

NAVAIR RESCUE REPORT

An Update for Navy Aircraft Firefighters
and Aircraft Handlers



Inside this edition:

- [MAFTD](#)
- [2001 Allen G. Ogden Award Winners](#)
- [ARFF Manual Up-date](#)
- [NFPA 1976 Standard on Proximity Fire Fighting Ensemble](#)
- [Aviation Deck Familiarization CD-Rom Program](#)
- [F-18 Electrostatic Discharge](#)
- [Questions from the Fleet](#)

Volume No: 02

Issue No: 2

July 2002

PMA-251-F3



NAVAIR RESCUE REPORT

*An Update for Navy Aircraft Firefighters
and Aircraft Handlers*



MAFTD



The Mobile Aircraft Fire Fighting Training Device (MAFTD) was introduced as an alternative training device for shore aircraft fire fighters to maintain proficiency training requirements as outlined in the NAVAIR 00-80R-14. Previously, training sites utilized fossil fuels such as DFM or contaminated aircraft fuel for live fire training (which have since been designated as non-EPA compliant for training purposes) and were directed to cease training by the EPA. This left a shortfall in available training and mandated waivers for fire fighters until a suitable training device as introduced. Utilizing propane, the MAFTD is fully EPA compliant, and less costly to operate than previous pit style trainers.



NAVAIR RESCUE REPORT

An Update for Navy Aircraft Firefighters and Aircraft Handlers



MAFTD Cont;

Since its introduction, the MAFTD has also been embarked on several carriers allowing entire Air Departments and ships Damage Control Fire Parties to train on live fire situations on board! This concept not only allows for maximum training, but eliminates travel time and costs for shipboard personnel. Air Departments should take advantage of the local availability of MAFTD trainers to become proficient in aircraft fire fighting prior to TSTA III/FEP evaluation periods. The cost of utilizing the MAFTD is established by the tenant command, but normally only covers the price of propane, fuel to deliver the unit (if using it onboard ship), and the cost of man hours for the personnel to operate the unit. MAFTD units are currently located at:

Location	POC	Email	Phone (Dsn)
NAS NORFOLK	Capt. John Bebb	jbebb@nsn.cmar.navy.mil	757-444-4156 (564-4156)
NATTC PENSACOLA	Lt Ray Spradlin	Lt-Larry.R.Spradlin@cnet.navy.mil	850-452-7600 (960-7600)
NS MAYPORT	Chief Bill Dietz	wdietz@nsmayport.spear.navy.mil	904-270-5335 (960-5335)
NAS BRUNSWICK	Wayne Almy	Almy@nasb.navy.mil	207-921-2666
CNFJ, NAF ATSUGI	Dave White	DRWhite@atsugi.navy.mil	011-81-467-77-6604
NAS NORTH ISLAND	Rick Halcomb	Halcomb.Rick.G@otc.cnrsw.navy.mil	619-524-2540 (524-2540)
NAVAL STATION PEARL HARBOR HAWAII	Chief Mike Jones	JonesMP@pearlharbor.navy.mil	808-473-5233 (473-5233)
MCAS CHERRY POINT NORTH CAROLINA	Steve Beintema	BeintemaSe@cherrypoint.usmc.mil	252-466-5658
NAS PATUXENT RIVER	George Kennett	Kennettga@navair.navy.mil	301-757-4680 (757-4680)



NAVAIR RESCUE REPORT

An Update for Navy Aircraft Firefighters
and Aircraft Handlers



2001 Allen G. Ogden Award Winners

AFLOAT CRASH AND SALVAGE

LARGE ENTRIES

USS BONHOMME RICHARD LHD 6/ USS PELELIU LHA-5	<u>WINNERS</u>
USS BATAAN LHD 5	1 ST RUNNER-UP
USS WASP LHD 1	2 ND RUNNER-UP

SMALL ENTRIES

USS CLEVELAND LPD 7	<u>WINNER</u>
---------------------	---------------

CARRIER ENTRIES

USS ENTERPRISE CVN-65	<u>WINNER/ OVERALL</u>
USS GEORGE WASHINGTON CVN-73	1 ST RUNNER-UP
USS HARRY S. TRUMAN CVN-75	2 ND RUNNER-UP

AFLOAT DAMAGE CONTROL ENTRIES

LARGE ENTRIES

USS BONHOMME RICHARD LHD-6	<u>WINNER/OVERALL</u>
----------------------------	-----------------------

INDIVIDUAL AWARDS

Crash Rescue Firefighter of the Year (USN) *JAMES D. MALONEY AWARD*

ABH1 (AW) Steven C. Mills - USS THEODORE ROOSEVELT

Fire Training Inst. Of the Year *WILLIAM "DENNIS" CURRY AWARD*

ABH1 (AW/SW) Ronald Spears, NATTC PENSACOLA



NAVAIR RESCUE REPORT



*An Update for Navy Aircraft Firefighters
and Aircraft Handlers*

NATOPS ARFF Manuals. All four ARFF manuals are now available on the NATEC website (WWW.NATEC.NAVY.MIL) and are being delivered to commands in both hard copy and CD ROM versions this month. Please take the time to review all four ARFF manuals and send NATOPS Change Recommendations to NAVAIRSYSCOM PMA-251F3. We are anticipating the next NATOPS review to be held in Norfolk, Va. Feb 2003.

**Anyone can submit a NATOPS Change Recommendation form. Follow the instructions in the appropriate manual for details on how to submit recommendations, or contact PMA-251F3 to Email or FAX your Change Recommendations.

Did you know? IAW NFPA 1976 Standard(2000 edition) paragraph 3.2.4, When purchasing Proximity gear, the manufacturer shall provide at least the following information.

1. Pre-use information
2. Preparation for use
3. Inspection frequency and details
4. Don/Doff information
5. Proper use of item consistent with NFPA 1500
6. Maintenance and cleaning information
7. Retirement and disposition criteria

If they do not provide it, **ASK FOR IT!**

NAVAIR RESCUE REPORT



An Update for Navy Aircraft Firefighters and Aircraft Handlers

"Dedicated to our fallen brothers of the FDNY for their heroic efforts on Sep 11, 2001"

With support of AIMD, the Crash Crew of USS THEODORE ROOSEVELT CVN-71 dedicate one of their P-25 ARFF units to the heroic efforts of the FDNY firefighters killed in action during the attacks on the world trade center. Project credit: ABH3 (AW) Vincent Minio,



Did you know? The latest edition of the NAVAIR 00-80R-14 reflects the addition of a "Non-conductive extension ladder" in both the flight and hangar deck tool inventory (including amphibious ships). Non-conductive extension ladders are available from numerous commercial sources and available in various sizes. Type / manufacturer will be a topic of discussion at the ABMA Symposium in Silverdale, Washington.



NAVAIR RESCUE REPORT



An Update for Navy Aircraft Firefighters and Aircraft Handlers

The **2002 ABMA Symposium** will be held at the Silverdale Hotel, in Silverdale, Washington, Aug 5-9. BEQ/BOQ space in the area is very limited. The Silverdale hotel rate for active military is \$70.30. Camper and RV rates are \$25.00 (no hook-ups avail). The Silverdale Hotel number is (360) 698-1000, FAX (360) 692-0932, or log on to their website at www.westcoasthotels.com/silverdale or email sdhotel@silverlik.net. For additional symposium info: <http://www.abma-usn.org>

Workshop agenda items

You can still submit your agenda items directly to PMA-251F3 until 23 July, 2002. Send them to dancersr@navair.navy.mil. Items arriving late, must be hand delivered to the workshop coordinators at the symposium and will be discussed as/if time permits.

Aviation Deck Familiarization CD Rom Program has been updated and is now available to the fleet. This program provides the user with general information for all personnel involved with flight operations for both CVN and LHD decks. The program is intended to support all existing training currently being implemented. The CD-ROM version contains the content presented and integrates audio, video and a self-assessment test that allows supervisors to assess users knowledge, and document completion of the program. To get a copy of the program simply send an email with your complete mailing address and phone number to Mrs. Fritz Hart, Program Manager, Aircraft Fire Fighting Training, at hartf@navair.navy.mil. A limited supply of the CD-ROMs will be available at this years ABMA Symposium.

NAVAIR RESCUE REPORT



*An Update for Navy Aircraft Firefighters
and Aircraft Handlers*

FA-18 ELECTROSTATIC DISCHARGE

A recent AIRPAC message (201534ZJun02) identified the potential hazards to Crash and Salvage Personnel resulting from electrostatic build-up in the FA-18 windshield and canopy. The FA-18 community is currently investigating this, in order to provide the most current and up to date information available.

High voltage static electricity build-up results when wind passing over the aircraft windshield and canopy creates energy which is stored until discharged. This build-up normally occurs while in flight, but has also occurred while the aircraft is sitting on deck with no power attached. The electrostatic build-up can be discharged using the electrostatic discharge kit [NSN 5920-01-411-7033](#) (part# MMK100) and following the NAVAIR FA-18 A/C Repetitive Maintenance Task Procedures (A1-F-18AC-PCM-00-WP-004) or NAVAIR FA-18 E/F Servicing Checklist (A1-F18EA-NFM-600.) A warning is listed in each stating "To prevent death or injury from electrical shock, do not touch windshield or canopy until windshield and canopy static charge is discharged." (The NAVAIR 00-80R-14-1 also states a similar warning, but lists the wrong part number of the discharge kit.)

For emergency forced entry into the canopy of the FA-18, the 00-80R-14-1 page B-23, #4d states Forced Entry: "Canopy is acrylic plastic and may be cut with the power rescue saw or Axe. Cut along canopy frame", but does not include the **warning** listed in NAVAIR A1-F18AC-LMM-020 (A-D) and NAVAIR A1-F18AC-LMM-020 (E/F) stating "**Do not cut into canopy metal frame. The canopy jettison rocket motors are mounted on the frame, and will cause serious injury or death if ignited by the axe or power rescue saw blade**". Always remember, **CUT THE CANOPY, NOT THE CANOPY FRAME!**

Pending release of the message from the FA-18 community, PMA-251 will issue an IRAC with: the corrected part number of the discharge kit for the 00-80R-14-1, instructions on static discharge procedures, appropriate warnings to identify all dangers involved regarding the FA-18 aircraft windshield and canopy to be included in all four ARFF manuals.

NAVAIR RESCUE REPORT



An Update for Navy Aircraft Firefighters and Aircraft Handlers

Questions from the fleet. "Our new proximity suits seem to be the old type and are flaking after minimal use. Is there anything that can be done about it?"

Yes! First of all, ensure the garment has this label sewn inside that states "THIS (insert appropriate element term here) MEETS THE (insert appropriate element term here) REQUIREMENTS OF NFPA 1976, STANDARD ON PROTECTIVE ENSEMBLE FOR PROXIMITY FIRE FIGHTING, 2000 EDITION. DO NOT REMOVE THIS LABEL". If it doesn't have the label, it does not meet the standard regardless what the manufacturer tells you. Second, if the Proximity suit was purchased through the navy stock system (listed with an NSN), it does not meet the current NFPA standards. Proximity suits should be purchased through the DLA Prime Vendor program, or COTS (Commercial off the shelf). Finally, if a garment falls apart in a relative short period of time, contact the manufacturer for a replacement or refund. If the item was bought through DLA, submit a QDR through your ships supply system directly to DLA.

This newsletter is published quarterly by PMA-251F3/5. We are always looking for fleet news around the world to include in our newsletter. Send in your comments, questions or suggestions to LT Scott Dancer, Bldg. 2272, Suite 348, NAVAIRSYSCOM, 47123 Buse Rd. Unit IPT, Patuxent River, Md. 20670-1547, or call 301-757-6998, DSN 757-6998, Fax 301-757-6800 or email dancersr@navair.navy.mil The next copy deadline will be the end of the current quarter.