



MAY 2017 (LATE ED)

BUMPER MONITOR



The view from the Station Floor.

The United Firefighters Union (Aviation Branch) represents over 97% of all Aviation Firefighters across Australia.

The Union belongs to you, the members. To be strong, it needs **your** support and **your** actions. The bumper is your Newsletter, so read it, be informed, share it, and contribute to it. Speak Up and Have your Say!

You Tube F/F Video

https://www.youtube.com/watch?v=J4W-K_F8Iq8&feature=youtu.be

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From the Branch Secretary

How Goes the EA?

The Executive and I just completed another round of EA negotiations in Canberra. During this round there has been an offer made to the UFUA. As part of negotiating in good faith the Branch Executive is going to take this offer to the BCOM to fully analyse over the next week or so before responding to AS on the offer. Please note that this response does not mean that negotiations have ended necessarily. What it does mean is that there may be room for more negotiations before a draft Agreement is put to you to vote on as it is, you who ultimately decide the fate of any draft Agreement.



We will also take the opportunity to discuss the offer with the UFUA National Secretary Peter Marshall and the Unions legal advisers. We realise that the majority of our members are very concerned about some of the issues that are being discussed. Your wages and conditions are as important to us as they are to you and that is why you have told us your negotiating team should take the time necessary to keep your current conditions in tact while negotiating a wage increase for you. At the moment it is very important that we all remain calm, professional and united. Please be assured that we are going through these negotiations very carefully and getting everything thoroughly checked before recommending a proposed Agreement to you.

We would also like to correct a comment made about your Union UFUA not wanting to commence these negotiations earlier. Our records of the DCC [Divisional Consultative Council] meeting on 12th October 2016 show very clearly that this issue was raised. Your Branch Secretary proposed that there should be a meeting before the end of November 2016 with at least another 1 or 2 meetings before the end of the year. The ARFF representatives at the meeting agreed. All Branch Executive members present at that meeting all made a record of this fact. This was also passed on to the members via a UFUA Newsletter dated the 29/10/2016 and posted on our website. It is our view that there is only one reason these negotiations were held up and that is because ARFF decided it was a good tactic to use to put pressure on you and your negotiators to force an early agreement, which negotiations have shown would not have been in your best interests.

I would also like to remind all members that UNITED together we are ALL the Union. This means that an attack on the conditions of one is an attack on the conditions of all. The old adage of "divide and conquer" is never truer in negotiations for a new Agreement and particularly so for a Union like ours with such a diverse membership. Don't allow for one group of your Comrades to be played off against another. Always take what you might hear from management with a grain of salt and fact check it with your Union Organiser, BCOM Delegate or Branch Secretary before swallowing it.

IN UNITY

HENRY

Strength in Unity.

The Black Dog Mental Health Tool Kit



This mental health toolkit has been developed by the Black Dog Institute as a practical guide for Australian workers to assist them in understanding common mental health issues in the workplace, and to provide strategies and resources to support those who may be experiencing a mental health condition. [Read More](#)

Women Firefighters

The UFUA (Aviation Branch) is here to represent all Aviation Firefighters. Do you want to have more of a say? Your union wants to hear from you. Tell us how we can help? Have a read of how involved the female firefighter members in the FBU UK are. Want to help or become a rep let us know.



<https://www.fbu.org.uk/women>

LODD and CABA Operations

Why does your UFUA make such a fuss about being consulted about CABA equipment, staffing and procedures? Scott Deem was a 6 year veteran with the San Antonio Fire Department. He was just 31 years old, the father of two children and his wife is pregnant with their third child.

Scott died last week at a 4 alarm Mall fire in Texas on the 18/05/2017 and two other firefighters (Robert Vasquez and Brad Phipps) were injured one seriously.

Your Union does not want this to happen to you



because of ARFF's unsafe staffing levels, and unsafe procedures like Hot Swapping CABA cylinders. With all the data available about how heat stress impairs firefighters judgment and safety its amazing we are still having this argument.

LODD: Texas firefighter killed at 4-alarm strip mall fire



Incident Location: 6782 Ingram Rd, San Antonio, TX 78238 (U.S. National Grid: 14R NT 3639 5935)

Summary: Firefighter Scott Deem died from injuries received while operating at a four-alarm fire in a shopping centre. Fire crews were searching a gym in the strip mall for any possible occupants as fire conditions rapidly intensified and the structure began to collapse. All firefighters were ordered to exit the building but Deem was unable to do so before becoming caught and trapped. Crews continued to battle the fire but due to conditions were unable to reach Firefighter Deem. According to initial reports, another member of the initial search team was also trapped in the fire but was pulled to safety along with an injured member of the Rapid Intervention Team. The two injured firefighters were transported to the hospital where one remains in critical but stable condition.

As news of the death travelled in the early morning hours on Friday, an outpouring of support rushed in for Deems widow, Jennifer, the couple's two children, 13-year-old Dakota and 7-year-old Tyler, and the members of the San Antonio Fire Department. By midday Friday, a small memorial was erected in front of the San Antonio Public Safety Headquarters on Santa Rosa Avenue.

Time line of Events:

At 9:10 p.m. Thursday evening, firefighters from Station 35 were dispatched to the Ingram Square Shopping Centre, located near Ingram and Wurzbach roads.

They found heavy smoke pouring from the 86,289-square-foot building, which houses a Texas Thrift Store, a driving school and a gym. The firefighters upgraded the call to a stage-two fire, requesting more help. Eventually, over 80 units would respond to the call. But at first, it was only Deem and the other first responders inside the gym.

At the gym, heavy smoke filled the building and firefighters reported "zero visibility." Eight minutes and 10 seconds after their arrival, a frantic firefighter inside the gym shouted a mayday over the radio. Yates asked who called the mayday. Seconds went by. Yates started asking fire companies their locations. "Ladder 35, Ladder 35, where are you located?" he asked, referring to the firefighters assigned to the ladder truck that operates at Station 35 on Culebra. Another frantic shout came over the radio but Yates didn't appear to notice at first that the firefighter was in trouble. "Engine 35, where are you located?" Yates continued, referring to a different group of firefighters.



Another fire official interjected: "Ladder 35, Firefighter 2 sounds in distress." Yates acknowledged that message and assigned other firefighters to venture into the building as a RIT, or "Rapid Intervention Team," to locate the firefighter from Ladder 35 who was in trouble. Yates instructed another team of firefighters with Engine 44 to open all the back doors of the gym to help ventilate the building and clear the smoke.

Twelve minutes after their arrival, battalion Chief Rich Giusti took command of the rescue team and reported that two firefighters were missing inside the building. "We do not know where they're at," Giusti said. "It's starting to get very hot in there. We still have a lot of heavy smoke." Minutes later, there was more frantic shouting over the radio. "Be advised, we have one firefighter that's being pulled out, being pulled out over to EMS right now," Giusti said. "He looks like he's been exposed to a lot of heat." Later, the department identified the first firefighter as Brad Phipps, who joined the department in 2006. After he

was led from the building, he fought with the paramedics, trying to get back in to search for his comrade. Phipps was immediately transported to Brooke Army Medical Centre.

Yates thought the gym's back doors had been opened and that the building was being adequately ventilated to clear out the thick smoke. But he soon learned at least some of the doors were still shut and the smoke wasn't clearing. Nearly 20 minutes after their arrival, a firefighter asked if they could open glass windows on the front of the building to clear out the thick smoke inside. "We got zero visibility," he said "We got to get some of this smoke cleared out." "I got it," Yates replied. "Be advised, Brendan, we have all the back doors open. I'm going to send a crew to bust the windows out now."

A firefighter with Engine 44, the unit behind the gym that had been assigned to open the doors eight minutes earlier, responded: "I do not have all the back doors open yet. I need some assistance. If somebody could bring a saw, I need a saw." More units were sent to the back of the building.

A half hour into the incident, rescue teams thought they found Deem and pulled everyone out of the building. Yates began giving orders for platform trucks — fire engines that can douse fires from overhead — to prepare spraying the building with water. They had held off attacking the blaze from the air to give rescue teams a chance to do their work safely. Then came bad news. The firefighters had not pulled out Deem, but Robert Vasquez, another firefighter.

"Be advised that the firefighter that we brought out was from Platform 11," Giusti said. "It was not from Engine 35. Repeat, not from Engine 35. It was Platform 11. We still have someone in here." The fire was getting hotter, the roof was growing unstable and the fire commanders had to make a difficult decision.

"Right now, this is not viable, Wally," Giusti said. "We need to start moving our apparatus. We're going to lose a couple different apparatus around here. This is too hot to go back in." "Received," Yates replied. "Be advised, we're putting water on it ... but I don't want to give up on the firefighter inside."

Later, Yates announced they were going try another tactic to find Deem by listening for his Personal Alert Safety System, which emits a repeated chirping sound to help locate downed firefighters. "We're going to shut down all apparatus, all the water, all fans," Yates said. "It's going to be for, like, two minutes. So all engineers shut everything down and be prepared to listen. Do not enter. Just listen for the chirp." They heard nothing. Yates soon ordered firefighters to continue attacking the fire, which was beginning to subside. About 11:30 p.m., a firefighter reported seeing signs of Deem's equipment inside the building. They had finally found his body.



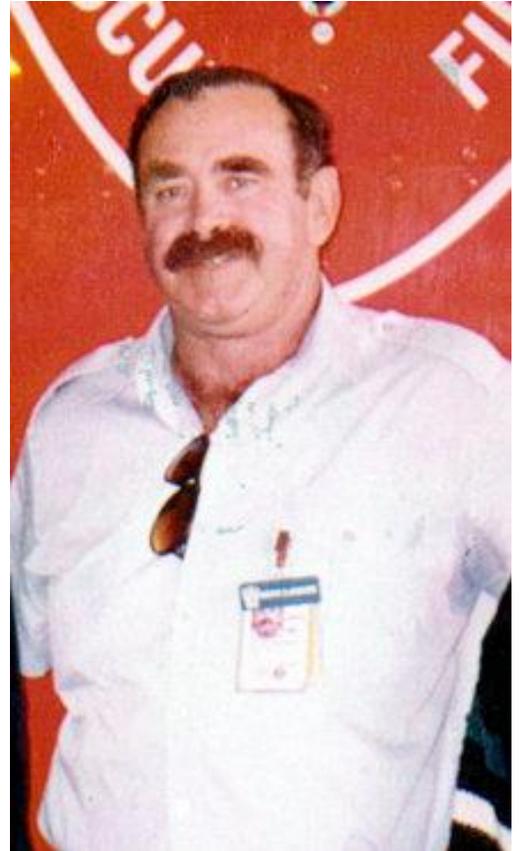
Early Friday, Vasquez, the second firefighter, was discharged from the hospital after sustaining non-life threatening injuries. Phipps, who sustained serious burn injuries, is expected to live but remains hospitalised.

ARFF's Shameful Legacy The Human Face

Meet Leading Aviation Firefighter Warren (Wazza) Blackbourne ret. Most of our older Brisbane members would have very fond memories of 'Black'.

Warren commenced his career in ARFF on the 12/10/1970. Warren retired after a long and happy firefighting career spanning 30 years on the 29/09/2000.

He was diagnosed with **Cancer** on the 16/05/2016. The UFUA has just helped him to successfully claim his Cancer as a workplace injury under Presumptive Legislation. Warren is the first in our Human Face articles where we hope to remind ARFF Management that Airservices contamination of our members is not just about money it's real peoples' lives.



Poll results

Do you believe that the UFU should just trust Airservices and rush the EA Negotiations as the EGM is demanding or should they ensure that everything is run past the BCOM and then tested by a union Lawyer before it is agreed too. (Ten is Don't Trust Them and 1 is Trust Them)

81.2% (10) 92.2% in the top half (6-10)

The members have made it clear to the UFU that Conditions are far more important to them than the 2% pay rise that is on offer. Do you support this view? (1 = 2% Pay rise at all costs and 10 = Don't trade away my conditions of employment)

61% (10) 84.4% in the top half (6-10)

Airservices can be trusted to only introduce Rosters that are in our best interest? (1 = Yes I trust them to do the right thing by staff or 10 = No way do not give an inch on Rosters)

81.6% (10) 93.3% in the top half (6-10)

POLL participation is improving please tell us what you think we are here to represent you our members!

Two Way Communication!

The New UFUA Communications tools are working very well in reaching out to our members. There are over 800 members on our SMS list, and over 600 on our MailChimp list. Completed POLLS are now over 100 for most questions. You can also just hit reply on any of the emails and tell us what you want.

We want to hear from you.

Not sure about giving us your private email or mobile number?

Some members have expressed concerns regarding the UFU sending updates and information to their private email accounts and phones. Around 6 out of 800+ SMS list members have unsubscribed from the UFU list and we currently now have over 600 members on the MailChimp lists. Two of the members we contacted had actually unsubscribed in error thinking it was just advertising and not taking the time to read who it was from.

Please be assured that the UFU has no other agenda but to help you and keep you informed. These two new methods of keeping you up to date on all issues are the most effective we have available to us. We know the old ARFF rumour mill runs pretty hot too, but it's not always reliable information to base decisions on so we also need your input.

Again we urge you to please complete all the POLLS if they are included and please read the instructions on how to rank your answers correctly. We are pretty sure some of the replies we have received were in error. It takes just one click to let us know how you personally feel about an issue. For our retired members please don't reply to our POLLS about EA issues that are not relevant to you as you will skew the results. Our POLLS are improving we currently have enough replies coming in to ensure about 95% accuracy + or - 5% according to the standard statistical charts.

If you do still have some kind of lingering doubts about sharing your private email can we suggest that you consider creating a new one just for this purpose.

Free Email domains are readily available to anyone:

Your [name@gmail.com](mailto:yourname@gmail.com)

Your [name@hotmail.com](mailto:your_name@hotmail.com)

Your [name@icloud.com](mailto:your_name@icloud.com)

Your [name@yahoo.com](mailto:your_name@yahoo.com)

Your [name@outlook.com](mailto:your_name@outlook.com)

It looks like we have tough times ahead and if you want to come out the other end with all your conditions and life style benefits in tact we **all** need to be united, informed and looking out for each other. ARFF have deliberately employed people experienced in breaking down workers' rights and conditions. Make no mistake about their real intentions.

UFU Lessons Learned 10

AOA Sibir: Flt C7778
Airbus A310-861
F-OGYP
Jul 08, 2006
22:44hrs UTC
Irkutsk Russia

Crew on board: **8**
Pax on board: **195**
Total fatalities: **125**



Landing RNWY 30 (07:44 local) at Irkutsk, Oblast in Siberia. Weak showers, wet runway, light wind 5 m/s, cloud cover 190m, visibility 3500m. Runway 30 is 3165 x 45m, usable length of runway is 2765 m.

The pilot moved the right engine (no. 2) thrust reverser forward.

Simultaneously, engine no. 1 started to speed up (forward thrust), which led to an increase in airplane speed and the onset of torque that pulled the airplane to the right.

In spite of intense wheel-braking efforts, the airplane used up the entire length of the runway and overshot its end at a speed of about 180 kph.

At a distance of about 300 m from the departure threshold of the runway, the airplane collided with a concrete barrier of the aerodrome.

It then destroyed some 20 garages located directly behind the barrier, after which the airplane, now seriously damaged, stopped.



Category 8 ARFF in Siberia

ARFFS response was

certified as meeting Category 8 for this airport.

A Department ARFF Fire Officer observed the landing and self-responded his vehicle (1 x AA-40) and crew during the aircraft's runway excursion notifying the dispatcher on route. (22:44)

The Alarm was raised to the remaining Department ARFF (22:44:50) vehicles commenced departure at (22:45). (1 x AA-40 & 2 x AA-60)



AA-40



AA-60

Category 8 ARFF services at Irkutsk Airport initial response was four ARFF Fire Trucks with over 30,000 litres of firefighting agent 2,500 litres of Foam and 19 ARFF Firefighters on board.

At 22:46 the Airport Rescue detail with 3 ARFF Rescuers arrived on a rescue vehicle and started rescuing passengers.

They were later joined by another 6 ARFF Rescuers and the Crash Rescue Team detail from the aviation engineering department.

Department ARFF firefighters opened the right rear door from the outside and, using a three-section fire ladder, allowed ARFF Rescuers to reach the interior of the tail section of the fuselage.

The rescue of passengers continued until 22:50 and stopped because of the powerful flames inside the cabin of the airplane.

A total of 11 people were rescued from the fuselage through the efforts of the three teams of Departmental firefighters, Airport rescue teams and the CRT detail of the aviation engineering department.

This occurred only because the ARFF was properly staffed and equipped to handle the emergency and immediate ARFF support agencies were airport based.

Evacuation and Survival

78 out of 203 passengers and crew survived,

Based on the results of the forensic medical examinations presented to the commission, of the 120 passengers who died, 119 died were as a result of acute carbon monoxide poisoning in conjunction with oxygen insufficiency in the inhaled air. This means everyone actually survived the impact forces bar one and died in the fire and smoke. This is why ARFF exist on airports. Most accidents at the airport or in the vicinity are survivable.

The Aircraft had 9.3 tonnes of fuel remaining and it caught fire at the moment the nose section of the fuselage hit the barrier (22:44:40).

The forward entry doors could not be used due fire and damage, central emergency exit doors, left door could not be opened due to severe fire.

The right door was opened, ensuring the evacuation of passengers on to the right wing which was on to the roofs of the garages.

The exit doors in the tail section, the right rear door was blocked by metal food containers, the left rear door was opened and the emergency chute released.

The inflatable chute opened but was damaged by sharp metal objects on the ground and lost its load-bearing capacity.

Some passengers in the front of the aircraft evacuated through gaps that had formed along the right side the fuselage.

It was established that from about 22:44:45 to 22:45:50 67 people were evacuated by members of the cabin crew. (1 min 5 sec)

So what do UFU Members learn from this:

1. The equivalent ARFF Category in Australia has only 3 ARFF trucks and 8 firefighters.
2. If remission was applied it would be only 2 ARFF trucks and 6 firefighters.

3. Next time some Muppet tries to tell you ARFF in Australia is Gold Plated tell them to do some fact checking.
4. Several Flight Attendants died and could not assist with the evacuation.
5. Initially three exits were unusable due to intense fire and aircraft damage.
6. A fourth exit was initially blocked and was only able to be used after it was cleared by a surviving Flight Attendant.
7. A fifth exit was initially useable and then the slide failed due to debris and puncture.
8. The only consistently useable exit lead passengers on to the roof of a garage.
9. 11 lives were able to be saved that day due directly to safe and effective ARFF operations.
10. When asked about the current lack of staff the answer ARFF management gives is that if it's too unsafe to make entry due to insufficient staffing, then you simply need to wait for the supporting emergency services to arrive on scene.

Sorry if it's Too Little and Too Late to save a life but at least we are cheap.