

A quarterly report of MABAS WISCONSIN activities to underscore its value to the community and to foster growth and improvement through the sharing of actual experience

## 80 BURNING CARS REQUIRE 7 MABAS ALARMS IN DIV 112

BY DREW SPIELMAN, BATTALION CHIEF, GREEN BAY METRO FIRE DEPARTMENT

An employee of Smitty's Salvage and Supply was removing fuel from a vehicle tank. He was drilling into the tank to drain it when a leak occurred. He bumped the drill causing a spark and igniting the leaking fuel. Employees tried to extinguish the fire with extinguishers prior to calling 911. This was in an area designated for draining fuel into buckets that get poured into plastic totes for recycling. Several 300 gallon capacity totes were in the vicinity with varying quantities and directly contributed to the rapid spread once melted and ruptured.

At 2:06pm, on **Wednesday August 12, 2015**, the fire was reported at **2325 Main Street in Bellevue**. The property lies within both municipal boundaries of Green Bay and Bellevue. All of the fire was on the Green Bay side but was called in as a Bellevue fire due to the call originating from the office, located in Bellevue.



The fire remained in Command with the Bellevue Fire/Rescue Department until it was brought under control. It was then turned over to me, the GBFD on duty Battalion Chief. The alarm would not be terminated until 8:14pm.



**Fire Conditions.** During that 6 hour timeframe, temps were in the low 80's with high humidity (dew point in the 60's). There was a large volume of fire in a junk yard with several vehicles involved. It is estimated that over 80 vehicles burned along with various items found in a scrap yard.

There was a large black smoke plume that required the evacuation of an apartment complex. The evacuation was ordered until haz-mat sampling could be conducted to ensure there was no threat to the public.

**The Challenges.** There is only one driveway into the property. Most of the property is surrounded by a six foot wooden fence or chain link fence and piled up next to the fence are vehicles stacked 3 high in areas.

On the back side is railroad tracks with limited to no access. Crews had to cut down the fences and then have a loader fork the cars out of the way before access was made.

It was a long labor intensive operation just to gain access. Once access was gained, long hose stretches had to be laid due to set backs from nearby roads.

In Division C (back side), crews hand stretched 300 feet of 5" hose from an engine into the property. A manifold was placed on the end and crews initially used a ground monitor to knock down the fire. They then reduced to smaller hand lines for overhaul.



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On Side A, crews laid a 5" line to a manifold and ran hand lines off of that to the fire.

In Division B, two tower ladders were set up to get over the car piles. Once access was made in Div B, hand lines were advanced into the fire.

*(Continued on page 3)*



(Photos on this page by Matt Gerber)

## MABAS-WISCONSIN IN ACTION

### PRESIDENT'S MESSAGE BY ED JANKE, VILLAGE OF HOWARD, DIRECTOR OF PUBLIC SAFETY AND PRESIDENT, MABAS WISCONSIN

This issue of **MABAS-Wisconsin in Action** focuses on two events that occurred recently in MABAS Divisions; a junk yard fire and a large scale search for a missing person. These events, consistent with the foundation of MABAS, underscore the necessity for pre-planned resources to enhance effectiveness and efficiency.

Effectiveness and efficiency are generally the outcomes of good leadership and managerial practices. Perhaps one of the most important of these practices is to clearly understand the agency's mission and to know its capabilities.

In the book *"The Art of War"*, Sun Tzu stated, "If you know the enemy and know yourself, you need not fear the result of a hundred battles. If you know yourself but not the enemy, for every victory gained you will also suffer a defeat. If you know neither the enemy nor yourself, you will succumb in every battle."

For most of us, the missions our agencies assume continue to expand while facing directives to reduce costs. Despite these pressures, we must execute our missions with the highest level of performance. Knowing who we are, our strengths and weaknesses, and our capabilities, allows us to better plan for the missions we face.

As we consider the risk profile for our communities and determine our resource needs for probable events, we are able to predict staffing, equipment and systems to operate at optimal levels.

Using MABAS allows agencies to be responsive to all our stakeholders, in that we have an opportunity to consider the types of events we might face, consider our own capabilities and work with our neighbors in a mutually beneficial process to make us all more effective and efficient.

We achieve this by drafting box cards that project what we may face in terms of incidents and resourcing the box card with the necessary assets to fulfill those needs.

Finally, if we train with our mutual aid partners at both the tactical and task level working through interoperability issues, our "system" will be solid and robust.

We invite you to participate in the 6<sup>th</sup> Annual **MABAS Wisconsin Command & Dispatch Conference**. The 2016 event is scheduled for August 4<sup>th</sup> through August 6<sup>th</sup> at the Holiday Inn & Conference Center, 1001 Amber Avenue, in Stevens Point. The conference agenda will be posted on the MABAS Wisconsin website for review soon.

To Receive MABAS Emails, visit the list server site, enter your email address & name and click "subscribe":

<http://mailman.wsfca.com/mailman/listinfo/mabas>

Getting to the fire.....



was half the battle





## 80 BURNING CARS REQUIRE 7 MABAS ALARMS IN DIV 112 - CONTINUED

*(Continued from page 1)*

Water was also an issue. The water system in front of Smitty's is not all that good. Once a hydrant is tapped, any hydrant hooked before it will rob the water from it. It was decided early on that a tender operation would have to be established to get the required water needed.

In Division B, the Ashwaubenon ladder was fed by a Green Bay engine off hydrant water and the DePere ladder was fed from a Bellevue engine working off a tender operation. Division A also used a tender operation along with hydrants to supply the attack lines and to supply water to the Bellevue ladder truck in the parking lot.

Division C worked off hydrants, yet a relay operation was needed due to long lay out to the hydrant on the main road, as the crews set up in the back of a large apartment complex.



(Photos by Matt Gerber)

We also had to deal with potential run off of oil and gas due to the amount of water applied to the fire. The Green Bay Fire Department (GBFD) haz-mat team did air monitoring initially and then provided booms and pads to prevent contaminated run off from reaching the storm sewers. The majority of the contaminants remained on the property and the WIDNR responded the next day to deal with that situation.

All mutual aid was released as were the on duty GBFD companies. We brought two, back fill engines, to the scene to finish mop up operations. Each car had to be moved and spot fires extinguished. The piles of junk had to be moved by heavy equipment to expose burning material. This was a time consuming operation.

**MABAS. Bellevue Structure Fire Box 5-11** went to **5 alarms**. Bellevue's Structure Fire non-Hydrant (Tender) **Box 5-12** was used to request tenders to the **2<sup>nd</sup> alarm** level due to water supply issues.

A **Strike Team of Engines** was requested from **Div 128 Manitowoc Co.** This was called due to the fact the personnel operating on the scene needed rehab. Another factor is some of the departments working on this fire had been to a barn fire in Denmark earlier in the morning and had very little down time before responding to this fire.

The fire was brought under control and crews were released from rehab before the Manitowoc Co engines arrived, so they were cancelled enroute.

Although there is nothing special about the incident, the use of MABAS created a seamless dispatching of companies to the scene and change of quarters. It allowed Command to upgrade alarms and not guess as to who to call or know who was available to respond. It also allows dispatch to be able to expedite dispatching of resources.

Here in Div 112 we have a MABAS all call tone that once someone upgrades an alarm, dispatch uses the all call tone to open all departments in the county. This helps in the fact that each responding dept does not have to be individually dispatched.

**Radio Usage.** We operated on our county radio system utilizing our tactical channels. The fire operated on TAC 6. We (GBFD) sent a full first alarm assignment on top of the Bellevue MABAS card.

I requested that the GBFD companies operate on a different tactical channel due to the amount of radio traffic on TAC 6. We were assigned TAC 7. This created a few issues in the fact that I had to monitor 2 radio channels and the fact I was relaying what we were doing to Command.



**Lessons Learned.** Eventually Command requested us to switch to TAC 6 so they could monitor our side of the operation. This created a lot of radio traffic on one TAC channel.

We really needed to get a unified Command Post established and then break out additional Tac channels to the Divisions. I think this did not happen due to the sheer size of the incident and the poor access and visuals of the scene. It unfortunately made for the GB companies operated under one battalion chief, myself, and all the rest operated under the Bellevue Command.

Also, one issue that arose was the additional alarm companies used the Fireground channel to announce their arrival versus going to staging and awaiting assignment. This might have been the fact that no one initially took the Staging Officer position.

# THINKING OUTSIDE THE MABAS BOX CARD

BY BRADLEY BOWEN, CHIEF OF FIRE/EMS, DOUSMAN FIRE DISTRICT

It was **Monday August 3<sup>rd</sup>, 2015**. An elderly citizen was missing from her residence for several hours in the Town of Ottawa. The Waukesha County Sheriff's Department (WSD) had been searching for about an hour in 80 degree weather. It was nearing 7pm with an hour of daylight left.

Her last seen point was near Highway 67 & County C, about 9 miles south of I-94. Nearby was a golf course to the northwest, the Scuppernong Hiking/Ski Trails to the northeast, and the Kettle Moraine State Forest to the south and east in addition to several farm fields, large properties, heavily wooded areas, and lakes & ponds.

I received a notification page from Dispatch. Upon calling them, they were giving me a heads up on the incident; however, WSD hadn't requested assistance yet. With dusk on its way, I mentioned to Dispatch the sooner we can get out there the better.

About 5 minutes later, the **Dousman Fire District (DFD)** was requested for a full response. I called the WSD incident commander on the way to the incident to get a briefing. *We needed to cover a 6 mile radius. We needed to get resources here to help as soon as possible. I needed to contact 14 agencies in 2 counties (the Jefferson County line is 4 miles to the west).* Fortunately I already had a plan.

**A June Incident.** I was appointed Chief of the Dousman Fire District on May 18th and in June we were dispatched for a horseback rider that was injured in the Kettle Moraine and we were unable to locate the individual based on her directions. Additional resources were requested using mutual

aid to assist in locating the individual. It was a much smaller scale incident, but could have progressed to be something larger if we were unable to locate her. A unified command post with the WI DNR was established at this incident.

**A July Incident.** Then in the beginning of July we were requested by our local PD early on a Sunday morning to assist with the search for a missing person. This incident had originally started at 2am as a law enforcement incident when a patient from a local treatment facility ran away. This individual was of adult age, but had the mental abilities of a child. It was a cooler evening and the individual ran off with only underwear on.

We were requested to respond at 4:30am initially with an ATV and ambulance to assist with the search, but upon gathering the additional information from the PD, we set up a unified command post at our station 1 and requested a full response from the Dousman Fire District. The PD had already mutual aided the Waukesha Sheriff's K-9 to assist with the search.

As 6am was approaching discussions were beginning to increase the number of resources that were searching for the individual on both



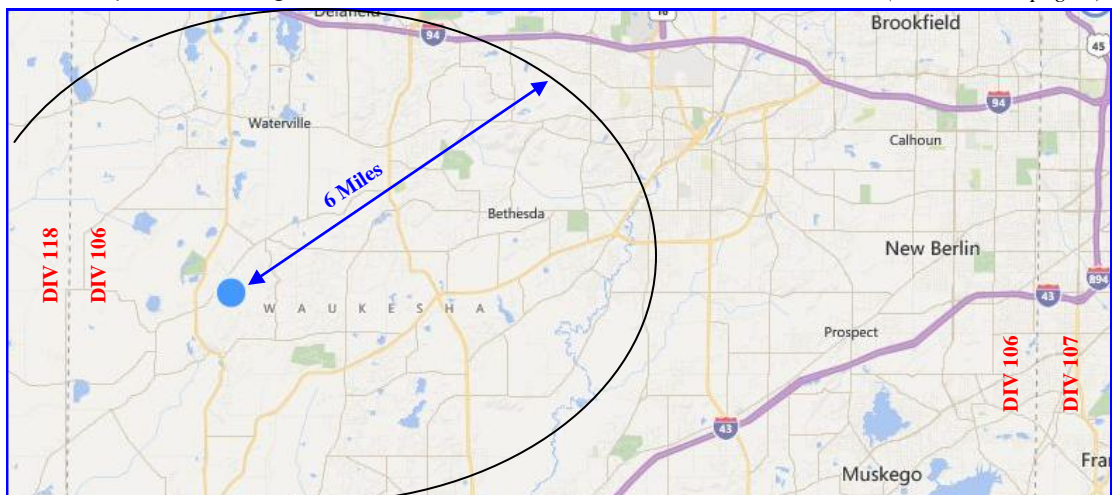
the Fire/EMS Side as well as the Law Enforcement.

We pulled our MABAS book to see what resources we had on our currently approved cards. With our current cards we could get a fair amount of manpower, but only would have been able to get about 6 ATV's by going to the 5th alarm. This incident we were looking in an about 6 mile radius and knew we had to cover a significant amount of area. The PD was going to request their mutual aid using SMART, to bring an additional 30 law enforcement agencies to assist.

We decided that we needed both manpower and ATV's to assist, so we started writing down all of the agencies that we knew of in the area with ATV's. We were able to come up with 36 different agencies that we could request if we had to.

We broke the resources up into three different "boxes". Just prior to requesting these resources the individual was found outside a residence 5 miles from where the individual ran off.

*(Continued on page 5)*



# THINKING OUTSIDE THE MABAS BOX CARD - CONTINUED

(Continued from page 4)

**The August Incident.** Which now brings us to this incident. I briefed our local responding units and advised them that we would be setting up for a large scale search upon arrival. I also advised dispatch enroute that upon arrival we would be requesting a special list of resources/build-a-box, a special box to assist with the search. Upon arrival we did a face to face with the WSD. A unified operations team was set up with a WSD Lieutenant and a DFD Captain - this group was preparing for various search groups to arrive and to brief them for the search and maintain accountability.

We knew we didn't have much daylight left and were looking at a 6 mile radius to search from the last known location of the individual.

Based on this information we pulled out our scratch paper again to request ATV's and manpower to assist in the search. We came up with two groups of resources that could be requested including ATV's, manpower, staging, and rehab. I called into Dispatch and

while talking to the dispatcher it was determined the "MABAS" route was the easiest way to request the resources and for them to communicate on their way in.

Then the question came up of what card number . . . . Lets just call it a **special box by the authority of the Incident Commander.** We were able to put the card together in less than 10 minutes. If it was a more urgent need it could have been done in half the time.

We also requested flight for life with their FLIR (an infrared/ night vision/ thermal imaging device). We pulled our thermal imagers off our heavy trucks and given them to crews to assist with the search.

As soon as they arrived, crews began canvassing the area on foot and with ATV's. The Wisconsin DNR joined the Sheriff and their K9 unit.

At 8:20pm, one of the ATV crews was successful in finding the missing individual about a half mile from her

residence in the woods. The patient was assessed by EMS on scene and transported to an area hospital for medical evaluation.

I heard from several residents they were impressed at the response from area departments and also the joint operations of law enforcement and the fire service.

By having the unified command post with WSD we were able to manage incoming resources, ensure resources were being requested but not duplicated, and maintain an appropriate span of control. A media staging location was established, radio frequencies were being patched, and also notifications were being made such as a missing person's "silver alert".

I personally have found MABAS to be a great system that is organized and balances resource requests very well.

Prior to MABAS, I would have simply requested the resources as "mutual aid", but would have been faced with communication problems, and a delayed response, as for the dispatcher to notify 14 agencies in two Counties, they would have been making a series of different pages and phone calls with daylight fading.

We also would have had problems with other counties talking on the Waukesha County Dispatch channels.

Thanks to MABAS dispatch was able to announce the request over IFERN which, immediately notified Jefferson County of our needs, and they were also able to set off the County MABAS tones to request all of the Waukesha County agencies in a very smooth and methodical fashion.

Let us know when you have a circumstance where you found yourself "thinking outside the MABAS Box card"!

<b>DEPARTMENT NAME:</b> Dousman		<b>BOX ALARM TYPE:</b> SEARCH & RESCUE			<b>EFFECTIVE DATE:</b> DRAFT	<b>MABAS DIVISION:</b> 106	
<b>BOX ALARM #</b> DRAFT		<b>LOCATION OR AREA:</b> Dousman Zone Any			<b>AUTHORIZED SIGNATURE:</b> Chief Bradley Bowen		
<b>LOCAL DISPATCH AREA:</b>							
<b>ALARM LEVEL</b>	<b>ENGINES</b>	<b>BRUSH TRUCKS</b>	<b>ATV's</b>	<b>AMBULANCES</b>	<b>CHIEFS</b>	<b>SPECIAL EQUIPMENT</b>	<b>CHANGE OF QUARTERS</b>
STILL	Dousman	Dousman	Dousman	Dousman	Dousman		
WORKING STILL		Dousman, Oconomowoc	Oconomowoc	Dousman	Dousman, Oconomowoc	Dousman Squad, Dousman Truck	Oconomowoc Engine (Station #2)
<b>ALARM LEVEL</b>	<b>ENGINES</b>	<b>BRUSH TRUCKS</b>	<b>ATV's</b>	<b>AMBULANCES</b>	<b>CHIEFS</b>	<b>SPECIAL EQUIPMENT</b>	<b>CHANGE OF QUARTERS</b>
BOX	Wales	Sullivan, Okauchee	Stone Bank, Lake Country, Okauchee, Town of Delafield, Sullivan, Rome		Wales		Sussex ALS Ambulance
2ND		Ixonia	Ixonia, Eagle, Mukwonago, Pewaukee, Palmyra, Merton			North Prairie Squad	Flight for Life w/FLIR, Wisconsin DNR w/ATV, Wisconsin K9 SQS (866) 945 - 9767
3RD		Ashippun,	Ashippun, Town of Waukesha, Lisbon, Sussex, Vernon, Jefferson		Sussex		
4TH			TBD			TBD	
5TH			TBD		TBD		
<b>INTERDIVISIONAL REQUEST:</b>		<b>1st Choice</b> 123 Dodge	<b>2nd Choice</b> 107 Walworth	<b>3rd Choice</b> 118 Jefferson			
<b>INFORMATION:</b>							
Station #1: 107 S. Main Street, Dousman (262-965-2262) - MABAS Knox Box located next to east bay entrance door							
Station #2: 1400 Oconomowoc Parkway, Oconomowoc (262-567-8282) - MABAS Knox Box located next to south main entrance door							



# MABAS-WISCONSIN IN ACTION

## DIV 106 IN ACTION - SPRING ACTIVITY *BY TIM SNOPEK*

**May 17, 2015: Manchester Court, Hartland  
Family pet saved**



April 6, 2015: County Road Z, Dousman



**May 23, 2015: Mount Vernon Drive, Pewaukee  
Car fire spreads to attached garage & house**



**April 9, 2015: Lightning Strike, Genevieve Drive, Mukwonago**



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- Contributor .....Tim Snopek (Waukesha County)
- Contributor .....Asher Heimermann (Sheboygan County)

## Incident Reporting Is Very Important

This newsletter issue is focused on the largest MABAS deployments to date, however, MABAS is used every day to prevent local incidents from becoming large, thereby saving lives and saving money by minimizing property loss. The value of MABAS cannot be understated, yet it is difficult to communicate that message across the State without an effective method to track the MABAS success story.

Incidents Entered June, 2015 thru September, 2015

Date & Time	Location	MABAS Div	Host Agency	Box Type
6/2/2015 18:51	5726 Berry Lake Rd.	137	UNDERHILL TWP VOL FIRE DEPT	Structure - Non Hydrant
6/3/2015 20:14	9208 Cedar Park Street	130	ROTHSCHILD FIRE DEPT	Structure - Hydrant
6/4/2015 13:14	4365 BLUEBERRY RD	119	FREDONIA FIRE DEPT	Structure - Non Hydrant
6/5/2015 12:00	101 E. Division	120	FOND DU LAC CITY FIRE DEPT	Target Hazard
6/22/2015 11:02	E6703 County Road E	117	MENOMONIE FIRE DEPT	Structure - Non Hydrant
6/23/2015 12:00	7405 Pauls Avenue	130	WESTON FIRE DEPT	Structure - Non Hydrant
6/25/2015 0:53	W 2890 Cty Rd Y	118	ROME TWP FIRE DEPT	Structure - Non Hydrant
7/2/2015 11:45	3383 State Highway 134	115	DEERFIELD VOL FIRE DEPT	Structure - Non Hydrant
7/11/2015 6:34	W 525 Cty Rd B	118	IXONIA TN FIRE & EMS	Structure - Non Hydrant
7/18/2015 13:46	N6460 Anderson Drive	103	DARIEN VOL FIRE DEPT	Structure - Non Hydrant
7/19/2015 19:14	4523 Winnequah Road	115	MONONA FIRE DEPT	Structure - Hydrant
7/23/2015 5:48	4115 Anderson Road	115	SUN PRAIRIE VOL FIRE DEPT	Structure - Non Hydrant
7/27/2015 8:59	300 County Highway TV	115	MARSHALL VOL FIRE DEPT INC	Structure - Non Hydrant
7/28/2015 7:30	Hwy 100 & Janesville Rd	107	HALES CORNERS FIRE DEPT	Haz Mat
8/1/2015 12:00	5501 W. Natures Lane	127	GRAND CHUTE FIRE DEPT	Structure - Hydrant
8/1/2015 20:02	W2799 Spitzmacher Road, Peshtigo	144	PESHTIGO TN FIRE DEPT	Structure - Non Hydrant
8/2/2015 18:55	142 N PARK STREET	119	PORT WASHINGTON VOL FIRE DEPT	Structure - Hydrant
8/6/2015 1:56	5113 Curry Court	115	FITCHBURG FIRE DEPT	Structure - Non Hydrant
8/9/2015 21:52	3658 Garfoot Road	115	MOUNT HOREB FIRE DEPT	Structure - Non Hydrant
8/14/2015 19:00	N4578 River Rd	120	OAKFIELD VOL FIRE DEPT	Structure - Non Hydrant
8/18/2015 21:41	W323 N6755 Wildwood Point Rd	106	STONE BANK VOL FIRE DEPT	Structure - Non Hydrant
8/27/2015 9:26	1600 7th Ave	119	GRAFTON VOL FIRE DEPT INC	Commercial - Hydrant
9/4/2015 0:57	1302 Sunnyridge Rd.	106	PEWAUKEE FIRE DEPT	Structure - Hydrant
9/13/2015 9:47	2240 STH 33	119	SAUKVILLE FIRE DEPT	Structure - Non Hydrant
9/24/2015 12:00	N10620 Center Rd	152	THORP AREA FIRE DISTRICT	Structure - Non Hydrant

## Incident Reporting Is Easy To Do

MABAS Wisconsin has a tool in place to log the use of MABAS. The **Incident Entry Portal** can be accessed via <http://incident.mabaswisconsin.org> or through <http://www.mabaswisconsin.org> using the Databases drop down box.

**To enter an incident, login with a UserID of *mabas* and a password of *wisconsin*.** After the initial entry, Departments need their specific credentials to alter the incident information or to alter the other information on the site about their department. Departments should contact their Division President for the login information

For more information about becoming a member of MABAS Wisconsin or to view all issues of this newsletter, visit: [www.mabaswisconsin.org](http://www.mabaswisconsin.org) (scroll down for newsletter links)





# MABAS – Wisconsin

## Mutual Aid Box Alarm System

Organized 2004

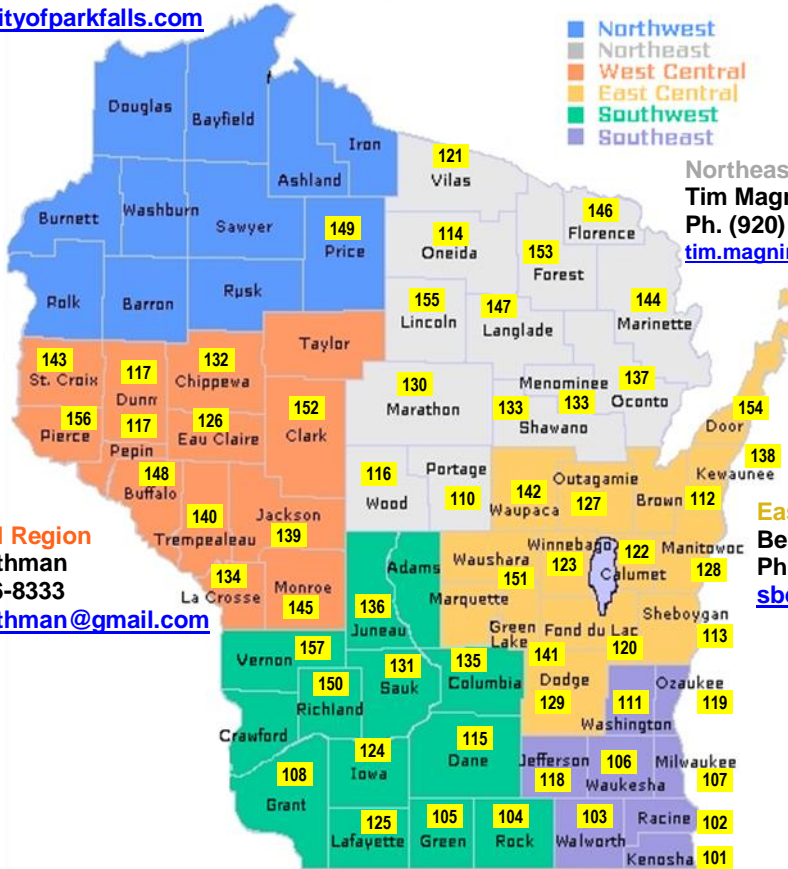
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#### MABAS OPERATING FREQUENCIES

IFERN

IFERN2

MABAS1 (WISCOM)

MABAS2 (WISCOM)

MABAS Alerting / intra-Divisional responses

Alternate intra-Divisional responses

Inter-Divisional Responses

Contact with Wisconsin Red Center

Regional Coordinators - WEM Coordination\*

\*Future use

#### Divisions

- 101 – Kenosha County
- 102 – Racine County
- 103 – Walworth County
- 104 – Rock County
- 105 – Green County
- 106 – Waukesha County
- 107 – Milwaukee County
- 108 – Grant County
- 110 – Portage County
- 111 – Washington County
- 112 – Brown County
- 113 – Sheboygan County
- 114 – Oneida County
- 115 – Dane County
- 116 – Wood County
- 117 – Dunn/Pepin County
- 118 – Jefferson County
- 119 – Ozaukee County
- 120 – Fond du Lac County
- 121 – Vilas County
- 122 – Calumet County
- 123 – Winnebago County
- 124 – Iowa County
- 125 – Lafayette County
- 126 – Eau Claire County
- 127 – Outagamie County
- 128 – Manitowoc County
- 129 – Dodge County
- 130 – Marathon County
- 131 – Sauk County
- 132 – Chippewa County
- 133 – Shawano/Menominee Cnty
- 134 – La Crosse County
- 135 – Columbia County
- 136 – Juneau County
- 137 – Oconto County
- 138 – Kewaunee County
- 139 – Jackson County
- 140 – Trempealeau County
- 141 – Green Lake County
- 142 – Waupaca County
- 143 – St. Croix County
- 144 – Marinette County
- 145 – Monroe County
- 146 – Florence County
- 147 – Langlade County
- 148 – Buffalo County
- 149 – Price County
- 150 – Richland County
- 151 – Waushara County
- 152 – Clark County
- 153 – Forest County
- 154 – Door County
- 155 – Lincoln County
- 156 – Pierce County
- 157 – Vernon County

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