



July 2026

OMNI CEDO DOMUS

Vol. 24 No. 7

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From the Navy Fire Chief

Happy Birthday U.S.A. ! as our Nation Celebrates 250th Birthday, so does our Navy and the Navy F&ES Community. We have included some pictures of our dedication to our community celebrations in this edition.



I am happy to **Congratulate** retired Navy F&ES Staff Member, Dan Gaumont on his selection of the 2026 recipient of the Robert G. Mayes Sr., Distinguished Faculty Award for the College of Safety and Emergency Services at Columbia Southern University. This is the College's highest honor/award. The award recognizes and honors an individual's outstanding achievements and contributions as a Columbia Southern University faculty member in supporting the University in achieving its mission to change lives through education. BZ to Dan !

Welcome Aboard to our newest HQ F&ES Staff member, Jonathan Campos. Jonathan has relocated from Houston, TX to join our headquarters team here in Washington DC. A native of Los Angeles, CA he has spent a little over 20 years in the Fire & Emergency Services career field for the U.S. Air Force in both the Active Duty and Reserve capacity. He has a background in business and has worked in process improvement and advocacy at all levels of government to include non-profit. Jonathan's hobbies include going on runs and exploring new restaurants. As a member of our headquarters team Jonathan will be focusing on all aspects of logistical support for Navy F&ES.





While we have experienced some hiring delays associated with ever changing and new hiring restrictions, I am pleased to report we are actively hiring to fill our vacant F&ES positions across the Navy. Many locations utilize various methods to hire F&ES staff members, i.e., USAJobs, Direct Hire, etc. Please share with anyone you may know who is seeking opportunities within Navy F&ES. I encourage everyone to contact the Fire Chief at the location to determine the proper procedure to apply for Navy F&ES positions at the specific location. Many locations hire fully qualified staff while other locations hire entry-level staff members and send them to a local fire academy to obtain the right qualifications. There are a couple of examples of local fire academy graduations in this edition. **Welcome Aboard** to our newest members of the Navy F&ES family.

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In closing, next month we will have an article on our newest addition to our Navy Firefighting tool box; the “**FireFly3K**” this is our 3,000 GPM portable pumping system ready to deploy to our major fleet concentration areas.

Thanks to all our Navy F&ES Teams and members who serve, **Protecting Those Who Defend America.**

Carl



Last Alarms

The USFA reported 47 line of duty deaths in 2026. The following line of duty deaths have been reported since our last issue.

Charles Woodard
Mabank, TX

Sydney Watson
Rifle, CO

Eugene Cervi
McHenry, MD

Nathan Matthews
Rifle, CO

Kyle Yoder
Millersburg, OH

Patrick Trout
Detroit, MI

Donald Van Deursen
Somerset, NJ

Emily Barker
Rifle, CO

Robert Reider
Malaga, NJ

David Gagnon
Cottkill, NY

Nicholas Alexander
Williams, AZ

Dan Hernandez, Jr.
Elkhart, TX

Adam Amrozi
Lincoln Park, MI



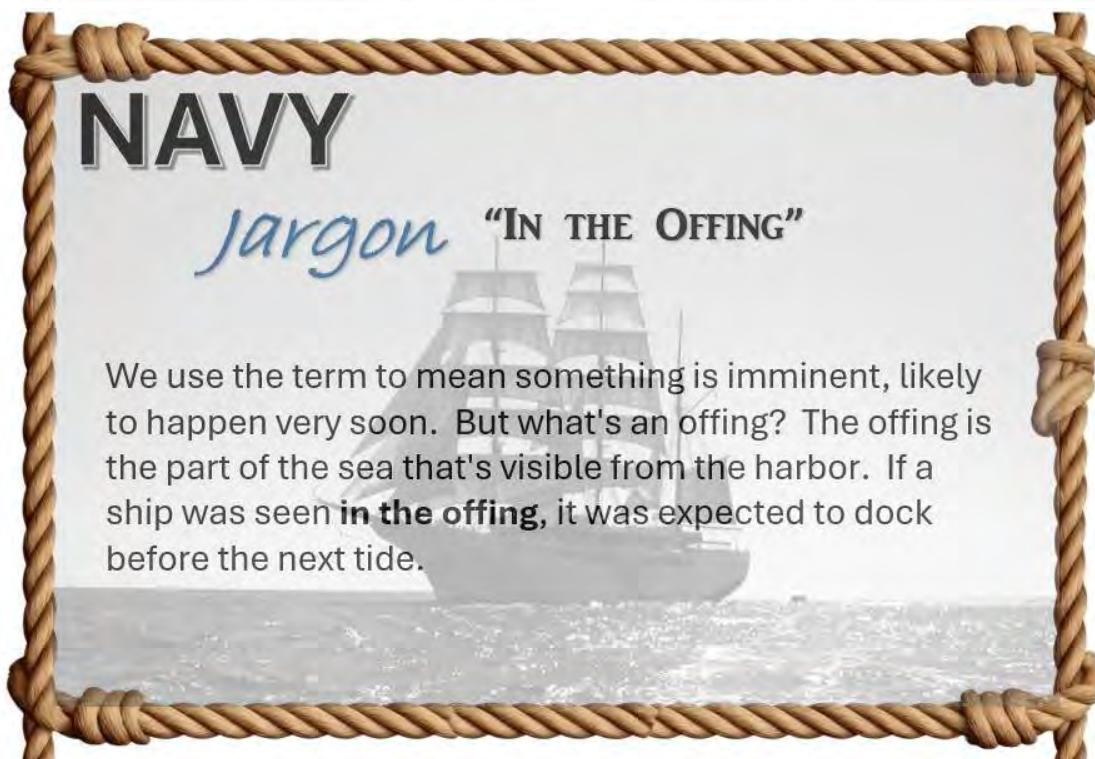


Taking Care of Our Own Program

There are seven firefighters in the Taking Care of Our Own Program.

Name	Location	Point of Contact
Robert Doublet	NAS JRB New Orleans, LA	cnisehq11er.fct@navy.mil
Layne Jackson	MCAS Beaufort, SC	franklin.ramseur@usmc.mil,
Michael Melson	Joint Base Andrews, MD	316FSS.CPO.EMRTEAM@us.af.mil
Daniel Hopcus	MCB Camp Pendleton, CA	christopher.hubmer@usmc.mil
Arthur Gerpoltz	Fort McCoy, WI	brady.j.breuer.civ@army.mil
Charles Latham	NAS Patuxent River, MD	joyce.a.aud.civ@us.navy.mil
Andrew Duran	NAVBASE Ventura County, CA	david.g.santillo@us.navy.mil

The “Taking Care of Our Own” Program, a sub-set of the Voluntary Leave Transfer Program, was developed to support military component Fire & Emergency Services (F&ES) personnel with a medical emergency defined as *a medical condition of an employee or a family member of an F&ES employee that is likely to require an employee's absence from duty for a prolonged period of time and to result in a substantial loss of income resulting from the unavailability of paid leave*. The Program invites all military component F&ES personnel to donate ONE HOUR of annual leave to any member to enable them to focus on recovery rather than financial distress.





American Lafrance Navy Fire Apparatus

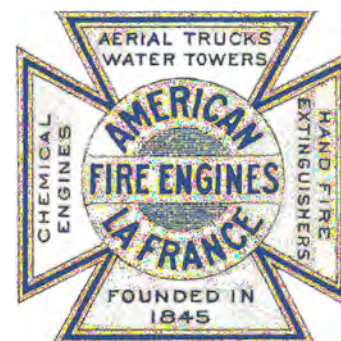
Story and photos by Tom Shand



During the International Association of Fire Chiefs conference held in Chicago in 1943, the American Lafrance Company conducted a detailed survey of attendees to identify what new apparatus design features would be most beneficial for fire departments. The result was the introduction of the first cab forward fire apparatus design with the 700 series vehicles during 1947 where the driver and officer sat in front of the front axle with rear facing jump seats for the crew on a short wheelbase chassis.

The U.S. Navy became one of the larger users of the 700 series rigs with twenty-five American Lafrance units entering their fleet over the years. Following automobile designs of this era, American Lafrance and other apparatus builders embraced model designations for each of their offerings which assisted in the advertising and marketing for these units.

During the 700 series era, engine models were identified according to the fire pump rating starting with the 500 gpm Scout model and used the names of Invader and Spartan for the 750 and 1000 gpm ratings, which were the most popular fire pump sizes used during this time as centrifugal fire pumps replaced the older rotary gear pumps in vehicles built during the 1930's. 1250 and 1500 gpm ratings were identified as Metropolitan and Dominion models which were typically specified by larger, municipal departments. Only 120 of these higher pump capacity engines were produced with the majority of departments acquiring 750 gpm rated vehicles.



American Lafrance aerial devices were marketed as service aerals for midship ladders and rescue ladders for 85- and 100-foot tractor drawn aerals. During 1952 the U.S. Navy placed into service a 700 series model 7-75 AJO, 75-foot midship ladder for the Groton Submarine Base in Connecticut. This rig was built on a 220-inch wheelbase with an overall length of just over forty two feet, equipped with 228 feet of ground ladders.



With the introduction of the newly redesigned 800 series units, in February 1956 the U.S. Navy took delivery of the first of nineteen model C-775-PCO-H 750 gpm pumpers for use at various installations. These engines were powered by a Continental six-cylinder engine rated at 175 horsepower with a four-speed manual transmission and built with an open cab and enclosed body compartments on each side of the body. When compared to today's engines these rigs had a stark appearance with little chrome, using a painted front bumper, door hinges and hardware. A Sterling model 30 siren light and twin cab windshield spotlights were the extend of the warning devices and scene lighting.



A 300-gallon booster tank supplied a single top mounted booster reel with two lengths of hard suction hose and ground ladders mounted on each side of the body.

Following these American Lafrance units the U.S. Navy returned to using commercial chassis for engine apparatus with an order for sixty-five 750 gpm engines from Central Fire Apparatus built on International R-185 two door cab chassis. The next custom chassis engines would be once again ordered from American Lafrance for their Pioneer I model vehicles. This flat faced cab was built by Truck Cab Manufacturers in Cincinnati, OH for Lafrance to produce a limited option, budget model apparatus.

Between 1965 and 1968 the U.S. Navy took delivery of fourteen Pioneer I model 750 gpm engines built with a 300-gallon tank. These rigs were built on a 160-inch wheelbase with an overall length of twenty-five feet, five inches and were more maneuverable than their commercial chassis counterparts. With the single piece, slatted windshield the canopy cab provided seating for up to five personnel with rear facing jump seats along with a walkway between the rear of the engine enclosure and the front of the body.



These engines were initially delivered in red colors and in later years several were rebuilt with crosslay hose beds, preconnected deck guns and repainted chrome yellow. The Naval District of Washington at Bolling once operated a 1965 American Lafrance Pioneer model assigned as Engine 1-3, carrying property number 73-01833. Nearby the Naval Surface Warfare Center in Carderock Engine 521 operated a 1965 model Pioneer which was modified to provide crosslay attack lines, deck gun and Clemmens standpipe pack along with additional warning lights and deck gun mounted over the fire pump. This rig was assigned property number 73-01889 and was typical of some of the modification work conducted locally at the installations during this era.

American LaFrance referred to their apparatus product line as "The Standard of Excellence" compared to Seagrave which advertised their vehicles as "The Greatest Name in Fire Apparatus." Fire departments across the country became loyal to one favored brand of apparatus for many years Back in the Day.

The EFO Program Are Open for Applications !

Applications for the National Fire Academy's Executive Officer Program will open at 12:01 a.m. EST Monday, August 3rd. Applications will be accepted August 3-31, 2026, or when the first 500 application are received - whichever comes first.

Please use course code R5300 when applying.



For more information and how to apply, please visit [Executive Fire Officer Program](#).

CNIC HQ will cover all travel expenses for any Navy F&ES member who is accepted for the EFOP, contact Carl Glover carl.b.glover.civ@us.navy.mil for details.



Hot Work Safety

By Mark Weil, Assistant Chief Fire Prevention (Ret), Navy F&ES Hall of Fame #51

NFPA 1 with Navy Amendments (Navy Fire Code) Chapter 41 applies to the following hot work processes:

- Welding and allied processes
- Heat treating
- Grinding
- Thawing pipe
- Powder-driven fasteners
- Hot riveting
- Torch-applied roofing
- Similar applications producing or using a spark, flame, or heat



The Navy Fire Code provides guidance for hot works in addition to guidance contained in NFPA 51B, *Standard for Fire Prevention During Welding, Cutting and Other Hot Work*.

The Code requires management, or a designated representative, to take responsibility for the safe operations of hot work activity. If hot work is not properly managed, serious negative consequences could result in hindering the timely completion of the project.

A key component of a hot work permit program is to identify the Permit Authorizing Individual (PAI). This program designates an individual responsible for managing and administering hot work permits on construction sites and activities. The Navy Permit Authorizing Individual Program is based on the requirements specified in the Navy Fire Code, Department of the Navy Instructions, OSHA 1910,1915 and CNIC 11320.23 Navy Fire and Emergency Services Program

The Permit Authorizing Individual Program is designed to train individuals to serve as the Permit Authorizing Individual (PAI) for Contractors, Commands, and Shop Codes to reduce wait time for Hot Work Permits issued by the Fire Department. Training objectives are:



Students will understand the differences between low, moderate and high fire hazards.

Students will understand the need to follow their agencies' Hot Work Safety Procedures

Students will be able to issue and track Hot Work Permits for their assigned AORs.

Students will know what form and information needed in order to issue a Hot Work Permit

The PAI program and training provided by Prevention Divisions only applies when conducting hot work on any of the military installations that are under agreement with the Federal Fire Department to provide fire protection and prevention services.

The program and training provides you with the ability to review the work area and assist you to decrease the chances of a fires during the hot work process. **ALWAYS FOLLOW YOUR AGENCIES HOT WORK SAFETY PROCEDURES.**



Navy F&ES Celebrates America 250





Safety Starts With Training

Submitted by Samuel Feltner, NAVSTA Great Lakes Fire Chief



Naval Station Great Lakes Fire Captain William Mix recently conducted hands-on training with crew members on Truck 1931's in-bucket breathing air system. Regular training ensures personnel remain proficient with the equipment they rely on to work safely and effectively during aerial operations.

Great work by Captain Mix and the crew for their continued commitment to readiness and professionalism.

Navy Region Southwest Hiring

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Click Link for More Info:
[FIRE RECRUITMENT DATA](#)
[08JUN26.PDF](#)



AFCEC Visits CNRMA Districts 1 and 3

By Laura Arrington, Battalion Chief of Training

The Air Force Civil Engineer Center (AFCEC) team visited District 3 (Naval Station Oceana and JEB Little Creek-Ft. Story) and District 1 (Naval Station Norfolk) to review and add input to the Driver Operator Aerial and the Marine Firefighter Certification Courses due to the update of NFPA standards. We assisted the team by providing Navy subject matter experts

The team was able to get on a Navy tugboat to see the vast shipboard mission firsthand at Norfolk Naval Station, tour the USS Dwight D. Eisenhower (CVN 69), and several other ships. Additionally, the team attended a Validation Exercise on the USS Harry S. Truman (CVN 75), which showcased critical integration with our mutual aid partners and the City of Norfolk fire services. At Naval Station Oceana, the team had the unique opportunity to experience a Master Jet Base firsthand, observing its intense installation operations and gaining a deeper understanding of the specialized fire and emergency services required to support high-tempo naval aviation missions. While there, the team was also able to observe a full-scale air show drill, providing them with invaluable, real-time footage and insights into complex emergency response coordination during major public military events and the intense preparation that goes into holding the Navy's largest air show.

This joint effort highlights the strong collaboration between the Navy and the Air Force. While the Air Force traditionally brings unmatched expertise in aircraft fire protection and flightline operations, the Navy brings deep, specialized knowledge in complex shipboard firefighting and maritime hazard response. By integrating Navy SMEs with the AFCEC team, we successfully combined these distinct operational specialties—blending Navy shipboard tactics with Air Force aviation insights—to directly shape these certification updates. This cross-branch partnership is critical; it ensures our emergency response training remains standardized across the Department of War, guarantees alignment with the latest NFPA safety standards, and ultimately enhances the interoperability and readiness of our joint forces and municipal partners.

The following are the Commander Navy Region Mid Atlantic subject matter experts:

- Captain James Spivey, District 3, NAS Oceana, Aerial
- Lieutenant Brian Fillman, District 3, JEB Little Creek-Ft. Story, Aerial
- Captain Jesse Baker, District 3, JEB Little Creek-Ft. Story, Aerial
- Captain Jason Schlicht, District 3, NAS Oceana, Aerial
- Captain Andrew Backowski, District 1, Naval Station Norfolk, Marine Firefighter
- Firefighter/Paramedic Danel Williard, District 1, Naval Station Norfolk, Marine Firefighter
- Battalion Chief of Training Jonathon Harvey, District 2, Norfolk Naval Shipyard, Marine Firefighter
- Battalion Chief of Training Laura Arrington, District 1, Norfolk Naval Base, Marine Firefighter



Left to Right: APV Camera Woman Tiffany Henly, MSGT Jarod Jensen, APV Videographer Johnny Lyons, Battalion Chief of Training Laura Arrington, DoD Certification Program Manager Alton Robinson, APV SME Jason Linta.



When Truth Becomes Negotiable

By Randy Bruegman

What Happens When Leaders Trade Honesty for Convenience, Popularity, or Personal Gain?

There is a growing erosion of trust across our society today. We see it in institutions, organizations, government, business, the media, and even within personal relationships. Increasingly, people are questioning not only the decisions being made, but the honesty behind them.

The Small Compromises That Erode Trust

In many cases, the question is no longer, “Is this true?” but rather, “Does this benefit me?” “Will this strengthen my position or protect my image?” “Will people eventually accept it if it is repeated often enough?” or “Or can I shape the narrative in a way that avoids accountability?”

We see examples of this every day. Leaders avoid difficult truths because they may be unpopular. Organizations minimize problems to protect their reputation. Public figures speak with certainty before all the facts are known, and individuals repeat information simply because it reinforces what they already want to believe.

The result is that trust begins to erode. We also see this reflected in many of the challenges facing our country today. Complex issues such as the federal deficit, educational outcomes, infrastructure, mental health, addiction, and homelessness require difficult conversations, long-term thinking, and a willingness to confront uncomfortable realities. Yet too often, those conversations are delayed because the solutions are difficult, politically risky, or require sacrifice.

Over time, the manipulation of truth, selective accountability, and avoidance of difficult realities begin to normalize behaviors that weaken confidence in leadership and deepen division within organizations and communities.

One of the most dangerous moments in leadership occurs when truth becomes secondary to convenience, influence, or personal gain. Leadership is impossible without trust, and trust cannot survive where honesty is negotiable.

During my career as a fire chief, I witnessed this dynamic numerous times. Decisions involving contracts, development projects, budgets, and other significant issues were sometimes approved even when there were legitimate questions about whether they were truly in the best interest of the community or the long-term financial health of the organization.



In many cases, decision-makers convinced themselves they were preserving stability, protecting relationships, or avoiding conflict. Yet the real issue was often much simpler: they had stopped asking the most important question; is it the right thing to do?

Leadership is not demonstrated when decisions are easy or popular. It is demonstrated when leaders are willing to make the right decision, even when it comes with criticism, discomfort, or political risk.

People are far more perceptive than many leaders realize. Employees, team members, and communities quickly recognize when words no longer align with actions, when standards shift depending on the circumstances, or when accountability is applied selectively.

Trust is rarely lost in a single moment. More often, it erodes gradually through repeated inconsistencies that cause people to question a leader's motives, judgment, and integrity. What leaders tolerate, excuse, or rationalize eventually becomes embedded within the culture itself. Over time, an organization becomes a reflection not only of what its leaders promote, but also of what they are willing to accept.

We see examples of this across our society today. When leaders tolerate exaggeration, personal attacks, selective accountability, or a willingness to bend the truth because it serves a particular purpose, those behaviors gradually become normalized.

What begins as an exception eventually becomes an expectation. As standards decline, confidence in institutions weakens, divisions deepen, and public trust becomes increasingly difficult to restore. The lesson is simple. Leadership requires the courage to tell the truth, the discipline to remain accountable, and the character to do what is

right even when it is difficult. Trust is built one decision at a time, and unfortunately, it is lost the same way.

Why Do Leaders Avoid Difficult Decisions?

One of the things I have observed during my career is that most leaders do not intentionally make poor decisions. In fact, many know exactly what needs to be done. They recognize the problems, see the warning signs, and understand the potential consequences of inaction.

A good example can be found in many of the long-term challenges we face today. Whether it is aging infrastructure, rising debt, deferred maintenance, mental health concerns, addiction, homelessness, educational outcomes, or underfunded pension systems, the warning signs are rarely a surprise. In most cases, leaders recognize the problem years before it reaches a crisis point.

Yet meaningful action is often delayed because the solutions are difficult. They may require sacrifice. They may be expensive. They may generate criticism. They may force leaders to have uncomfortable conversations or make unpopular decisions.

Some of these challenges have improved, while many others have continued to grow. Regardless of the issue, the leadership lessons remain the same. Problems rarely become easier simply because we postpone dealing with them. More often, they become larger, more complex, and more costly.

One of the most important realities that I have learned over the years is that problems rarely remain static. What begins as a manageable concern can eventually become a significant crisis if left unaddressed.



The longer action is delayed, the fewer options remain and the greater the consequences become. Whether in government, business, nonprofits, or our own organizations, avoiding a problem does not eliminate it. More often, it transfers the burden to those who follow us. Leadership requires the courage to confront difficult realities while there is still time to influence the outcome, rather than waiting until circumstances force action.

The Cost of Inaction

Every decision carries consequences, including the decision to do nothing. In leadership, inaction is often the most expensive decision of all.

Experience has taught me that problems rarely remain static. Financial challenges grow larger. Organizational issues become cultural issues. Deferred maintenance becomes infrastructure failure. Poor performance becomes accepted behavior. Small concerns that could have been addressed early, often become major problems that require far greater time, resources, and effort to resolve.

The cost of inaction is often hidden because it develops gradually. There is no immediate crisis. There are no headlines. There is no public outcry. As a result, leaders can convince themselves that the issue is not urgent or that there is still plenty of time to address it.

Then one day the bill comes due.

We see examples of this across society today. Challenges that have been building for years or even decades suddenly reach a point where they can no longer be ignored. At that stage, the options available are fewer, the costs are higher, and the consequences are greater than they would have been had action been taken earlier.

Effective leaders understand that avoiding a problem does not eliminate it. More often, it transfers the burden to someone else, usually the next generation of leaders or the people they serve.

Leadership is not simply about solving today's problems. It is about having the foresight and courage to prevent tomorrow's problems from becoming crises.

The Leadership Imperative

Perhaps the greatest leadership challenge we face today is not a lack of information, resources, or awareness. It is the willingness to act. We live in a time when many of the most significant challenges facing our nation are well understood. The federal deficit continues to grow. Infrastructure continues to age. Educational outcomes remain a concern in many communities. Mental health, addiction, and homelessness continue to place increasing demands on local governments, nonprofits, and families. None of these issues appeared overnight, and none will resolve themselves through delay, avoidance, or wishful thinking.

Too often, difficult decisions are postponed because they carry political risk, financial cost, or the potential for criticism. As a result, problems that could have been addressed through steady leadership and incremental action continue to grow until they become far more difficult and costly to solve.

The same lesson applies within our organizations and communities. Cultural issues do not improve because they are ignored. Financial challenges do not disappear because they are deferred. Performance problems do not correct themselves because leaders hope circumstances will change.



Leadership begins with confronting reality as it is, not as we wish it to be. It requires the courage to tell the truth, the discipline to act while options still exist, and the character to place long-term outcomes above short-term comfort. We cannot continue to kick difficult issues down the road and hope they become someone else's responsibility. The leadership imperative of our time is clear: confront the problem, tell the truth, make the decision, and take action. The longer we wait, the fewer options remain and the greater the consequences become.

Final Thought

Leadership has never been more important than it is today. Across our society, we face challenges that will not be solved through avoidance, wishful thinking, or the hope that someone else will step forward and address them. Trust is declining. Divisions are deepening. Difficult issues are becoming more complex. In many cases, the greatest challenge is not a lack of information or awareness, it is a lack of willingness to confront reality and take action.

The leaders who will make the greatest difference in the years ahead will understand that leadership has never been about personal gain, protecting a position, or avoiding criticism. It is about serving others, solving problems, and making decisions that create a better future for the people and communities we are entrusted to serve.

The easy path is often to delay action, shift responsibility, or offer solutions that sound good in the moment but fail to address the underlying problem. Real leadership requires something more. It requires the courage to think long term, the discipline to make difficult decisions, and the character to place the interests of those we serve above our own.

Tell the truth. Accept accountability. Address the problem. Take action.

The future will not be shaped by those who choose the easy path, avoid difficult decisions, or place their own interests above the needs of others. It will be shaped by leaders who are willing to confront challenges head-on, make the hard choices, and remain committed to serving the people who have placed their trust in them. That is the leadership imperative of our time. Leave it better than you found it.

Chief B's Key Leadership Takeaways

- Trust is built in moments and lost in compromises.
- Courage is choosing what is right over what is popular.
- Culture follows what leaders permit.
- Delay compounds consequences.
- Leadership begins when excuses end.
- Accountability sustains credibility.
- Your legacy is shaped by the decisions you make and the reasons you make them.

After 40 years in the fire service, Chief Randy Bruegman founded the Leadership Crucible Foundation to reshape future leadership with a focus on fostering courage, empathy and humility in leadership positions.

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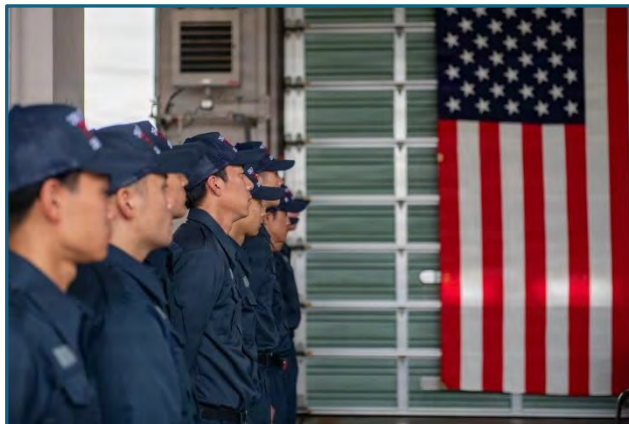


Atsugi Welcomes Nine New Firefighters

Story by Taylor Ardito

Nine Master Labor Agreement (MLA) recruits earned the title of firefighter during a graduation ceremony onboard Naval Air Facility (NAF) Atsugi.

“I want to welcome them [new firefighters] to the department,” said Pete Sorensen, the Commander, Navy Region Japan (CNRJ) Fire & Emergency Services (F&ES) regional fire chief. “This is a big milestone in their careers after a lot of training and hard work, and we are here to celebrate that milestone today.”



The 3-month academy was hosted by NAF Atsugi and successfully graduated five firefighters that will be stationed at NAF Atsugi and four that will soon be stationed onboard Commander, Fleet Activities Yokosuka (CFAY). Dozens of friends and family of the graduates, and fire chiefs from CFAY attended the graduation.

“I drove up here today to recognize our four new firefighters,” said Robert Wimes, the fire chief of the CFAY fire department. “We want to congratulate them for a job well done and wish them luck in their new career.”

Following the color guard and opening remarks, each new firefighter was called in front of the audience to receive their certificate and to have their fire patch placed on their uniform by their new fire chief. The new firefighters sounded off loudly before approaching the front of the audience and walked up with their heads held high, proud of the rigorous course they have finally completed.



Azuto Kabaya, one of the new firefighters, reflected on his time in the fire academy. “The training was tough; in the beginning we had to run 8km per day. We did a lot of hard training, but now I feel stronger and more prepared after going through all that.”

For some of the new firefighters the graduation was more than just a milestone in their career, it was an induction into a family legacy. “My father works at the fire department on Marine Corps Air Station Futenma as a crew chief,” Yamato Kawasoe told NAF Atsugi public affairs. “I respect my dad and firemen a lot and today I got a little bit closer to being like my father.”

The ceremony ended with a live fire demonstration that was performed by the new firefighters. Following the demonstration, the new firefighters found their friends and family in the crowd and took pictures together to help remember this proud event at the start of their new careers.



Live Burns at NAVSTA Newport





Mutual Aid Aircraft Exercise at Corpus Christi

By Jeff Hawkins. CFO Fire Chief, Naval Air Station Corpus Christi

NAS Corpus Christi Fire & Emergency Services (F&ES) recently coordinated a highly successful, large-scale Mutual Aid Downed Aircraft Exercise at the former NAS Chase Field in Bee County, TX.

This training brought together 14 agencies and nearly 80 first responders, significantly strengthening our mutual aid agreements and relationships beyond the fence line. This marks the third exercise of this scope conducted in the OLF Goliad area of responsibility within the last four years.



Scenario & Execution Highlights

- The Scenario: An A T-6 experienced flight control issues on landing, resulting in a dual ejection and crash.
- Fire & Rescue: Crews executed proper approach and firefighting tactics while search-and-rescue teams located the two ejected crewmembers on the airfield.
- Command & Control: A Unified Command was successfully established with the support of Bee County Emergency Management.
- Security: Local law enforcement managed airfield access control and secured the simulated wreckage.
- Hotwash: Participating crews held a post-exercise hotwash to exchange best practices and document key lessons learned.





NAS Oceana Hosts Large-Scale Training Exercise

By Gernyah Batey



More than 200 military personnel and civilian first responders gathered at Naval Air Station Oceana for a large-scale emergency incident training exercise designed to prepare agencies for real-world emergencies and mass casualty events.

The nearly four-hour drill brought together Navy personnel, Virginia Beach Fire and EMS crews, Sentara healthcare partners, and other emergency

response agencies to practice rescue operations, patient transportation, scene management, and interagency coordination.

Military officials say the annual training is especially important as the installation prepares for major events such as the NAS Oceana Air Show, where large crowds and complex operations require seamless emergency response capabilities.

One of the scenarios simulated an aircraft mishap, requiring emergency crews to quickly secure the area, extinguish fires, and coordinate response efforts. The exercise tested not only technical skills but also communication and teamwork among multiple agencies. According to Creighan, establishing strong partnerships before an emergency occurs is critical to an effective response.

“We don’t want to build those relationships with the city at a time of crisis,” Creighan said. “We want to build them early, so that when we have a crisis or we have an emergency that happens on board this installation, that we have that seamless integration.”

Managing a large-scale emergency involving multiple agencies can present challenges, particularly during mass casualty incidents.

Creighan said responders must remain calm while coordinating security, patient care, and scene control. “The biggest challenge that you get, especially when you’re talking about mass casualty incidents, is just the calming presence that you need,” he said. “How we work with our security team, how we work with our partners of Virginia Beach to be able to control that scene, control that scenario, and be able to take care of the patient.”

The exercise highlighted the importance of preparation and communication among emergency response partners. Officials say regularly testing response plans helps identify strengths and areas for improvement before real emergencies occur.

Cedric Patterson, installation fire chief at Naval Air Station Oceana, said the training allows agencies to evaluate their procedures under realistic conditions. “Today gives us an opportunity to bring our Navy and community partners together to exercise those plans under real-world conditions and ensure that they’re going to work the way we think they’re going to work,” Patterson said.

Officials say exercises like this help strengthen relationships between military and civilian agencies while ensuring responders are ready when seconds matter most.



Naval District Washington Promotions



NDW Fire & Emergency Services held a pinning ceremony for 8 newly promoted Captains at the Mix House on Naval Support Facility Indian Head. The ceremony was well attended by friends, family, and co-workers.

L to R – Michael Bacorn (Navy Research Lab), Joshua Figuerdo (Stump Neck), Jared Thompson (Pax River), Daniel Busl (Indian Head), Drew Wallace (Pax River), Steve Stockwell (Pax River)

Not pictured – Roger Kennedy and Corey Walsh (Joint Base Anacostia-Bolling)

Naval Weapons Station Earle Bids CO Farewell



Naval Weapons Station Earle Fire & Emergency Services proudly attended the change of command ceremony. We would like to extend our sincere congratulations to Captain Kent D. Smith and thank him for everything he has done to support Emergency Services over the past several years at Naval Weapons Station Earle.

We wish Captain Smith the very best of luck on his new assignment in Kansas. While you will be greatly missed, you will always be a part of the Naval Weapons Station Earle Fire Department family. Thank you for your leadership, dedication, and unwavering support. Fair winds and following seas!



Confined Space Drill – Panama City

Naval Support Activity Panama City conducted a confined-space emergency response exercise to evaluate installation procedures, interdepartmental coordination, and compliance with federal and Department of the Navy safety requirements. The simulated scenario involved two Public Works Department employees working near Building 316 at a stormwater overflow inlet designated as a permit-required confined space. During the exercise, one employee became unresponsive after encountering a simulated hazardous atmosphere inside the inlet, while the attendant outside the space experienced a separate simulated medical emergency. Emergency personnel responded to assess the scene, identify both victims, control hazards, and conduct a technical confined-space rescue. The exercise evaluated safe confined-space entry procedures, emergency communications, weight-handling and rigging practices, medical response, and Fire & Emergency Services rescue and consequence-management capabilities. The training helps ensure NSA Panama City personnel remain prepared to respond safely and effectively to complex workplace emergencies while protecting employees, emergency responders, and the surrounding community.



Fire Prevention Week 2026 Theme Announced



The wait is over. Introducing this year's Fire Prevention Week™ (FPW™) theme: Charge into Fire Safety™: Safe Charging Is a Superpower.

FPW 2026, October 4–10, is all about charging safely. Every day, we rely on rechargeable devices to stay connected, informed, and entertained.

This year's campaign will help people of all ages learn simple charging habits that can help prevent lithium-ion battery fires.

Watch the video and get ready to power up your fire safety knowledge at fpw.org.

https://youtu.be/CAHSo42htqk?si=nu_7EykvCPDRVOj2



Kings Bay Civilian Service Achievement Medal



CDR Jeremy Lord, SUBASE Kings Bay XO presents medal to Patrick Smith

Congratulations to our very own Firefighter/Advanced EMT Patrick Smith on being awarded the Civilian Service Achievement Medal—a truly well-deserved honor.

Patrick's professionalism, dedication, and commitment to serving the Kings Bay community have made a lasting impact on our department. We couldn't be more proud to see his hard work recognized. This prestigious honor is a direct reflection of Patrick's relentless hard work, integrity, and unwavering dedication to the Kings Bay Fire Department and our entire community. Day in and day out, Patrick goes above and beyond the call of duty, and we couldn't be prouder to see his commitment recognized on this level.

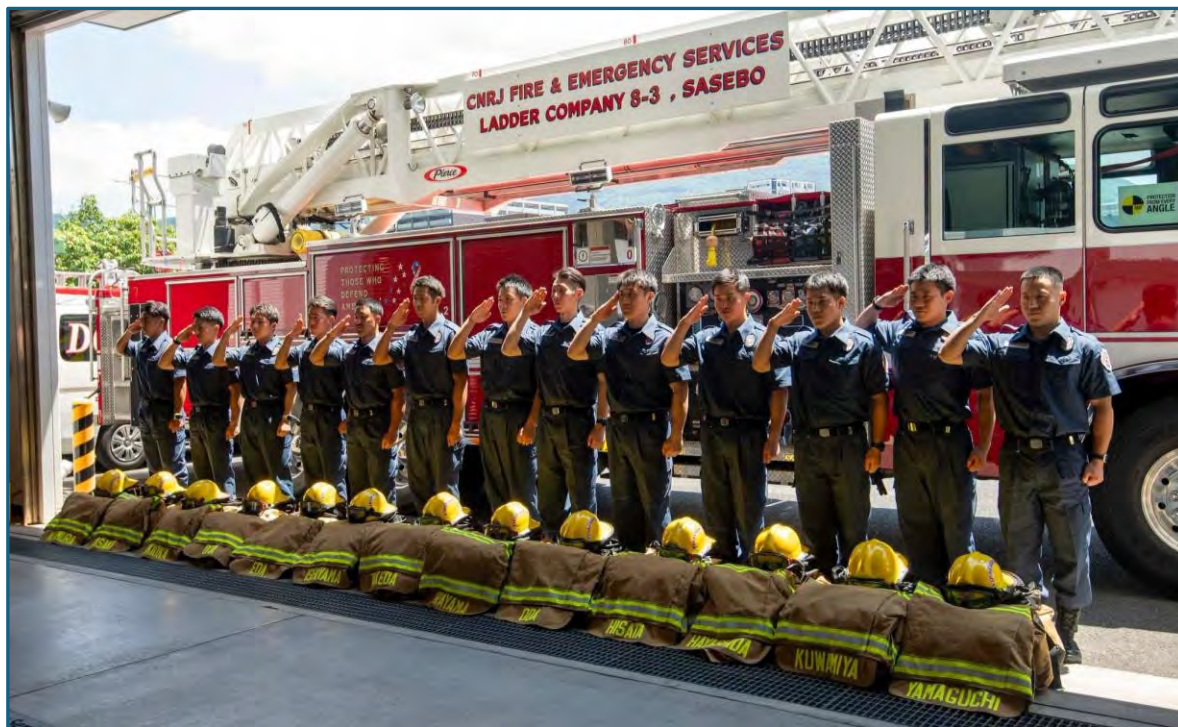
Naval Academy Superintendent Visits Fire Station



Lieutenant General Michael Borgschulte, United States Naval Academy Superintendent, stopped by Naval District Washington, NSA Annapolis, Station 46 to congratulate the men and women on being honored as both the Navy and DoD Small Fire Department on the Year. LtGen Borgschulte highlighted the support provided to the Naval Academy and the Brigade of Midshipmen on a daily basis, and during the special events held throughout the year.



Sasebo Fire Academy Graduation



The Commander Navy Region Japan Sasebo Fire & Emergency Services Department hosted a ceremony, recognizing 13 Fire Academy graduates who successfully earned their firefighter certification. Following the ceremony, the newly certified firefighters demonstrated their rescue skills in a live training exercise, showcasing the dedication, teamwork, and hard work that led them to this achievement.

Congratulations to all 13 graduates on this outstanding accomplishment and thank you for your commitment to serving the community!

Special thanks to CFAS Leadership, E.J. King Middle High School Color Guard, Armed Forces Network, and Digital Media Center for their outstanding support. Truly an exceptional community!





Naval Station Great Lakes Recognitions

Please join us in recognizing several members of the Great Lakes Fire Department for their outstanding service and dedication.

Navy Civilian Service Achievement Medal

- * Captain William Mix
- * Captain Dowdall
- * Firefighter Lucas Anguish

These members were recognized for their exceptional actions during an EMS incident, demonstrating professionalism, teamwork, and a commitment to serving our Navy community.

Additional Recognitions

- * Captain Christopher Dowdall – Civilian of the Quarter
- * Firefighter Nicholas Gough – On-the-Spot Award

These awards are a testament to the professionalism, dedication, and commitment to excellence displayed by our firefighters every day. Congratulations to Captain Mix, Captain Dowdall, Firefighter Anguish, and Firefighter Gough on your well-deserved recognition. Thank you for your outstanding service to Naval Station Great Lakes and the community we proudly serve.



Capt Luke Morarend FF Nicholas Gough



FF Lucas Anguish AC Eric Babcock



Capt William Mix AC Babcock



CAPT Christopher Dowdall AC Babcock



NAS JRB New Orleans Participates in ARFF Training

Naval Air Station Joint Reserve Base New Orleans F&ES participated in Aircraft Rescue and Firefighting awareness training hosted by the Luling Volunteer Fire Department, alongside Ochsner AirMed. The session covered key topics including aircraft hazards, communications, rescue considerations, and response coordination. We appreciate the opportunity to train together and strengthen interoperability. Strong partnerships before an emergency make all the difference.





MAFTD Training at NAS Jacksonville

Firefighters from First Coast Navy Fire & Emergency Services worked alongside firefighters from the 125th Fighter Wing of the Florida National Guard for a live fire training using the Mobile Aircraft Fire Trainer Device (MAFTD) here at Naval Air Station Jacksonville. The simulated fires were inside the fuselage, and on the wing and landing gear providing approximately 20 personnel the opportunity to remain proficient in responding to these high-risk emergencies.





Congress Passes PSOB Legislation



The National Fallen Firefighters Foundation applauds lawmakers for including the Honoring Our Fallen Heroes Act as key provision in 2026 National Defense Authorization Act. The Honor Act ensures families of public safety officers who have died or become permanently disabled due to certain service-related cancers can receive federal benefits.

Congress approved legislation that extends line-of-duty death and disability benefits to the families of public safety officers who have died or become permanently disabled in the line of duty.

[The Honoring Our Fallen Heroes Act](#), which was included as part of the Fiscal Year 2026 National Defense Authorization Act, expands the Public Safety Officers' Benefits (PSOB) program to include certain occupational cancers. The PSOB program provides one-time financial payments to the families of firefighters, law enforcement officers, and other first responders who have died or become permanently disabled in the line of duty, as well as educational benefits to the spouses and children of fallen officers.

For more information on the Public Safety Officers' Benefits Program, please visit: bja.ojp.gov/program/psob. For more information on the National Fallen Firefighters Foundation, please visit: www.firehero.org.

Lifesaving Awards



To date in calendar year 2026, 74 individual Lifesaving Award certificates have been awarded; and 12 lives have been saved. ***Please continue to send us your Lifesaving and Significant Achievement award nominations!***

Provider	Region	Award #	Incident Type
Hajime Mitsui	CNRJ	#1	Cardiac Arrest
Frank Koger	CNRSE	#2	Cardiac Arrest
Dillon Beech	CNRSE	#2	Cardiac Arrest
Hunter Robinson	CNRSE	#2	Cardiac Arrest
Aaron Hasten	CNRSE	#1	Cardiac Arrest
James Ellisor	CNRSE	#1	Cardiac Arrest



Navy F&ES Legacy

NAVY FIRE & EMERGENCY SERVICES FALLEN FIREFIGHTERS					
IN THE LINE OF DUTY					
Date	Location	Name	Date	Location	Name
27 May 2024	Portsmouth Naval Hospital, VA	Anthony "Tony" McVey	9 August 1982	NAVSTA Adak, AK	Perry Wallace
21 August 2023	NAS JRB New Orleans, LA	Thomas "TJ" Maury	12 July 1981	NAS Whidbey Island, WA	John Schmidt
27 June 2023	NAS Patuxent River, MD	Brice Trossbach	4 March 1981	NAS Norfolk, VA	William Travis
21 August 2021	NAWS China Lake, CA	Mikel Lowe	19 October 1973	NAVSTA San Diego, CA	Brian Lindsey
09 August 2021	NAVSTA Great Lakes, IL	Jeffery Peters	19 October 1973	NAVSTA San Diego, CA	Stanley Hertel
1 January 2021	NSF Indian Head, MD	Bryan "Hammy" Hamilton	1 October 1973	NALF San Clemente Island, CA	Stephen Stiftnr
6 November 2019	NAS Pensacola, FL	Dwain Bradshaw	24 January 1964	NSY Puget Sound, WA	Vernon Fletcher
5 February 2018	NAVSTA Norfolk, VA	Stephen Bement	20 March 1962	NAVSTA Annapolis, MD	Herbert Wells
30 May 2014	JB Anacostia-Bolling, DC	John "Mac" McDonald	22 January 1961	NAS Midway Island, Atoll	AM3 Ronald Blakeman
13 January 2012	NSA Naples, Italy	Luigi Rullo	22 January 1961	NAS Midway Island, Atoll	AB3 Gordon Blatchley
13 August 2011	NSA Naples, Italy	Roberto Nocera	22 January 1961	NAS Midway Island, Atoll	AN Robert Razey
25 November 2005	NSY Philadelphia, PA	Robert Staepel	15 April 1954	NSF Dahlgren, VA	Warren Marsh Sr.
31 December 2003	SUBASE New London, CT	Kenneth Jeffrey	17 September 1943	NAS/NOB Norfolk, VA	Gurney Edwards
27 September 1988	NAB Little Creek, VA	Robert "Bobby" Hoeflein	07 December 1941	NAVSTA Pearl Harbor/Hickam Field, HI	Names Unknown
7 July 1983	NAS Pensacola, FL	ABH2 David Manetzke			



In Memoriam



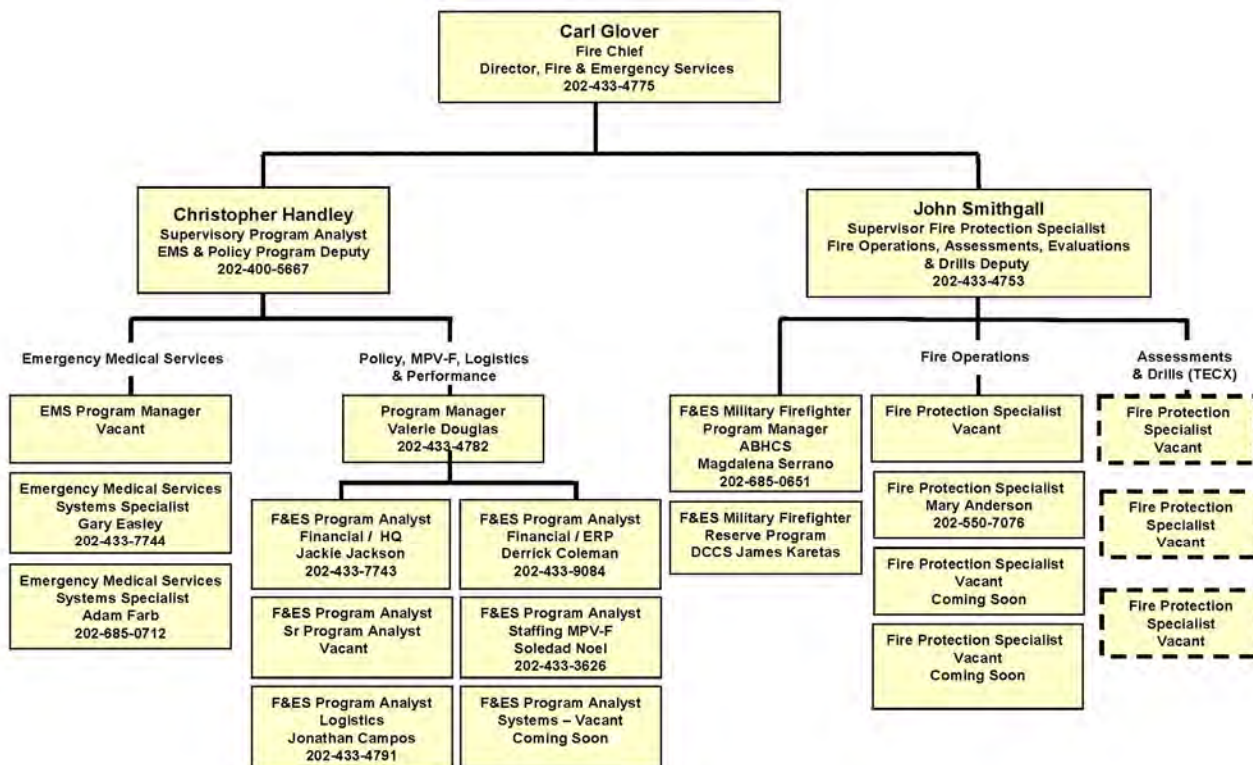
United States Navy Fire & Emergency Services			
Past Leadership			
F&ES DIRECTORS	NAVY AREA FIRE MARSHALS		
Larry Duhrkoop	Harry Anderson	John Wentzel*	Richard Rightmer
Robert Darwin*	William Baldwin	John Hannan	Clarence Rout*
Richard Rightmer	A.H. Benson	L.G. Hart	Ira Simmons*
Orville Emory*	Francis Brannigan*	Bill Hennessy*	John Simpson
William Killen	Dave Butler*	J. Ramon Hoshall	Virgil Slater
	John Connolly	Don Huber	Douglas Thomas*
	John Crowell	Jack Killsgaard	Bob Tofson*
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Ricky Brockman*	Ernie Groft	Russell Noyes	
Gene Rausch			

* Denotes Navy F&ES Hall of Fame member



Navy Fire & Emergency Services

Commander Navy Installations Command
716 Sicard Street, SE, Ste 100
Suite 305
Washington, DC 20374-5140



To read past issues of ***What's Happening***, the Navy Fire & Emergency Services newsletter, visit <https://www.cnmc.navy.mil/FES-Newsletter>

To submit stories and photos to ***What's Happening***, send an e-mail to carl.b.glover.civ@us.navy.mil



WE ARE HIRING !

Please check [USAJobs](#) (search for 0081) or Contact the Navy Fire Chief at the Installation where you would like to work

