

First Annual District Attorney Billy West Golf Tournament

When:

Thursday, September 8, 2011
Registration & Lunch: 11:30am
Shotgun Start: 12:30pm
Dinner & Social: 5:00pm

Where:

Newly Renovated
Gates Four
Golf & Country Club
6775 Irongate Drive
Fayetteville, NC
(910) 425-2176

Includes:

Lunch & Dinner Social
Prizes for Top Teams
Closest to the Pin
Longest Drive
Range Balls

Format:

Four Member Teams
Captain's Choice

REGISTRATION DEADLINE IS FRIDAY, SEPTEMBER 2, 2011

Sponsor

Sponsor Name _____

Address _____

Email _____

Phone _____

- Tournament Sponsor (\$1000)
(Foursome, Hole Sponsor, Recognition as
Tournament Sponsor throughout Event)
- Team Sponsor (\$400)
(Foursome and Hole Sponsor)
- Four Member Team (\$300)
- Hole Sponsor (\$200)
- Individual Golfer (\$75)

Individual

Name _____

Address _____

Phone _____

Team Members

Team Player 1 _____

Address _____

Phone _____

Team Player 2 _____

Team Player 3 _____

Team Player 4 _____

Personal Check (Required by Election Laws)

Payable to: Committee to Elect Billy West

P.O. Box 87396 • Fayetteville, NC 28304 • 910.818.9647 • Billy@billywestda.com

Paid for by The Committee to Elect Billy West



SENATOR WESLEY A. MEREDITH
NORTH CAROLINA SENATE
19TH DISTRICT

2106 LEGISLATIVE BUILDING
16 W. JONES STREET
RALEIGH, NC 27601-2808
(919) 733-5776 - (919) 715-7586 FAX
WESLEY.MEREDITH@NCLÉG.NET

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Melvin, Mark A CIV USA IMCOM

From: Hodges, Charles L. [clhodges@town.hope-mills.nc.us]
Sent: Tuesday, August 23, 2011 10:41 AM
To: Melvin, Mark A CIV USA IMCOM
Subject: CountyLockOutSOG.doc

Vehicle Lock Out SOG

CUMBERLAND COUNTY FIRE DEPARTMENT

STANDARD OPERATING GUIDELINE

EFFECTIVE DATE:

MANUAL:

VEHICLE LOCK OUTS

REVISED DATE:

PAGE 1 OF 1

SCOPE: Vehicle lock outs are common within Cumberland County. Many Fire Departments utilize a hold harmless release. These documents have been proven ineffective in releasing Fire Departments from liability and have not been upheld in some courts of law. This SOG outlines the situations fire departments will respond to locked vehicles and when it is applicable for fire department personnel to make entry.

PURPOSE: To limit Fire Department liability and possible litigation by identifying parameters in which County Fire Departments will respond to locked vehicles and when it is legally sufficient to make entry.

DEFINITIONS: None

REFERANCES:

Graham, Barrett, Attorney at Law, North Carolina Fire Chiefs Yahoo Group

GUIDELINE:

1.0 Incidents considered bona fide emergencies.

- a. Unconscious/unresponsive subject locked inside vehicle (child, adult or elderly person).
- b. Handicapped person unable to unlock the vehicle.
- c. Unattended domestic animal locked in the vehicle.
- d. Unattended/abandoned child.
- e. Occupant suffering from or the threat of hypothermia and/or hyperthermia.
- f. Life saving prescribed medication(s) locked in the vehicle.
- g. If a running vehicle poses a life safety hazard to citizens in the immediate area.

1.1 Fire Departments should request law enforcement to respond to the scene.

1.2 Rescue will not be delayed or impeded awaiting law enforcement's arrival.

1.3 The method of entry is at the discretion of the Incident Commander. An entry method resulting in the least amount of damage should be considered.

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From: Hodges, Charles L. [clhodes@town.hope-mills.nc.us]
Sent: Tuesday, August 23, 2011 10:47 AM
To: Melvin, Mark A CIV USA IMCOM
Subject: CountyHelicopterSOG.doc

Helicopter SOG

CUMBERLAND COUNTY FIRE DEPARTMENT

STANDARD OPERATING GUIDELINE

EFFECTIVE DATE:

MANUAL:

HELICOPTER OPERATIONS

REVISED DATE:

PAGE OF

SCOPE: The scope includes both fire and EMS operations in and around rotary wing aircraft. This SOG primarily addresses aerial MEDIVAC operations, but is applicable for other type rotary wing aircraft operations such as wildland firefighting helicopters and resupply/observation helicopters used during disaster operations

PURPOSE: This SOG addresses the minimum requirements, and safety and operational guidelines for helicopter operations in support of an emergency incident. The intent is to standardize helicopter operations conducted by Fire Departments within Cumberland County. Helicopter operations are inherently dangerous due to firefighting personnel operating in close proximity to the aircraft rotor systems, within the landing areas where dust and debris can become airborne and cause injury, and the always present potential for aircraft crash. It is imperative that firefighting personnel create an optimally safe environment during the helicopter operations to reduce potential injury/damage to themselves and aircraft.

DEFINITIONS:

Cold Load - is when the helicopter rotor system is not turning and the aircraft engine is shut down.

FOD - Foreign Objects on Deck - debris on the landing zone.

GPS - Global Positioning System. This is an electronic device which registers the location of the user through satellites and is accurate within 50 feet.

Hot load - (also known as an engine running on load) is where firefighters load the patient onto the aircraft with aircraft engine running and the rotor system turning. This will occur when the patient is critical and time is of the essence. This is a dangerous operation where situational awareness is imperative.

LZ - Landing Zone.

Latitude and Longitude - navigation system using degrees, minutes and seconds to determine location.

MGRS - Military Grid Reference System - system using number designation to determine grid boxes. Used to determine location.

Prop wash - is the downward air movement created by the aircraft rotor system. Prop wash has the potential to take loose objects on the ground and make them airborne.

SOG - Standard Operating Guidelines- Documents that help establish how an organization will operate and how its members are expected to carry out specific duties outlined in general terms.

REFERANCES:

Carolina Air Care

NC Rescue Technician (VMR) General Helicopter Transport

GUIDELINE:

1.0 GUIDELINES FOR ESTABLISHING HELICOPTER LANDING ZONES (LZ):

1.01 Landing Zones (LZs)

a. LZs are typically set up in open areas and should be optimally 100' by 100'. The minimum size LZ should be no less than 60' by 60'.

b. LZs should be free of Foreign Objects on Deck (FOD). This includes loose debris, garbage and anything that can become airborne from the helicopters prop wash, causing damage to the aircraft and potentially injuring emergency personnel.

c. Pre-planned LZs are strongly recommended. Fire departments should identify and survey LZs within their district that can adequately support helicopter operations. This information should be placed in CAD.

d. Safety

1. All LZs will have a fire engine present during operations to respond to aircraft fires. If the operating department cannot support this requirement, a mutual aid department will be alerted to support this operation. Personnel shall be standing by and ready to deploy handlines should fire protection be needed for the aircraft. Fire apparatus should be staged close enough to provide fire protection, but not within the LZ.

2. Night operations will have adequate lighting to allow the aircraft to see the perimeter of the LZ.

3. Communications will be established with the inbound aircraft and maintained throughout the operation.

4. All firefighters operating in/around the LZ will wear helmets with chin straps fastened and have eye protection in place through- out the operation. Only mission-essential firefighters will be allowed on the LZ.

5. Firefighters will maintain situational awareness throughout the operation.

a. Firefighters will approach/operate near the aircraft under the direction of the flight crew.

b. Movement to the aircraft will be at a 45-90 angle from the nose/front of the helicopter. At no time will firefighters move near the rear rotor of the aircraft. Firefighters will move in a crouched position when operating in the vicinity of the helicopter.

6. A LZ Officer will be designated to control the LZ, maintain safety and communicate with the aircraft.

7. Static electricity produces the highest fire danger to any aircraft. Helicopter rotor systems produce a significant amount of static electricity which can be transmitted to ground when the aircraft is touched by firefighting personnel. Caution should be addressed and enforced.

8. Anticipate the aircraft to conduct a "fly over" to observe the LZ, identify the hazards/obstacles and to ensure suitability prior to landing. During "fly over", maintain communication with the aircraft and facilitate any adjustments indicated by the flight crew.

9. Prior to the aircraft taking off, all personnel should exit the LZ and accountability should be taken by the LZ officer.

10. Helicopter crashes are prominent during takeoff and landing. Firefighting/rescue personnel assigned to the LZ should be in full PPE and ready to conduct suppression operations during approach, landing and takeoff, and anytime the aircraft engine is running on the LZ. Once the aircraft launches from the LZ and is out of sight, firefighters may remove PPE.

e. Lighting

1. Night operations require lights for each corner of the LZ.
2. Lights can be multiple Chemlites, multiple flares, box lights or manufactured LZ lights. Regardless of what type marking light used, it must be continuous and have sufficient illumination to allow the pilot to see the perimeter of the LZ from altitude.
3. Headlights on low beam may be used to illuminate the LZ surface. Apparatus can be placed at angles to the direction of approach to light the surface.
4. It is strongly recommended that lights be used both day and night.
5. At no time shall lights be directed toward the aircraft.

2.00 Communication

a. Communication will be established with the inbound aircraft and maintained throughout operations.

b. Central Dispatch will designate the air - ground frequency.

c. The LZ will be established and designated by the Department station number (e.g., Landing Zone 13 or LZ 13). Central Dispatch will be notified once the LZ is in service. This information will be transmitted to Central Dispatch as soon as possible.

d. An LZ officer will be designated to affect communications with the aircraft. To avoid confusion, the LZ officer will be the only one communicating with the aircraft.

e. Communication with the aircraft will be brief and limited to the following:

1. Latitude/Longitude or MGRS of the LZ. This information can be gained from a GPS.
2. Obstacles on or near the LZ (e.g., trees, wires, slopes).
3. Markings. Identify how the LZ is marked.
4. Identify where your pick up point is with reference to the LZ.
5. For EMS, identify whether it will be a hot load or cold load.
6. Any safety problem encountered as the aircraft is approaching, landing or on the ground.
7. Notify Central Dispatch of arrival and departure of the aircraft.

3.00 Training with aircraft provides familiarity, knowledge and increases the potential for a smooth, efficient operation. It is strongly recommended that Fire Departments familiarize and train with the aircraft and crews supporting fire and EMS operations within Cumberland County.

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From: Hodges, Charles L. [clhodes@town.hope-mills.nc.us]
Sent: Tuesday, August 23, 2011 10:41 AM
To: Melvin, Mark A CIV USA IMCOM
Subject: CountyMAYDAY.doc

MAYDAY SOG

CUMBERLAND COUNTY FIRE DEPARTMENT

STANDARD OPERATING GUIDELINE

EFFECTIVE DATE:

MANUAL:

MAYDAY

REVISED DATE:

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SCOPE: This SOG covers emergency procedures for calling MAYDAY and outlines what the firefighter should do to affect his/her rescue.

PURPOSE: This SOG outlines the parameters and procedures for declaring an emergency, and provides guidance to the firefighter for when and how to call MAYDAY. Firefighter emergencies have become more prevalent with the evolution of firefighting PPE and the new lightweight and hybrid building construction encountered during emergencies. Due to this trend, it is imperative that all firefighters understand what MAYDAY means, what constitutes a MAYDAY situation and how to alert Command that they are encountering an emergency situation.

DEFINITIONS:

SHALL/WILL - Indicates a mandatory requirement.

IAW - In accordance with

ICS - Incident Command System

IDLH - Immediate Dangerous to Life and Health

LUNAR - acronym for Location, Unit, Name, Assignment, and Resources

RIT - Rapid Intervention Team

Standard Operating Guidelines (SOG) - Documents that help establish how an organization will operate and how its members are expected to carry out specific duties outlined in general terms.

REFERANCES:

N.F.P.A. 1500 Chapter 6

N.F.P.A. 1561 Chapter 4

C.F.R. 1910.120

C.F.R. 1910.134 Chapter 3 (I)

CUMBERLAND COUNTY FIRE DEPARTMENT

STANDARD OPERATING GUIDELINE

EFFECTIVE DATE:

MANUAL:

MAYDAY

REVISED DATE:

PAGE 1 OF 4

C.F.R. 1910.156

GUIDELINE:

1.0 TRAINING:

1.01 Firefighters shall receive annual training and validate the capability to call MAYDAY. This training will instruct or review procedures for declaring an emergency and how to transmit a MAYDAY over the radio.

1.02 Training will include the MAYDAY call, LUNAR and what situations constitute a firefighter emergency.

2.0 PROCEDURES FOR CALLING MAYDAY:

2.01 During fireground or EMS operations, firefighters may transmit a MAYDAY whenever they are in distress or feel they are experiencing a life threatening emergency. Situations range from emergencies experienced while operating within a fire building to emergencies experienced while at an EMS scene where a patient or person becomes violent, belligerent or unruly.

2.02 In the event of a firefighter emergency (lost, trapped, out of air, disoriented, medical emergency while operating within IDLH and a belligerent, violent or unruly person during an EMS call), the IC shall be notified immediately. In the case of an EMS emergency, central dispatch will be notified. The Firefighter(s) experiencing the emergency shall transmit MAYDAY, MAYDAY, MAYDAY three (3) times on the assigned operating frequency or the fireground operating frequency. At this point, it is critical that the distressed firefighter(s) pause and wait for acknowledgement from fire dispatch (county and/or city) or the IC. If the emergency call is not acknowledged, continue transmitting the MAYDAY call until acknowledged. Once acknowledged, the distressed firefighter will transmit LUNAR.

2.03 The firefighter(s) experiencing the emergency will transmit LUNAR:

L - Location, the exact or best known location of the firefighter experiencing the emergency. This location should be transmitted in accordance with (IAW) the Incident Command System (ICS) and identify, at a minimum, the division and closest known wall (e.g., Division 2C). If at all possible, firefighter(s) should consider identifying the quadrant he/she/they are in (e.g., Division 2 C-D) to narrow the IC's and the RIT's focus for the rescue effort.

U - UNIT, is the parent unit of the distressed firefighter (e.g., Station 21 or Hope Mills Fire Department).

N - NAME, is the distressed firefighter's name (e.g., John Smith or Smith)

A - ASSIGNMENT, is the fireground assignment/function the distressed firefighter is assigned to (e.g., Fire Attack, Vent, Salvage etc). If the firefighter is assigned to a fireground operating system that has a corresponding division, this should be included in this area (e.g., Fire Attack 2 or Search 2).

R - RESOURCES, identifies the required resources to affect firefighter rescue. This is an assessment by the distressed firefighter(s) on what's needed to assist him/her/them (e.g., air supply, air bags, rotary saw, ladder to Division 2 C-D).

Once the LUNAR is transmitted to and received by Command, the firefighter(s) will activate his/their PASS alarm, conserve his/her air through breathing control techniques, attempt to self-rescue and maintain continuous communication with the RIT and IC.

2.04 The IC will deploy the RIT IAW the information received from the LUNAR report.

2.05 Central dispatch shall request law enforcement to respond to the incident location.

2.06 Use of the emergency button (orange button closest to the antenna). Portable radios are equipped with an emergency button. When depressed, an emergency tone will be transmitted and received at city or county dispatch, depending upon which frequency you are operating. Firefighters experiencing an emergency have the option to utilize this button to alert the IC or central dispatch that they have an emergency.

2.07 The firefighter(s) experiencing the emergency will remain on initially assigned radio frequency and will not switch to an alternate frequency.

2.08 All firefighting operations will be switched to another fireground frequency. This frequency will initially be position one (1) or position sixteen (16) in the portable radios to facilitate rapid, accurate switching in zero visibility situations.

2.09 Switching to alternate frequencies. Utilizing position 1 and position 16 as the immediate alternate radio frequencies allows the firefighter to turn the frequency knob all the way to the left (position 1) or all the way to the right (position 16) while wearing gloves and in zero visibility conditions.

3.0 Reprisal or Repercussions for Calling MAYDAY

3.01 There are no reprisals, repercussions or disciplinary actions for calling MAYDAY.

3.02 Firefighters will not be reprimanded for calling MAYDAY for situations that may not be considered emergencies by others. If the firefighter(s) feels he/she has or they have an emergency situation that places his/her/their life in jeopardy, they are encouraged to transmit MAYDAY.

3.03 Firefighter emergencies or emergency conditions must be viewed similar to those encountered by civilian airliners. Many times a civilian airliner will declare an emergency due to a faulty warning light or a malfunctioning gauge. An emergency is declared in accordance with the parameters created by the situation. Once safely on the ground and determination is made that an emergency situation did not exist, no disciplinary action is taken against the crew for exercising the emergency procedures. The same holds true for firefighter emergencies.

Cumberland County Fire Chief's Association

Roll Call Vote Document

Motion TO ADOPT SOC'S ON HELICOPTER OPERATIONS,
LOCKOUTS, AND MAYDAY PROCEDURES AS PRESENTED BY THE
STANDARDS COMMITTEE

Department	Yes	No	Abstain	Other
Beaver Dam # 26	✓			
Bethany #12	✓			
Cedar Creek #8	✓			
Cotton #4	✓			
Cumberland Road #5	✓			
Eastover #1				
EMS				
Fayetteville FD	✓			
Fort Bragg FD	✓			
Godwin-Falcon #17	✓			
Grays Creek #18	✓			
Grays Creek #24	✓			
Hope Mills #21	✓			
Pearce's Mill #3	✓			
Pope Air Force Base FD				
Spring Lake #22	✓			
Stedman #23	✓			
Stoney Point #13	✓			
Stoney Point #19	✓			
Vander #2	✓			
Wade #16	✓			
Westarea #15	✓			
Westarea #20	✓			

Date 8-22-2011 Motion Carried 20 Motion Denied 0