captain, Battalion Chief, and Assistant Chief since May 2008. She is a Nationally Registered Paramedic, and has a Bachelor of Science degree in Public Safety and Emergency Management.

Local New Jersey Officials Thank Navy Firefighters

By Captain Frank McCleaster

Navy Region Mid-Atlantic's Station 21 at Naval Weapons Station Earle, NJ received a visit from Colts Neck Township elected officials on June 3rd. Officials expressed their thanks to NRMAFES Earle firefighters for all of their assistance and support throughout the years and their most recent assistance at a structure fire on May 22, 2021, at 97 Cedar Drive in Colts Neck, NJ. All parties look to continue strong and supportive working relationships into the future.



Pictured (from LEFT) are FF-EMT Kai Reynolds, FF-EMT Joseph Dunn, FF-EMT Jeffrey Petrauskas, Inspector Frank Butler, Committeewoman Sue Fitzpatrick, Mayor Michael Viola, Captain Frank McCleaster, Captain Thomas Ward, and Chief Inspector Gerrold Moore.

DoD F&ES Awards

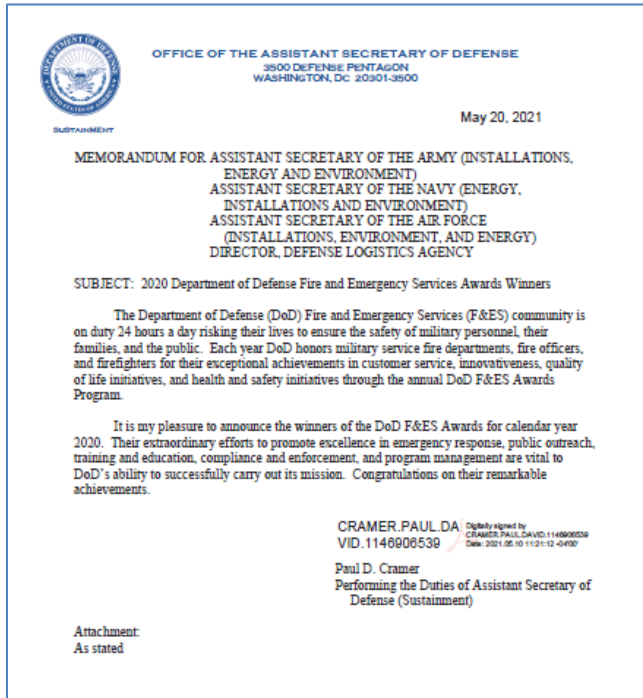
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2020 DoD Fire and Emergency Services Awards Winners

Paul D. Cramer, performing the duties of the Assistant Secretary of the Defense (Sustainment) announced the 2020 DoD Fire and Emergency Services Awards Winners.

The Department of Defense (DoD) Fire and Emergency Services (F&ES) community is on duty 24 hours a day risking their lives to ensure the safety of military personnel, their families, and the public. Each year DoD honors military service fire departments, fire officers, and firefighters for their exceptional achievements in customer service, innovativeness, quality of life initiatives, and health and safety initiatives through the annual DoD F&ES Awards Program.



It is my pleasure to announce the winners of the DoD F&ES Awards for calendar year 2020. Their extraordinary efforts to promote excellence in emergency response, public outreach, training and education, compliance and enforcement, and program management are vital to DoD's ability to successfully carry out its mission. Congratulations on their remarkable achievements.

Small Fire Department of the Year, Naval Support Activity Bahrain F&ES United States Navy

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- Successfully mitigated 421 emergency responses, including 5 structure fires, 2 shipboard fires, 146 medical assists, 17 hazardous materials (HAZMAT) incidents, and 1 vehicle-borne improvised explosive device with 100% aggregate response time compliance and no injuries.
- Achieved 20K+ training hours: 2,435 courses, 28 live fire evolutions, 4 emergency vehicle operator courses, and 7 installation training team drills.
- Piloted the region's first code-compliant, all-virtual Fire Inspection Program for Jebel Ali's 21 facilities; mitigated COVID-19 concerns; implemented changes that saved/will save the Navy \$691K+.

**Medium Fire
Department of the Year,
Aviano Fire &
Emergency Services,
Aviano Air Base, Italy
United States Air Force**

- Saved the off-base recycling center; provided staffing for 9-hour mutual aid, solved a city systematic hydrant failure, delivered 160K gallons of water, supported 30 bilateral firefighters, and earned Mayor's praise.
- Deployed 4 lead firefighters/emergency medical technicians (EMTs) to U.S. Army Garrison Italy; mitigated a COVID-19 manning shortfall and protected the European Union's (EU's) largest ammunition storage, 11 combat units, and 8K warfighters; awarded 4 Army Achievement Medals.
- Advanced Air Force's medical re-integration plan: established the EU's first fire EMT class; led a 20-day course of 200 hours of training, a practical, and 12 national certifications, resulting in a benchmarked template for 76 wings.

**Large Fire Department
of the Year, Marine
Corps Base Camp
Pendleton, Camp
Pendleton, CA
United States Marine
Corps**

- 3,518 emergency responses, 1,940 rescue/emergency medical services (EMS), 48 hazardous material, 1,414 structural, 116 wildland fires, and 367 mutual aid provided to outside communities.
- 29 California Incident Command Certification System wildland qualification packages submitted and approved; 15% increase from previous year and 42% of packages submitted in San Diego County.
- DoD ambassadors; supported Defense Security Cooperation Agency's deployment to Creek Fire, 379,895 acres, 856 structures lost, supervised 200+ marines, 1 Division Group/Supervisor, 2 Strike Team crews, 4 Crew Bosses for a 30-day deployment.

**Fire Prevention
Program of the Year,
673 CES Fire
Emergency Services
Joint Base Elmendorf-
Richardson, AK
United States Air Force**

- Drove charge for Air Force Civil Engineer Center compliance for all Joint Base Elmendorf-Richardson hangars' foam systems by 2026; 21 projects generated, closer to eliminating inadvertent activations, and lower costs ensures mission capability.
- Overcame COVID-19 challenges; leveraged social media to post a fire safety message that reached 26.5K people.
- Authored Fire Inspector Transition Program; mirrors Rookie/Company Officer programs; offers blueprint for Operations to Prevention transition, which rapidly builds skills, confidence, and professionalism

**Civilian Firefighter of the
Year, Mr. Matthew J.
Callaghan, Joint Base
Charleston, SC
United States Air Force**

- Named Category I Civilian of the Quarter for leading a unique, 4-person rescue operation team; utilized a 105-foot tower to remove a patient from a 767 aircraft and packaged them for expedient transport to save their life.
- As the Wildland Firefighter program manager, he identified program and life safety short falls securing a \$24K wildland vehicle, increased the budget by 33%, and assisted the Department of Natural Resources in controlled burns over 900 acres.
- Led 7 HAZMAT Tech practicals; observed 245 skill tasks and increased HAZMAT capabilities by 30%.

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Civilian Fire Officer of the Year, Mr. Keith R. Pellerin, 673 CES/CEF Joint Base Elmendorf-Richardson, AK United States Air Force

- Interim Battalion Chief/Incident Command for 80 shifts due to COVID-19 and low staffing; led 26 Firefighters across 3 stations/districts, directed mitigation of 119 emergencies, and saved over \$100K in overtime.
- Validated curriculum/evaluation processes for new Air Force Fire and Emergency Service (F&ES) Rookie/Company Officer Development programs; biggest firefighter development advancement since certification program.
- EMS expert; assisted with the review of 85 Air Force pre-hospital care protocols protecting firefighters and patients; conducted 36 EMS classes, resulting in 1.85K student hours and 500 successful responses.

Military Firefighter of the Year, Senior Airman Journey T. Collier, 35th CES Fire & Emergency Services Flight Misawa Air Base, Japan United States Air Force

- Won Group Airman of the Quarter Award for outstanding performance; Airman Leadership School Distinguished Graduate, Academic Achievement, Profession of Arms.
- First to a Navy ground emergency; halted a fuel leak saving a \$256M asset, submarine mission.
- Rescued a hypoxic Navy pilot; teamed with 5 agencies and expedited advanced care for full recovery.
- Mitigated 128 incidents; guarded 11K populace, 65 joint aircraft, and \$9.6B in assets.

Military Fire Officer of the Year, SMSgt Mark J. Tross, Joint Region Marianas, Naval Support Activity Andersen, Guam United States Navy

- Interim Installation Fire Chief for 2 departments; led 84 firefighters and quelled 83 responses; twice named squadron Senior Non-Commissioned Officer of the Quarter.
- Shaw Deputy Chief of largest operational fighter base and Air Force's primary Suppression of Enemy Air Defenses wing; mitigated 650 emergencies, protected \$4.9B in assets, 79 F-16s, 31K personnel, and shielded 8,156 mission sorties.
- As Air Force Central Command Fire Chief provided guidance for 375 firefighters and \$93M warfighting assets; supported 17 nations covering 4M square miles and 27K sorties generated; awarded Chief Fire Officer designation.

Fire Service Instructor of the Year, Assistant Chief Thomas P. Wiley, Naval Station Rota Fire & Emergency Services Rota, Spain United States Navy

- Commissioned the first Navy Shipboard Incident Command Center to streamline communications and the command operating picture; praised "best practice" by the U.S. Sixth Fleet Commander.
- Executed the largest training plan in Navy Region Europe, Africa, Central including 7K units; navigated job duty tasks for all-hazard scope of service including shipboard/aircraft; tallied 96% green/notched best statistics in 5-years.
- Amplified F&ES training grounds by partnering with Public Works to overhaul projects; co-authored Navy lesson plans to standardize Navy fire curriculum; and represented DoD in the National Fire Protection Association's 1403 course development which was published in the Total Force Virtual Learning Center.

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Welcome Aboard

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ABHSC Anthony "Tony" Pena

New Military Firefighter Program Manager, ABHSC Tony Pena

Please welcome to the CNIC N3 Team, assigned as our new Military Firefighter Program Manager (N30): Senior Chief Anthony "Tony" Pena grew up in the Dominican Republic, graduated from Memorial High School in West New York, NJ, and enlisted in the Navy in November 2000.

His sea tours includes: the USS John F. Kennedy (CV-67) (Florida); USS Harry S. Truman (CVN-75) (Virginia); and USS Nimitz (CVN-68) (Washington); his shore tours: Naval Station Mayport, FL; Naval Station Great Lakes, IL.

In October 2005, ABHCS Pena earned certification as a DOD Firefighter after attending the Louis F. Garland DOD Fire Academy in Goodfellow AFB, San Angelo, TX

He recently returned from an 11-month record breaking carrier deployment onboard the USS Nimitz (CVN-68) amidst the COVID-19 pandemic. He is accompanied his wife Vanessa, daughter Emma (8yrs), and Lab mix (Roxy).

Senior Pena likes baseball and football, but not any particular team. He is a family guy and loves to spend time with his daughter while playing handyman around the house. ABHCS is looking forward to learning how to sail this summer and making new friends in the DC area.

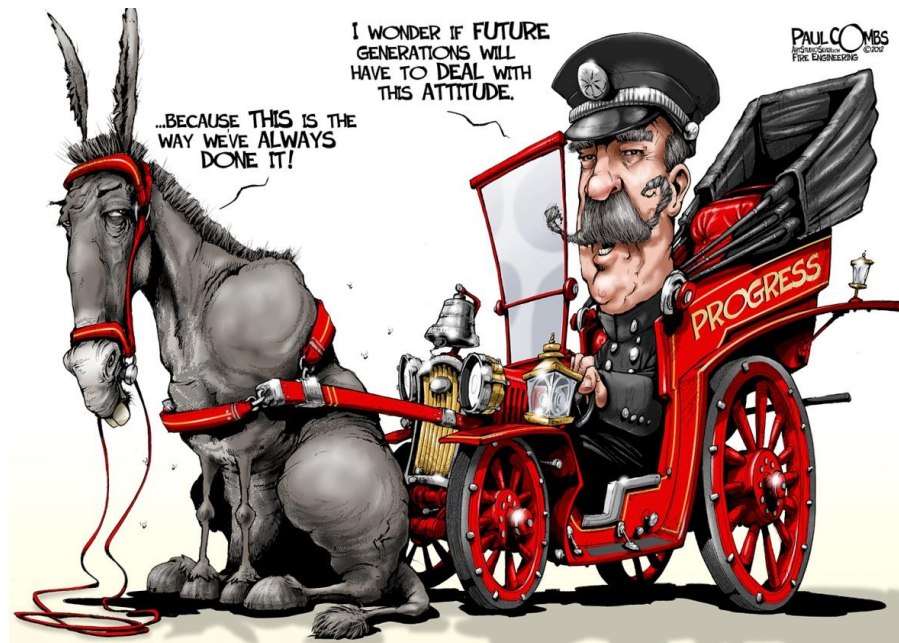
Welcome Aboard the CNIC Team!

Combs Cartoon



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Stubborn Attitude



TSP Update

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TSP Funds Snapshot
As of Friday, Jul 9, 2021

FUND	PRICE	%	YTD
G Fund	\$16.6214	0.00%	0.69%
F Fund	\$20.9717	-0.34%	-1.06%
C Fund	\$65.5409	1.13%	17.22%
S Fund	\$85.3733	1.92%	15.06%
I Fund	\$38.9816	1.40%	10.15%
L Income	\$23.0860	0.28%	3.63%
L 2025	\$11.9329	0.58%	6.93%
L 2030	\$42.1681	0.77%	8.75%
L 2035	\$12.6728	0.85%	9.54%
L 2040	\$47.9878	0.93%	10.35%
L 2045	\$13.1550	1.00%	11.03%
L 2050	\$28.8366	1.07%	11.73%
L 2055	\$14.1905	1.32%	14.33%
L 2060	\$14.1905	1.32%	14.33%
L 2065	\$14.1905	1.32%	14.33%

[TSP Data Center](#)

Free Image Gallery

U.S. Fire Administration Image Gallery



Free, high-resolution U.S. Fire Administration stock images for your use in outreach, training and other materials. Images are copyright-free and no permission is required

<https://www.usfa.fema.gov/gallery/>

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Navy F&ES POCs

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Navy Fire & Emergency Services (N30)

Commander, Navy Installations Command
716 Sicard Street, SE, Suite 305
Washington Navy Yard, DC 20374-5140

http://www.cnic.navy.mil/om/operating_forces_support/fire_and_emergency_services.html

DSN 288

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Deputy Director Ricky Brockman ricky.brockman@navy.mil 202-433-4781			
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EMS Systems Specialist Adam Farb adam.farb@navy.mil 202-685-0712	Senior Fire Prot Specialist John Smithgall john.d.smithgall@navy.mil 202-433-9084	Management & Program Analyst Valerie Douglas valerie.douglas@navy.mil 202-433-4782	
	Senior Fire Protection Specialist Eric Rhode eric.rhode@navy.mil 202-433-0256	Program Analyst VACANT	

Navy F&ES Hall of Fame



Navy F&ES Hall of Fame

- | | | |
|-------------------------------|--------------------------------|-----------------------------|
| 001 William Killen, 2004 | 016 Frank Brannigan, 2010 | 031 Gerald Makowski, 2017 |
| 002 James Manser, 2005 | 017 Lewis Meyer, 2010 | 032 Gelacio Rodriguez, 2017 |
| 003 Clarence Rout, 2006 | 018 Roy Grubbs, 2010 | 033 John McDonald, 2017 |
| 004 David Butler, 2006 | 019 Orville Emory, 2011 | 034 Dudley King, 2018 |
| 005 Alvah Cuthriell, 2007 | 020 Charles Peters, 2011 | 035 Eugene Carmody, 2018 |
| 006 George McGuigan, 2007 | 021 Douglas Thomas, 2011 | 036 Robert Williams, 2018 |
| 007 Waverly Sykes, 2007 | 022 Charles Gindele, 2012 | 037 Jerry Sack, 2019 |
| 008 Hank Vescovi, 2007 | 023 John Wentzel, 2012 | 038 William Hennessey, 2019 |
| 009 William Albrightain, 2007 | 024 Leroy Ellis, 2013 | 039 Robert Tofson, 2020 |
| 010 Daniel Marshal, 2007 | 025 Dr. Richard Tuve, 2013 | 040 Michael Jones, 2020 |
| 011 Nicanor Benavidez, 2008 | 026 John Arruda, 2014 | 041 George Kennett, 2021 |
| 012 Haraldur Stefansson, 2008 | 027 Augustus Bowling, 2014 | 042 Glenn DeLaura, 2021 |
| 013 William Beniker, 2008 | 028 Robert Darwin, 2015 | |
| 014 William Thomann, 2009 | 029 James Meagher, 2016 | |
| 015 Harry Tagen, 2009 | 030 Frederick Seibel III, 2017 | |

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HELP WANTED!

Navy civilian firefighters needed, visit USAJobs.gov for details.
Search for 0081-series