

Burning Issues

Summer 2003

I n d e x

- 2** Pulaski Award Goes to VA
- 3** NPS Welcomes New Chief
- 8** U.S. Firefighters Down Under
- 11** New Faces of NIFC Security

The New Generation Fire Shelter

Two contracts have been awarded by the General Services Administration (GSA) to manufacture the “New Generation Fire Shelter.” The successful contractors are Weckworth/Langdon of Wichita, Kansas and Anchor Industries Inc. of Evansville, Indiana. Missoula Technology and Development Center (MTDC) will oversee the quality assurance.

Peak production capabilities of both contractors will be about 8,000 shelters per month. By June 2003, the General Services Administration (GSA) will have received about 20,000 new generation fire shelters. By April 2004, the GSA contractors should have manufactured 90,000 new generation fire shelters.

The national fire caches will not carry the “New Generation Fire Shelter” at this time. The newer shelter must be ordered from GSA. The National Stock Number (NSN) for the new generation fire shelter is (4240-01-498-3194) and the National Fire Equipment System number is (NFES # 0925). The GSA selling price for the “New Generation Fire Shelter” is \$256.74. Initially the shelter will be available only as a complete unit with the carrying case, shelter packaged in the poly/vinyl bag, and a hard plastic liner. Eventually all shelter components will be sold individually.

MTDC is recommending that National Wildfire Coordinating Group affiliated agencies procure the “New Generation Fire Shelter” in the following priority:

1. First for initial attack forces only. Initial attack forces are defined as smoke chasers, engine crews, helitack/rappel, smokejumpers and hotshot crews.
2. For geographical areas with the first predicted active fire season.

Initial attack forces will not use the “New Generation Fire Shelter” until applicable training has been accomplished and documented. Appropriate training includes, at a minimum, reading the new training pamphlet, viewing the new video or DVD, and practicing deployments with the new practice fire shelter. The video, DVD and the pamphlet are titled “The New Generation Fire Shelter.”

The current, or older style, (NSN# 4240-01-121-8698, NFES# 0169) still meets all agency requirements and will remain in the system as long as it meets inspection criteria and refurbishing standards, for approximately five years. The current fire shelter and all components will be available along with all associated training materials until declared obsolete and removed from service. Only limited quantities remain available within GSA. Once those are gone, GSA will no longer procure or stock this fire shelter.



New generation fire shelter has chest pack configuration.



Pulaski Award Goes to VA

The Virginia Multi-Agency Coordinating Group (VMAC) received this year's Pulaski Award. VMAC is composed of fire managers in Virginia from the NPS Northeast and National Capital Regions, the USDA Forest Service, the US Fish and Wildlife Service and the Virginia Department of Forestry. The Pulaski Award is an annual, national award for a group's outstanding contributions to wildland firefighting and America's wildland firefighters.

A ceremony was held in March at the Virginia Interagency Coordination Center in Charlottesville, Virginia. Tim Murphy, Deputy Director for the Bureau of Land Management Office of Fire and Aviation, presented the award. He emphasized VMAC's response to the extraordinary fire conditions throughout Virginia in the fall of 2001. More than 1,000 wildland fires burned between October 15 and December 1. People and equipment were effectively and efficiently mobilized to reduce the effects of wildland fires that burned over 11,000 acres in that time period alone. Coordinated, creative fire prevention activities reduced the number of unwanted fire starts and spread common fire safety and homeowner preparedness messages. Firefighter and public safety were truly enhanced because of the work of VMAC. The interagency program reflects a solid partnership, fostered by cooperation, communication and dedication to community service.

The award is presented on the recommendation of the fire directors at the National Interagency Fire Center. The award's name, pulaski, comes from the axe-hoe combination tool designed for wildland firefighting. It is named for Edward Pulaski who is credited with early

designs of the tool. Pulaski was a forest ranger who led a crew through thick smoke, flames and heat to the safety of an abandoned mine during the terrible fires of 1910 in Montana and Idaho.

Doug Raeburn, Fire Management Officer at Shenandoah NP in the fall of 2001, and one of the founders of VMAC, accepted the award on behalf of VMAC. Paul Head, NER Fire Management Officer and supporter of VMAC, attended. Other VMAC members in attendance were: Don Boucher, NCR; Bruce Bytnar, BLRI; Gary Kemp, USFWS; Greg Sanders, VA Interagency Coordination Center/USDA Forest Service; and Jim Garner, VA Department of Forestry.



Pulaski statue photo by B. Stewart, NPS



Award recipients (front row, left to right) Don Boucher, Tim Murphy (BLM), Doug Raeburn, Paul Head, Jim Garner (back row) Gary Kemp, Bruce Bytnar, Greg Sanders. Photo by Fred X. Turck, VA DOF.



Congratulations to Neal Hitchcock! Neal has been promoted to Deputy Assistant Director for Operations for the Forest Service's Fire and Aviation Management group at NIFC.

Edy Williams-Rhodes Named NPS Chief, Division of Fire and Aviation

In May, National Park Service (NPS) Director Fran Mainella announced the selection of Edy Williams-Rhodes as the Chief, Division of Fire and Aviation located in Washington, DC. Williams-Rhodes will assume her new responsibilities June 15.

“Edy brings with her a wealth of experience in the natural resources field, all of which have been in support of fire management activities,” Mainella said. “She is one of only four area commanders in the interagency fire arena and is highly respected by her peers across agency boundaries. We are fortunate to have Edy join our team, and I look forward to working with her.”

As the Chief of the Division of Fire and Aviation, located within the office of the Associate Director for Visitor and Resource Protection, Williams-Rhodes will be responsible for overall program formulation, direction, and coordination of the National Park Service wildland fire, structural fire, and aviation management programs.

“It is an absolute honor and privilege to be selected as the next Chief of Fire and Aviation for the National Park Service,” said Williams-Rhodes. “I have devoted most of my career to wildland fire management activities which has given me a profound sense of purpose and pride. I look forward to working with the employees of the NPS as well as our interagency partners on the resource and public protection challenges and opportunities that we share.”

Since February of 2000, Williams-Rhodes has served as Regional Director for Aviation and Fire Management for the Southwestern Region of the USDA Forest Service in Albuquerque, New Mexico. Prior to that position, she was

stationed in Washington, D.C., at the Forest Service national headquarters. While there, from October 1996 through February 2000, Williams-Rhodes served in the Aviation and Fire Management staff unit in three positions including Assistant Director Planning, Branch Chief for Cooperative Fire, and Branch Chief for Planning, Analysis and Information Resource Management. Prior to her experience in Washington, she worked in various staff and line officer positions in the Southern Region of the Forest Service.

Williams-Rhodes has actively served in incident management since 1979. She holds two Bachelor of Science degrees from Mississippi State University; one in Forest Management and one in Education.



Edy Williams-Rhodes



NIFC Employee Goes to the Big Apple

by Linda Bass

At the end of February of this year I was honored and challenged with a most interesting assignment. My colleague, Bob Ensley, a Fire Operations Specialist from the Gifford-Pinchot National Forest in Washington and I were tasked with assisting the Fire Department of New York City (FDNY) to produce training simulations for their top level Chiefs. Bob and I had both worked as simulation coordinators at the Forest Service's National Training Center for the national "Type I" wildfire incident management teams for nearly 15 years. So, the simulation part of the assignment was not that big a deal; however, there were definitely two very big deals confronting me on this assignment: 1) New York City AND 2) the Fire Department of that city – a very respected, no-nonsense, daunting and generational institution full of honor and tradition.

After the horror that had befallen the department on September 11, 2001, Van Bateman's Type 1 incident management team was gathered up on a commercial jet liner, accompanied by military escort and sent to New York to assist. At the time they were aboard the only aircraft flying over U.S. airspace. Upon their arrival, there wasn't much the team could do to help – but as the days wore on, and City Fire personnel neared exhaustion, the team offered up their planning capabilities to deal with the disaster that was obviously, by that time, going to be a long ordeal. Some of the Chiefs on site saw the benefits that this team of outsiders provided, and formed a level of trust with this group of westerners.

As time went on, internal reports and recommendations, as well as a change in the administration of New York City, opened the door to acceptance of, and need for training in the Incident Command System (ICS).

With a plan in place, the FDNY Chief of the Department, along with his top assistants and deputies asked the Forest Service for the same western team to come back to New York to provide an accelerated 2-week training for about 40 of their top personnel. Since they were also requesting practical exercises to test their prowess of the new

management system, Bob and I were invited to participate.

The first time we met with our simulation counterparts, I felt as if we had stepped on to a set of a combination Bruce Willis/Mafia movie set. We all eyed each other suspiciously, trust level set on low, and waited for the



The simulation room used during the exercises. The simulators were a combination of DOI, USFS, FDNY and NYPD personnel.

yell of "Action!" It began – pounding the table, yelling, leaving the room, throwing items – and then all coming back to start all over again as if nothing had happened. I mentioned that this was the time we were supposed to be "marrying up" or as the military prefers to term it: time for the "battle hand-off." I think the Fire Department liked that term as well.

After three LONG days of not only trying to understand terminology and accents, while hammering out content on the exercises and processes for the exercises – we were breaking down barriers and becoming a

team – although none of us could be absolutely certain that our efforts would work. These type of exercises can be years in development – not days – and usually with people of similar backgrounds. So, with great trepidation, we broke for the weekend.

That Saturday was a dreary, gray day, but by the end of it, Bob and I had been on a "world tour." Our host was Deputy Chief Teddy Goldfarb, a brilliant man with over 40 years working for FDNY. He invited us to his fire house located on Staten Island. "House" is a very appropriate description: three stories and NARROW. There isn't much space in the 300 square miles that encompass the boroughs of New York, home to over 8 million people – so every building is smack dab next to the other. The house was home to an Engine Company and a Rescue Company. One wall had a beautifully fireman-built oak cabinet that served as a remembrance to eleven members of the house that had left on September 11 and never returned. As related to us, when the first call came in of an incident at the Trade Center, shift change was occurring at the house, so both shifts jumped on the Rescue 5 truck and headed off. In the cabinet, there is a photo taken by an unidentified person



NIFC Employee Goes to the Big Apple

Continued from page 4

that showed the truck running code 3 in front of the towers, just as the second plane hit. That was the last time the truck or its members were seen. The memorial in addition to that photo, and photos of those lost, also contained carved metal crosses and sculptures of the towers created from metal from the site by some of the steel workers that had labored there so many months. I need to emphasize that no matter where we went, there was not a soul who told of their personal losses – rather, others would tell us of their stories. These were a group of professionals who carried on and did not dwell for others to see. The students in our class had all been touched by the losses of brothers, sons, uncles and fathers – but none of them ever said a word of it. It was only from the stories of others that we heard of this.

After a tour of the house, we headed out with Chief Goldfarb and his driver for the “ethnic” tour. One of the other qualities of this fine man, besides his sharpness and wit, was genuine warmth and a love of his work and his city – which he was so kind to share with us.

The first place we went was to a working incident. Only a few days before our arrival, a barge had pulled into a fuel unloading site at the docks on Staten Island when an explosion had occurred. I had remembered reading about it in the *Idaho Statesman* before I headed east. Now it didn't seem so far away and foreign. The Coast Guard was there, the oil company folks, other specialists from all over the country, as well as the Fire Department. Teddy had been in command of the initial response. Two people lost their lives on the barge – but there could have been many more. A chunk of burning barge the size of a small house had been blown nearly 1,000 feet, landing right in the center of a maze of piping full of tens of thousands of gallons of fuel. The barge had set the dock on fire as well, and was burning under it toward the fueling site. Days later when we were able to visit, the area was still being treated as a “crime scene” which I didn't fully comprehend, until I was told that until it could be conclusively determined to be an accident, the investigation was continuing – everything in our current world needs to rule out terrorism.



Taking off from this site, to a more upbeat location, we ended up at a wetlands area – a part of the Gateway National Recreation Area. It was amazing how fast one could move from a heavily industrialized area to a wild area fronting the



Linda Bass and Deputy Chief Theodore Goldfarb — who has more than 40 years of service with FDNY

Atlantic Ocean. Transitions between areas happen as fast as traffic and movement of people. Everywhere we went, horns were part of the sounds – and just a normal part of life. By the time I left, I could distinguish between a friendly “chirp” on the horn – meaning (I guess), “good morning, how ya doin?” to some meaning “get outta da way.” As Teddy pointed out, the stop signs so familiar to all of us DO read: STOP, not “STAY.” The command vehicle was even equipped with a driver's side horn operated by foot controls. Teddy took great delight in adding his own chirping to his driver's. He also took great interest in the little town in which I live. He'd tell everyone who would listen that the town of Crouch had 51 in it. To which they'd ask “51 WHAT?” When he let them know people – the questions and laughter began – ALL in good fun. I did remind him however, that Crouch was only the City Center, and that the metropolitan area of Garden Valley encompassed a much larger population base. The questions continued – do we have phones? Is there pavement? What about meese (New York version of the plural of moose)?

The tour continued (as well as the eating – a VERY big part of life in the city). We saw, touched, smelled the sights of Chinatown, and Little Italy. Took a stroll on the boardwalk at Coney Island—and of course had a hot dog. Ventured into Brighton Beach to see the Russian communities with their open markets, lively chatter and all types of fur attire. Stopped at a soda fountain/deli for a famous “egg crème” drink, then got a fire call. Jumped in the rig, turned on lights and sirens and headed through traffic toward the 17th floor of an apartment building. The horns (driver AND passenger) were blaring, radio traffic blasting, command vehicle fax spitting out directions, and we were hanging on as the new 4 WD Expedition was tested: weaving through traffic, over

Continued on page 6

NIFC Employee Goes to the Big Apple

Continued from page 5

curbs, along sidewalks – any route necessary to get to the location. After all of (what I thought was) the excitement and chaos – false alarm – just another day for this group.

The day was coming to a close. We were deposited at the Staten Island Ferry Station, with directions to find our way back to Brooklyn and home. Through the mist and fog, the Statue of Liberty appeared, then the skyline of Manhattan – minus the towers. We successfully found the right hole in the ground for the subway we needed, got in, hung on and took the train that tunnels under the East River back to the Brooklyn Bridge and our home away from home.

Things were not quite over. The Fire Department continued the hospitality into the late evening with a two-hour fire boat ride around the city water front, concluding with a deposit of their passengers at one of the oldest Irish pubs in the city.

Back at work on Monday, we were quickly approaching the final days prior to the reason for the trip. Still wary on whether our efforts were going to make the high standard set before us, we plodded on. Simulations require many players, coordination, planning and equipment. We were foreigners in a foreign land, but our hosts were constantly coming through, and amazing us. Not to say it was easy – there were many bouts, shouts and negotiations taking place, and a few bumps along the way. Tuesday evening we were all surprised by dinner and drinks at a local Brooklyn pub, as the guests of the students. It was the night before all chaos broke loose.

A five-alarm blaze broke out in Brooklyn about 9:30 pm that night. These are fairly rare occurrences – and this one encompassed about a whole city block, requiring about 200 firefighters toiling the length of the night.

But still, the next morning they returned to class. The players were in place, the students were ready to practice their new Incident Command System skills – and the first input was given.

Now, in no way do I mean to show lack of respect to the folks I've worked with in wildland fire over the past 29 seasons, but I could not believe what took place in those rooms that morning. This group of city fire chiefs jumped on a system, that I first heard of in the early 1980's (and have been practicing since), as if they had learned it back when I did. Some of the smartest, quick-witted and most professional people I've ever had the pleasure of dealing with all came together during the next two



One of the oldest firehouses in the City. It still has Brooklyn Fire Department chiseled in the stone, even though the two departments consolidated in the early 1900s.

days. This old and traditional Department that had depended only on itself, was finally pushed by horrific circumstances to ask for outside help, opening themselves and those of us who were asked a little look into each other's world. The next two days were so successful that the Fire Commissioner for the City of New York was invited, as well as the U.S. Forest Service National Training Officer. A continuing cooperating agreement was reached, with the final chapter yet to be scripted.

The final test is supposed to come this summer. Personnel who were trained during this memorable two-week stint, will be asked to come and "shadow" some of our wildland fire incident management teams this summer. We will be able to show them a little of our world and continue toward a pinnacle of a working relationship geared toward whatever is thrown our way in these post 9/11 days in which we live. I certainly don't wish any place in the West to be the site of any of the campaign fires that will require assistance from the East, but if the conditions ripen that way, I'd be proud to return the hospitality of FDNY and show off the beautiful area in which we live, and I am convinced that the people of the "West" would be proud to join me as well.



NIFC Hosts MAFFS Training

The four military aviation units involved in firefighting activities held their annual refresher training the week of May 5th, 2003, in Boise Idaho. Members of the 153rd Airlift Wing from Cheyenne, Wyoming, the 146th Airlift Wing, California Air National Guard from Port Hueneme, the 145th Airlift Wing, North Carolina Air National Guard from Charlotte, and the 302nd Airlift Wing of the Air Force Reserve unit from Colorado Springs, Colorado participated in the exercise. The week included both classroom and flight training.

The military C-130 E and H models are equipped with a special slide-in unit called the Modular Airborne Firefighting System, (MAFFs) which allow them to load and drop 3000 gallons of retardant on



wildland fires. The military aircraft are a supplement aerial resource that is activated when the civilian fleet of airtankers is committed.

Through an interagency agreement between the Department of Defense and the Department of Agriculture, a contract was awarded to Aero Union Corporation of Chico, California, for the next generation of the MAFFs technology. The new units, called AFFs (Airborne Firefighting System) are currently in the testing phase and could be in use in late summer of 2003. AFFs provides better operator control and coverage levels, can be used with either retardant or foam, and is dispensed out of the rear side door of the aircraft rather than out of the back.

During the annual training and re-certification, the units dropped water only in areas outside the Boise area on targets chosen by the Boise National Forest.



Student Conservation Associates at NIFC

This month two interns from the Student Conservation Association's (SCA) Fire Education Corps, Jenn D'Emilio and Jenna Messmer, both hailing from the Keystone State (Pennsylvania), are starting one-year placements at NIFC. Although both SCA's will be participating in interagency projects, D'Emilio, will be reporting to the National Park Service, and Messmer, will report to the Bureau of Land Management and Bureau of Indian Affairs, Part of their work will involve updating all of the agencies on the work that other SCA Fire Education interns are doing out in the field. The SCA Fire Education Corps is in its third season, with teams and individuals located

throughout the country working to educate the communities in which they live about steps they can take to reduce the risks of wildland fire destroying their home and property and aiding their sponsoring agency in various tasks, such as vegetation plot analysis and GIS mapping. This is D'Emilio's third and Messmer's second year with the Fire Education Corps program.



Jenn D'Emilio



U.S. Firefighters Down Under

The Australian State of Victoria, during late 2002 and early 2003, endured its worst fire season since 1939. The 20-year average for acres burned in Victoria is approximately 170,000 acres. This fire season the acreage burned will exceed 3,300,000 acres, 40 times their 20 year average.

Responding to the increasing fire situation, the State of Victoria called on assistance from five other Australian states and New Zealand. On January 16, Victoria requested assistance from the United States. This request, which was based on an agreement between the U.S. Departments of Agriculture and Interior and five Australian states, represented the first time that Australia had ever requested U.S. firefighting assistance. The U.S. had requested assistance from Australia during the 2000 and 2002 fire seasons.

The fire of major concern was located in the Alpine region of the State of Victoria. Parts of the fire extended into the State of New South Wales. It began with several small lightning fires which eventually burned together to cover an area of over 2.5 million acres within Victoria. The three largest fires in the U.S. during the 2002 fire season, the Hayman in Colorado, the Rodeo-Chediski in Arizona, and the Biscuit in Oregon would easily fit within the perimeter of the Australian fire.



A koala bear clings to an ash tree near the coastal town of Lakes Entrance, the R & R location for the American firefighters.



Hotshots, engine and fuels personnel, and smokejumpers made up the 21-person crew that traveled to Victoria, Australia in January for a 30-day assignment

Continued on page 9



U.S. Firefighters Down Under

Continued from page 8

The State of Victoria requested 36 firefighters and one infrared aircraft. The firefighters represented the five major federal land management agencies responsible for fire management in the U.S. The first firefighter departed the U.S. on January 18. The last firefighter and the infrared aircraft arrived back in the U.S. on March 2. Assignments averaged 30 days.

The firefighters did a variety of tasks including constructing fireline, burning out unburned fuels, mopping up, managing portions of the fire, and providing infrared information to fire planners. All firefighters returned home safely with only one minor injury occurring during the entire deployment.



A pair of American firefighters negotiate an Australian bush track on the way to the fireline. The vehicle is a "pig," an Australian 100-gallon engine.



U.S. firefighters cut handline around a 10-acre spotfire in heavy mountain ash/stringy bark forest a few miles east of the Snowy River.



Fire runs up a "stringybark" eucalyptus tree. Torching stringybarks throw numerous high-flying and long-lasting embers during Australian wildfires, making control a challenge.



Phoenix Infrared Fire Mapping System

Since 1964, the National Incident Radio Operations Group (NIROPS) has been using infrared line scanners to map and detect wildland fires. As technology advanced so did the sophistication of the Forest Service's fire mapping and detection systems. With the advent of the personal computer into everyday life, and the speed at which data is gathered and processed, remote detection has improved dramatically. Wildland suppression personnel now integrate these technological advances into the daily functions of fire management teams and fire managers.

The latest tool in the USDA Forest Service arsenal to locate and map wildland fires is known as the Phoenix System. Through a collaborative effort with the US Army Missile Command (Redstone Arsenal), Computer Sciences Corporation, NASA, and the Remote Sensing Applications Center in Salt Lake, what should have taken many years has been successfully completed in four. The NIROPS unit at NIFC has just completed and successfully flight tested two (2) Phoenix Infrared Fire Mapping Systems. This technologically advanced system is able to find an 8" hot spot (250 C or better) at 14,000 feet above ground level while actively mapping close to 1,000,000 acres per hour. The ability to map this amount of terrain while picking up the smallest of hot spots has been critical to the success of the NIROPS program since it began in 1964 at the Missoula Fire Lab in Montana.

The system consists of an RS-style 2-channel line scanner, a signal amplification system, an analog-to-digital conversion card, a digital signal processing system, and finally a graphical user interface that allows the technician to monitor and capture data in real-time. The system can output its high-quality imagery in either hard copy format, digital imagery that is geo-located for incorporation into various GIS applications, or log files of the actual flight which can be replayed to produce any output desired by the users.

This system differs from others used in the past in that the output product is digital. The only limitation on the use of the collected data is the limitation of the skill of the user of the data. Both channels of raw data, platform navigation, and pixel geo-location of hot spots are included in the collected data. Since this happens in real time to near real time, the speed at which map products can be derived is improved greatly over methods used in the past. One aspect of collecting data with the Phoenix System is that the image can be provided with pitch, roll, yaw, and altitude corrections in real time. This will greatly speed the ability of GIS users to incorporate Digital Elevation Modeling for terrain correction into the final products in a timely manner - more on the order of a few minutes instead of a few hours.

The NIROPS unit at NIFC will be fielding 2 Phoenix Infrared Fire Mapping Systems for the 2003 Fire Season.

HEAVY AIRTANKERS AND THE 2003 FIRE SEASON

After the loss of two heavy airtankers resulting in five deaths in 2002, the Forest Service and Bureau of Land Management chartered a panel of non-agency experts to assess the aviation firefighting program. With the acceptance of the report of the "Blue Ribbon Panel on Aerial Firefighting" by the Chief of the Forest Service and the Director of the Bureau of Land Management (BLM), a blueprint of necessary changes was created.

In accordance with the direction provided by the Chief of the Forest Service and the Director of the BLM, actions were taken immediately.

Contractors were notified on December 31, 2002, that the federal agencies:

- Would no longer contract for the C130A or the PB4Y2 aircraft as heavy airtankers.
- Would not use heavy airtankers until they passed an

inspection process designed to specifically address airtanker performance and safety in the firefighting environment.

In January 2003, Forest Service and BLM Fire Directors, and their respective aviation specialists accepted a proposal by the Sandia National Laboratories to develop the testing and maintenance protocols for each aircraft model in the airtanker fleet. Sandia National Laboratories is a corporation operating within the Department of Energy out of New Mexico.

Sandia Laboratories will send the inspection protocols for each aircraft to the Federal Aviation Administration for consultation. Currently, protocols have been developed and approved for the P3, DC 4, 6, and 7. Aircraft that pass the inspection and follow the maintenance program will continue to be used as a national resource, focusing on initial attack.

By the second week in June, 17 heavy airtankers will be on contract.



The New Faces of NIFC Security

by Paul Naman

Over the past several months the NIFC Security program has undergone some big changes. This includes the addition of five new Security Guards that you have probably recently seen working at the main gate or patrolling on base. The new employees are: Jeff Chapple, Sheila Best, Reginald Lang, Jeff Lake, and Robert Barrett. They join Neil Burtch, Jim Baker, Louis Strahler, Frank (Erin) Nyberg, and Bob Swears to form NIFC's Security team.

Just a few years ago, in more innocent times, NIFC lacked a complete fence and gates, or a permanent security staff. It is now clear that a strong security program is an essential element in NIFC's overall operation. Many of the security changes put in place in recent months have been readily apparent as they have affected our daily routines to and from work at the NIFC facility. The relocated main gate (Gate #5) now allows adequate time for security processing of incoming employees and visitors without creating a traffic hazard on Vista Avenue due to waiting vehicles. Identification cards and passes have become "must have" items for entry onto the base. Other changes are less obvious, but all are intended to provide for the safety and security of visitors and employees to the NIFC facility. The BLM National Law Enforcement Office at NIFC and Lee Kliman, a BLM District Ranger detailed to NIFC from the Lower Snake River District, are providing the technical advice and training necessary to meet more comprehensive security objectives.

If you have any questions or concerns related to the security operation on base, don't hesitate to contact Paul Naman, Site and Facilities Management, at 5421 or any security team member (email address - nifc_security@nifc.blm.gov).



Jeff Lake and Sheila Best



Reginald Lang, Bob Swears, and Neil Burtch



Robert Barrett and Jeffrey Chapple



Jim Baker



Lee Kliman