

MABAS-WISCONSIN *in ACTION*

VOLUME 12, ISSUE 1

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

WINTER 2020-21

DIV 154 STURGEON BAY SHIP FIRE REQUIRES MABAS BY TIM DIETMAN, CHIEF, STURGEON BAY FIRE DEPT

Sturgeon Bay Wisconsin is located at about the midpoint of the Door County peninsula, around 40 miles from Green Bay. It is home to Fincantieri Bay Shipbuilding (FBS), a full service shipyard that is a leader in the construction and repair of large ships.

On **Monday February 1, 2021**, a caller reported smoke coming from the aft cabin area of a ship in the FBS facility located at **605 N. 3rd Ave.** The **Sturgeon Bay Fire Department (SBFD)** responded at **1:38am**.

I live about eight blocks from the yard, as I came down the road I could see the smoke and knew from past incidents we would need manpower immediately, as these can be extremely labor-intensive.

The first arriving unit reported heavy dark smoke venting from the stack and port side door seals along with vents on the forward portion of the 01 Deck aft end of the Roger Blough, a

ship built in 1972. We immediately were in contact with the FBS supervisor on duty to verify the accountability of persons on board or workers in the area while doing a 360° inspection of the affected area.

"We had trained our guys for falling in the water with full turnout gear and SCBA; life preservers will help but only minimally due to the extra weight for soaked gear" - Chief Tim Dietman

Conditions of this magnitude do not occur often because FBS can care for small confined incidents. This was something larger than FBS could deal with, nor would they explore, due to the amount of heavy black smoke venting.

Upon entry by the first crews from SBFD, they were immediately met with extremely heavy black smoke from floor to ceiling.

(Continued on page 3)



Inside This Issue:

MABAS Wisconsin Funding	2
Div 106 in Action - Restaurant On Fire Across the Street From Firehouse	5
MABAS Used for Multiple-day Response to Kenosha Civil Unrest	6
Division 107 Milwaukee Mitchell Airport Drill During COVID	10
Division 118 - Johnson Creek Makes Changes Due to COVID & Civil Unrest	11
2021 MABAS Wisconsin Annual Training Conference Plans	11
MABAS Wisconsin 2020 Responses	12
MABAS Division Map	16

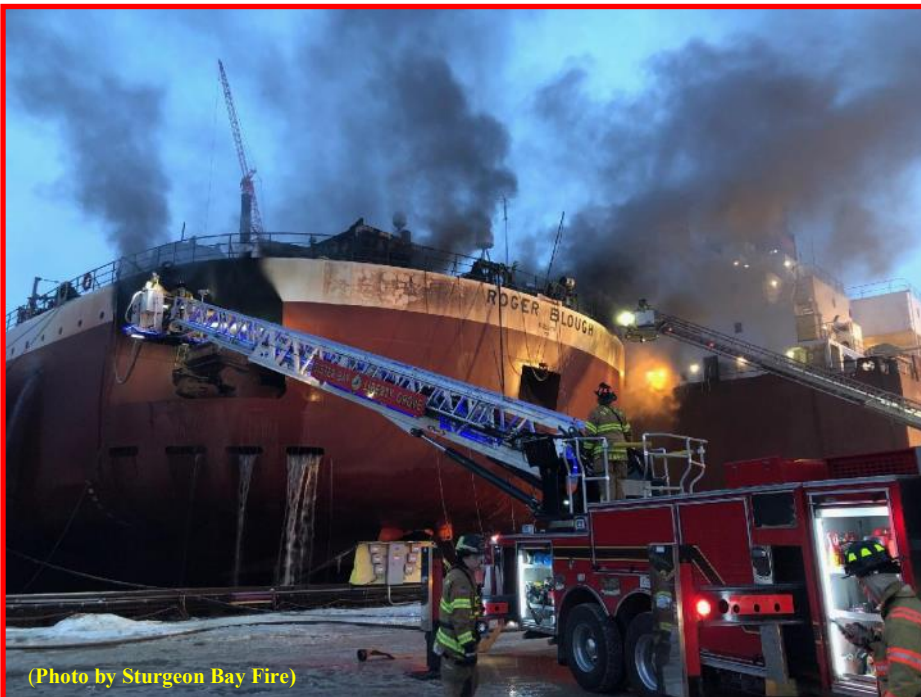
See Volume 7 Issue 1 for another ship fire from December 11, 2015.

COVID Impact on Newsletter

In early 2020, this newsletter suspended operations due to the COVID-19 virus consuming the attention of fire chiefs and emergency managers throughout the State.

At this time, we are slowly ramping up again. We will accept and follow-up on any MABAS related information you would like to share with us.

mabaswinews@gmail.com



(Photo by Sturgeon Bay Fire)

PRESIDENT'S MESSAGE BY KEVIN BIERCE, CHIEF, PEWAUKEE FIRE DEPARTMENT, AND PRESIDENT, MABAS WISCONSIN

Well, here we are, hopefully in a new light of better times to come. As you are aware, this is our new beginning with the newsletter after taking the pandemic "year" off.

It certainly has been a time of challenging and unique times in the emergency services world. MABAS never lost stride during it, certainly a kudo to every member and every agency that answered the call!

Although the challenges were unique and daunting, we stood tall and made a significant impact to making our State a better, safer place.

Well, now as we regain our footing, it's time to face new challenges and opportunities. We've set a green light for the Conference with a great Keynote speaker, outstanding sessions, and as always, some great networking that we all have missed!

We're working with the new administration at the Wisconsin Emergency Management to get some legal challenges addressed and looking forward to some new divisions coming on board!

Going to be a great year. As always, to our partners, our friends and most importantly each of you, be safe.

So till the next box, Kevin.

MABAS WISCONSIN FUNDING BY QUENTIN POPP, DEPUTY CHIEF, SAND CREEK FIRE DEPARTMENT, AND TREASURER, MABAS WISCONSIN

The Mutual Aid Box Alarm System (MABAS) is defined in the Wisconsin Administrative Code in Chapter WEM 8 as a mechanism to be used for mutual aid for fire, rescue, and EMS and associated special operational services. There is no funding provided however.

For that reason, MABAS Wisconsin was created as a 501(c)(3) non-profit organization to allow for tax deductible donations. **Here are the expenses that need to be funded annually.**

Dispatch Center Training. The volunteer MABAS-WI training team personnel travel to dispatch centers to help with dispatcher refresher or initial MABAS dispatch training.

Annual Training Conference. The funding helps put on the educational training at the annual MABAS-WI conference and the Division Presidents two-day winter in-service training.

The training team spends months planning out the conference details (on their own time); costs are incurred for the facilities used, getting speakers to attend, and other associated items.

Equipment Needs. There are also some small equipment items that need maintaining and buying, including a few computer laptops assigned to staff for use at meetings and MABAS-WI Training events.

We also have a few PowerPoint projectors assigned out to MABAS-WI Training Team members.

We're always looking to improve and put more of those types of equipment out there to help with the response and training of the divisions.

ZOOM & Email List Server. New to our costs in 2021 is our Zoom Account. MABAS-WI maintains its own Zoom Account for use in the Executive Committee meetings, Statewide MABAS-WI Division meetings, and we've also made this account available to the 6 MABAS-WI Regional coordinators for use in regional meetings.

Also, MABAS-WI is working on its own email list server so we don't have to depend on others to maintain that for us.

Insurance. MABAS-WI maintains a small amount of liability insurance, liability protection for the officers and directors of MABAS-WI, and some cyber security insurance in case MABAS-WI is attacked electronically via our website.

Sources of Funding. There are four main sources of funding.

MABAS Apparel - We have a full line of apparel with the trademarked MABAS-WI logos on them - anything from cold weather hats, to baseball caps, to a full line of t-shirts and sweatshirts.

If there is anything special someone would like, I'm pretty sure I can work

with our vendor to get any division or any agency what they need as well.

Don't forget we also have a full complement of apparatus and vehicle decals in all sizes.

All of this money helps fund the activities of MABAS-WI. See the marketing tab on the MABAS-WI Website.

Direct Donations. MABAS Divisions can make donations to MABAS-WI. Individuals that would like to make a donation as well can do that.

We can provide documentation needed for tax deduction purposes. We have several ways that donations can be made, both electronically and by sending checks to the MABAS-WI Treasurer. Please contact the treasurer if you need help making a donation.

Sponsors. We really can handle just about any company that would be interested in sponsoring! We have had talks with insurance agencies, equipment vendors, vehicle sales, and vehicle and building maintenance vendors. We think we can help sell products for just about anyone that is related to the fire/EMS and/or response communities.

Annual Conference. MABAS-WI relies on the annual MABAS-WI conference as a fundraiser to help offset our expenses.

DIV 154 STURGEON BAY SHIP FIRE REQUIRES MABAS - CONTINUED

(Continued from page 1)

This was at the main deck starboard entry to the aft cabin area. Another first-in crew went forward to enter the tunnel and work their way back to investigate the extent of the fire.

Directional References Aboard a Ship
Bow: Front of ship
Port: left side when facing forward
Starboard: right side of ship
Stern: Rear of ship (opposite of bow)
Aft: toward the stern (rear) of the ship

They were about halfway back in the tunnel when they experienced increased heat and smoke. They closed bulkhead doors and exited the vessel the way they came in.

At this time, we could not determine what was on fire. The heat on the exterior was rising fast and we were unable to make entry to a location that would allow us to find the fire. We noticed some venting of smoke and fire on the port side 01 deck next to the stack. On the exterior we detected temps above 1200 degrees; the aluminum lifeboat was melting.

We were able to cut holes near the beltway on the aft end and use a couple of 2 ½" and 1 ¾" hose lines to help cool and extinguish the fire. Ventilation was not used right away;

we could not determine where the fire was and typically there are many interior doors that are all normally closed (which would have inhibited removal of smoke, heat, and gasses).

Stairs in a ship are narrow and steep, but the hallways are not bad to navigate. However, extremely difficult was maintaining position/location in the ship interior, as everything is identical, and many hallways lead to areas that can be serviced by other locations. Teams can easily get lost or turned around when inside.

Entry crews had limited entry and exits, as there is no way to put ladders or open areas to exit. Teams had to understand their location and be aware of potential interior changes. Entry teams were advised at the 10-minute mark to begin returning; most entry teams were out by the 15-minute mark.

Communication used was MABAS RED for fireground, but entry teams were on MABAS BLACK. While it was the middle of the night, there was good lighting on adjacent boats and the shipyard lighting that was provided.

Upon being paged out at **1:38am**, we very quickly went to a general alarm (which recalled all off-duty personnel) and a Box Alarm using Door County **MABAS Division 154 card 7-1-1**.

We made initial entry at **1:55am**, with the initial backout at **2am**. Upon cutting access holes, we began getting water on the fire around **2:30am**.

We made entry to starboard and port hallways by **3:30am**. Eventually, we used natural ventilation and PPV fans (positive pressure ventilation) which pushes outside air into the target, forcing air down hallways, and causing smoke to exit out of openings on the opposite end.

We declared extinguishment around **8:30am** and completed ventilation by **9:30am**.

We performed air monitoring (looking at levels of CO and other dangerous gasses) through **10:30am**.

Chiefs performed walkthroughs starting about **12 noon** and crews were released in the **1-2:30pm** timeframe.



(Photo by Sturgeon Bay Fire)

Assessing a Vessel Fire by Chief Tim Dietman

- ◆ Sturgeon Bay is a large boating community and we have boats that range in size from 12ft to 1000ft. Recreational boat fires pose a much more in-depth response and can become much worse in a much shorter time frame.
- ◆ No matter the size of the boat you have to assess the amount of water being put on the boat, as what goes on must come off, and the effects of what we do for extinguishment can be extremely detrimental.
- ◆ Stability of the boat whether at the dock or out on the water plays into how you can fight a fire.
- ◆ Mother nature can make your job miserable - wind and waves.
- ◆ Location of other boats, making sure you separate or remove other unaffected boats before they become affected.
- ◆ Notify the United States Coast Guard immediately along with WIDNR
- ◆ Making sure you have the support of the port captain or yard supervisor is paramount.
- ◆ Resources needed can waiver from a normal structure fire, i.e.: cranes, dewatering pumps, elevated master supplies.
- ◆ Getting on any craft that is out of the ordinary is important, meaning a tour boat or transport vessel that may stop in your response district. Get on them so when an incident occurs, whether Fire or EMS, you have some sort of an idea of what you are dealing with. Stairways, doors, hatches are so much different from what a normal Land-Based Fire Department is used to.

SHIPYARDS & MARINAS REQUIRE FIRE PRE-PLANNING BY TIM DIETMAN, CHIEF, STURGEON BAY FIRE DEPT

Shipboard Firefighting is nothing any of us have been trained in.

Land-Based Firefighters that have commercial boats in their jurisdiction **MUST** take the time and understand what they have. Get in touch with the boat or shipping line, and make sure you have your crews do a walk through so when the day comes that you have an incident, on-board your crews will at least have somewhat of an idea what you are getting into.

There are many communities that have marinas and have not taken the time to do a pre-plan. Make sure you know where and how you will be able to fight the fire, that you know where your water is coming from, the distance to ends of docks and making sure you have the hose and fittings you need.

Understand how and what you need to do to protect surrounding boats and how you can prevent the spread.

Know your waterways and shipping lanes, make sure if the boat may sink it's not going to impede other shipping or boating traffic if at all possible.

KNOW YOUR PPE!!

We have trained our guys falling in the water with full Turnout gear and SCBA. Life Preservers will help but only minimally due to the extra weight for soaked gear.

Sturgeon Bay Fire has reached out to many shipping ports and is in the process of putting training together to help get the awareness of Ship-Board firefighting to fire departments, whether it's small recreation boats or up to the large 100-foot commercial boats. If anyone has any questions or is looking for some training aids, please let us know. We have been doing everything we can to get our firefighters and responding departments some training so when it happens they have some comfort knowing what they may be getting into.

What had changed since the Alpena ship fire of 12-11-15

Training is always evolving and as we experience new or different incidents, our takeaways always change. Training and more tours along with understanding FBS protocols and procedures makes our response and training easier.

From SBFD, we have 75%+ of the same personnel from 2015 which is a huge help. Outside (MABAS) departments had, give or take, 50% of personnel who had been at the Alpena fire.

Turnover in SBFD has had the training and tours to keep them somewhat in the know.

Outside departments know who to send in these instances.

Experienced personnel always make a difference. We were able to split crews of experienced and inexperienced for entry and use the inexperienced in a lesser role as to not put them into a situation they were 100% aware of.



(Photos by Sturgeon Bay Fire)

DIV 106 IN ACTION - RESTAURANT ON FIRE ACROSS THE STREET FROM FIREHOUSE

BY JEFF STEIN, FIRE CHIEF, MUKWONAGO FIRE DEPARTMENT, AND PRESIDENT, MABAS DIVISION 106

Around **5:45pm, on Monday, June 8, 2020**, a passerby driving past the **Mukwonago Family Restaurant** at **1015 E. Veteran's Way** noticed smoke, pulled in, and asked if they had a fire inside. They had some light smoke and were in the process of calling 9-1-1.

Our engine was returning from a vehicle accident run just down the road and was first to arrive.

That crew entered the building and tried to go through the ceiling in the kitchen area but encountered false ceilings. With smoke coming through the eaves, we went to the roof and started cutting.

I was in a meeting with a village trustee at the firehouse *across the street*, and the alarm sounded, and I said, "Oh, I gotta go".

I looked out the window and said, "Yah, GOTTA GO". As I was entering the restaurant parking lot, I pulled Waukesha County **MABAS Division 106 Box 34-11**.



I heard some passes occurring on IFERN (a neighboring department had a 3-car garage working still); when you're sitting here, it seems like it took forever, but once units began trickling in, we were good.

Responding units were able to get into the roof to attack the fire.

Besides water damage, we were able to keep it from the inside of the restaurant.



(Photos by Gary Schmidt)

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

MABAS USED FOR MULTIPLE-DAY RESPONSE TO KENOSHA CIVIL UNREST

BY RYAN MCNEELY, DIVISION CHIEF OF TRAINING & SAFETY, KENOSHA FIRE DEPARTMENT

Editor's Note: In 2020, the entire country was in the grips of the COVID-19 shutdown which was layered on top of a multi-year string of citizen reactions to some high-profile law enforcement incidents. Social media had developed into a catalyst for the mobilization of social protesters before public safety responders were aware, often coming from great distances away. With people out of work or otherwise idled by COVID-19, coupled with hot summer nights in the 80's, it was a recipe for some challenging times for first responders. This is the story of the response of Fire and EMS personnel and the use of MABAS in the City of Kenosha following the shooting of Jacob Blake.

The event began on the evening of **August 23rd, 2020**. Our initial response was for a medical call that resulted in the patient being flown to Milwaukee. At that time, we had no idea on what was about to unfold.

Law Enforcement began to establish a command post at a local high school near the shooting scene - our original LZ (helicopter landing zone) from the earlier call. It was advised that **City of Kenosha Fire Department (KFD)** have a presence at the command post to help establish **Unified Command** (a single location of both Fire & Police Command).

Unified Command at this point consisted of a couple of pickup trucks and radios. Two Kenosha County Fire Chiefs were at the command post ready to assist KFD where necessary.

Our on-duty Battalion Chief was busy

trying to get a handle on what was happening at the street level as the group began to move into the downtown area (Civic Park).

We had a seat in the Unified Command Post right next to the Tactical Operations and eventually vetted every call for service through Tactical Command to decide if it would be a "go" or "no go" situation for our personnel. Non-affected areas of the city still had the area of the call screened via Tactical Command to make certain that entering the call location, the location itself, and exiting the area, was safe.

Even on the west end of town, we sent a patrol car to verify that the call for service would be considered "normal". An example is while we had our issues downtown, a call came in for a dumpster fire out on the west end of town.

It is not a normal place/business to have a dumpster fire. We had to be confident that there were no looters at the place of business taking advantage of the fact that law enforcement was focused on the downtown area.

KFD almost immediately began to invoke a special response process. While it wasn't as formal as our policy and procedure that we created after the event, it worked. Patch-to-Patch Unified Command with Law Enforcement was absolutely one of the most important things we did.

By the second night, as the crowd went mobile, we had dispatch run all calls through Unified Command. We also had the space to establish a staging area right at the command post.

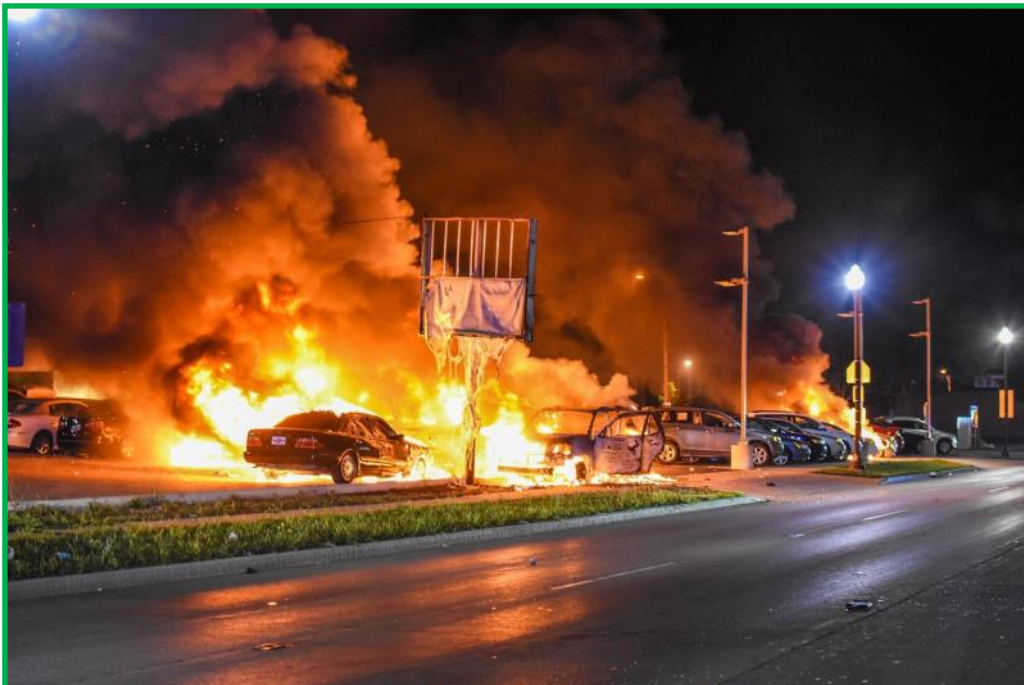
Early on, we managed with our own resources. Most of what we encountered were calls for service that we simply could not respond to due to safety concerns.

Eventually, the city began to locate city trucks (old garbage trucks, public works trucks) into spots to try and stop vehicle traffic around the public safety building, courthouse, and county building.

There were several city trucks that were eventually set on fire but due to their proximity to the crowd, we were unable to extinguish the fires.

(Continued on page 7)

(Photo by Kristen Kaminski)



MABAS USED FOR MULTIPLE-DAY RESPONSE TO KENOSHA CIVIL UNREST - CONT

(Continued from page 6)

As additional fires were set at a nearby car lot, restaurant and storefront in the downtown area, law enforcement requested that we attempt to try and extinguish the fires.

The rationale behind that request was to try and stay ahead of more property loss in areas that law enforcement felt they could secure. Soon into these calls for service we realized that we would need additional help.

The first night the event was confined to an area of about six square city blocks. Approximately three structures were involved and multiple city-owned trucks. After the crowd dispersed, "mop up" extended well into the late morning hours of August 24th.

For the first 24 hours we lived within our Working Still alarm and utilized specific rigs - medical units for TEMS (Tactically trained armored EMS personnel) and a Pleasant Prairie FD pumper-tender at the car lot fire - we needed water and were limited on what hydrants we could tap into. We had to keep our footprint small and contained to the security perimeter that was set by law enforcement.

Staging areas always remained at the command post. Resources were constantly being adjusted based upon rendezvous points set to link-up with law enforcement. Even when crews were escorted into an area, the area outside of the protected area was so fluid and volatile that our crews had to be ready to cut and run. A more formal "tactical withdrawal" policy was developed because of this.

We had the day to prepare for the next evening's events. Unfortunately, we did not anticipate the level of destruction that would occur on the second night.

The second night. The protest group was mobile and left a path of destruction over 1.5 miles. As law enforcement moved in to clear and

secure an area for firefighting operations, the crowd simply moved on and set fire to other buildings.

Law Enforcement could not get out ahead of the rioters while providing protection for our crews.

Unfortunately, we did not anticipate needing even more help the second night - that night we went to a 5th alarm on **Kenosha County MABAS Division 101 Boxcard 53-01.**

As we moved through the operational period, we had to take stock in the fact that our personnel, in addition to our MABAS partners, were tired.

That is when we tapped into the interdivisional requests.

With our MABAS partners exhausted from two straight nights of assisting KFD, we needed to consider help from further away.

In addition, we got caught the second night

underestimating the level of destruction that would occur, the speed in which the rioters can move, and the overall need for a better work-rest cycle.

(Continued on page 8)



(Photos by Kristen Kaminski)

MABAS USED FOR MULTIPLE-DAY RESPONSE TO KENOSHA CIVIL UNREST - CONT

(Continued from page 7)

The MABAS Task Forces. With that knowledge, we requested two interdivisional task forces. We learned that a chief, two engines, a truck, and a med unit formed the most useful arrangement of apparatus and personnel.

We followed that model with our requests for the third and fourth night. Fortunately, we did not need to use the interdivisional task forces that arrived. With that, the simple act of assembling and coming down to Kenosha to standby in the staging area was a huge relief for us as a department.

We continued to plan through the weekend and eventually, our focus shifted to a presidential visit followed by a presidential candidate visit. We were able to shift back to our normal coverage with some assistance from our local MABAS partners.

COVID was a concern. Working out of the back of our pickup trucks for the first couple of nights helped with that. Eventually, when the command post moved into Bradford High School, masks became a priority. With people coming from all over the state, the reality that COVID could take down the command post was on everyone's mind.

What worked

Patch-to-Patch with law enforcement tactical operations.

Eventually, we realized the need to embed the patrol function into our area - the ability to send a patrol officer to a call for service and verify it was safe.

For the report of the west side dumpster fire, Kenosha Police verified that it was indeed a dumpster fire and not the store being looted or destroyed.

With the acknowledgement that it was only a dumpster fire, we only had to commit one engine to the call.

Realizing that the scene was too big for the on-duty Battalion Chief (BC) to handle by himself.

We transitioned "command" to the command post which allowed the BCs to function in their normal role.

It was paramount that the BCs be able to concentrate on their event with their assigned crews, while maintaining a high level of situational awareness.

They did not need to worry about the rest of the city and/or resources.

What didn't work

Dispatch running every call for service through the command post.

We really bogged down our main fire channel. Unfortunately, our attempt to move off that channel to talk directly with dispatch was not successful. In addition, having dispatch run every call through the command post was a huge change in how they operate. Changing on the fly was challenging (we have since created an "Alternate Dispatching" policy and procedure).

Radio communication with TEMS teams out in the street.

It was almost impossible. We relied heavily on cell phone communication. Getting their information and sharing our contact numbers was paramount in effective communication when we were conducting officer extractions with the heavy armored units.

Calling in additional manpower for KFD.

We are all creatures of habit. The second night, we called in anyone who was available. They responded to their normally assigned station. The problem is that there was no apparatus for them to get on or transportation to get them to a scene, and most importantly, no real accountability of who showed up.

We have since created a policy and procedure that deals with two types of call-in:

- (1) Respond to your station and assigned rig.
- (2) Large-scale event, get your PPE and assemble at Station 4 where we have a personnel staging officer and city transit to bus crews to wherever they are needed via command.



Task Force Staging Area (Photo by Kenosha Fire)

Standardization is Key to MABAS Success

MABAS is a regional solution to a local emergency, in use in Wisconsin, Illinois, Indiana, and Michigan, with Iowa, Minnesota, and Missouri moving towards implementation. To make this work - being both functional and effective - standardization is mandatory.

MABAS INTERDIVISIONALS USED IN KENOSHA UNREST *BY BILL RICE, SOUTHEAST REGIONAL COORDINATOR*

Bristol (Kenosha County) Fire Chief John Niederer acted as a liaison between me as SE Regional Coordinator and KFD. Each successive night became more organized.

The extraordinary circumstances required specific Task Force configurations, normally discouraged for Interdivisional responses like structure fires.

I intentionally scheduled Divisions so that they did not come from close-by areas.

There was enough time to meet with KFD to map out the January, 2021 requirements. Whenever possible, contact your Regional Coordinator as early as possible for such events.

Advice for Other Communities

By Ryan McNeely

Plan ahead! We are all guilty of watching other communities around the country deal with various types of disasters. We watch it, acknowledge it, and usually move on with our daily lives.

Once something of this magnitude literally happens in your backyard, your perspective on these types of emergencies is forever changed. Create those relationships with law enforcement. Not just at the chief level, but at the level where decisions will be made minute by minute. Annual training on RTF, officer extraction or any other type of interagency training goes a long way!

Plan ahead on communications. Once the event has unfolded, getting people to change how they operate on top of already being stressed is a bad idea. Know your communication limits and plan ahead for some work-arounds. Share these ideas with your dispatch center.

While planning ahead was much easier in the January 2021 protests, don't hesitate to reach out to your MABAS Regional Coordinator to take some of the load off your shoulders should you need to bring in extra resources.

To keep the SE Regional partners up-to-date, a series of email communications occurred:

Wednesday 8-26-20 3:34pm

Division 106 and 107 will be sending one each "Modified" Task Force to the Kenosha Staging area tonight. Modified Task Force to be 2-Engines, 1-Truck, 1-Chief and 1-Paramedic Unit. Do not change or add units or personnel. Arrival at Staging is 1900 hours.

Duration: Plan on a 8 hour Deployment with the possibility for a few hours longer.

Division 101 has VHF. All responders shall have radios that operate on VHF without cross band repeaters as units may get divided at staging.

Wednesday 8-26-20 9:26pm

Division 103 and 119 Task Forces Friday Night August 28, 2020

Division 111 and 118 Task Forces Sunday night August 30, 2020

A Fire Rescue Task Force is 3-Engines, 1-Truck, 1-Heavy Rescue, 3-Ambo's and 2-Chiefs.

Scheduled duration is 8 hours with possibility for longer. Please start to review your apparatus/Departments. Remember things can change fast. A call-up could still happen at any time any day.

Friday 8-28-20 1:05pm

Division 119 will be sending one Task Force to the Kenosha Staging area tonight. Division 103 has been cancelled for tonight. Task Force will be 3-Engines, 1-Truck, 1-Squad, 2-Chief and 3-Ambulances. Do not change or add units or personnel. Arrival at Staging is 1900 hours.

Duration: Plan on an estimated 8 hour Deployment.

Division 101 is VHF. All responders shall have radios that operate on VHF without cross band repeaters as units may get divided at staging. NO CROSSBAND REPEATERS SHALL BE USED UNLESS TOLD BY COMMAND.

Division 111 and 118 are still scheduled for Sunday Evening. Division 102 will be aiding Div. 118 with one Ambulance to complete their Task Force.

Sunday 8-30-20 10:03am.

As of today, Sunday August 30th, 2020, all planned deployments to the City of Kenosha have been cancelled. There are no deployments scheduled at this time.

Saturday 1-2-21 1:35pm.

There have been extensive law enforcement and fire safety plans put in place by Kenosha to deal with the possibility of civil unrest after the Jacob Blake shooting report of the Kenosha DA. It is expected this report will take place early Tuesday afternoon January 5, 2021, but is not certain. There is speculation that civil unrest may occur because of the press conference. This could include more mobile activities covering a larger area than in past protests and affect neighboring communities; it is this reason that Kenosha County, Racine County and Milwaukee County Task Forces are not being scheduled at this time. Division 111 will be the next up for assignment.

The Staging location for all Task Forces assigned to Kenosha will be Kenosha Fire Station #4. This is also the KFD Administrative location. There will be room indoors for at least the 2-Engines and 1-Truck on each Light Task Force. Indoor space for the Paramedic Unit and the Division Chief's Car may not be available. The Kenosha Cmd Post will not be located at Sta. #4.

For January 5th and 6th, there are two operational periods scheduled: 1500-2100 and 2100 to 0300. Task Forces may be canceled, delayed, moved-up or rescheduled at any time. Division Leaders should understand this and share with their Fire Chiefs.

The current plan calls for modified Task Forces only. All Division Leaders should be prepared for requests for additional Task Forces, additional daily assignments, and plan for the possibility of Ambulance Strike Teams. Any deployed Task Forces or individual units will be assigned Law Enforcement and National Guard assets for force protection. This has been confirmed and well planned by the KFD.

The Kenosha Fire Department Mechanic will be available at Station #4 if MABAS units were to need mechanical assistance and/or fuel at a scene.

Division Leaders shall review with their responders the need for the highest levels of professionalism. Department uniforms shall be worn. Responders should be reminded that no photos or information shall be shared on social media. Responders are not guaranteed a six-hour deployment. Deployments may be shorter or longer including up to 24 hours. Responders should have their own basic food and water supplies. Ballistic personal gear is not requested or required but some departments may be including with their responders. Responders will need to have VHF capable radios.

DIV 107 MILWAUKEE MITCHELL AIRPORT DRILL DURING COVID BY GARY SCHMIDT



Above: Responders from Divisions 102, 106, 107, and 119 line up at the airport security checkpoint prior to being escorted onto the live airfield using a "drill" box card.



Top: "Crash victim" being assessed.



Near Left: Using equipment from the Airport Fire Department's Mass Casualty rig, patients are secured for movement to waiting EMS transport rigs.



Near Left: Patients moved to ambulances.

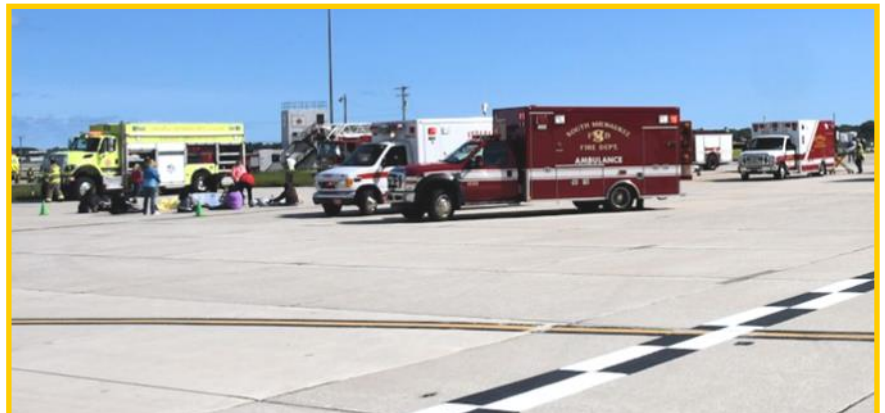
Bottom: ALS & BLS ambulances line up on the airfield.

Once ready for transport, each rig is escorted by Airport Ops to a simulated departure point.

The Mitchell International Airport Fire Department conducts a full scale exercise of the Airport Emergency Plan biannually in accordance with FAA regulations. On September 17, 2020, COVID-19 required some changes.

The above top photo shows an off-airfield check-in area for participants. The above middle photo shows temperature checks being conducted and the above lower photo shows medical questionnaires being answered via a phone app.

(All photos this page by Chuck Liedtke)



DIVISION 118 - JOHNSON CREEK MAKES CHANGES DUE TO COVID & CIVIL UNREST

BY MIKE STRATMOEN, CHIEF, JOHNSON CREEK FIRE DEPARTMENT

COVID-19 changes: our fire station has been closed to the public. We have a mask mandate in station and in apparatus. We ensure isolation of exposed staff.

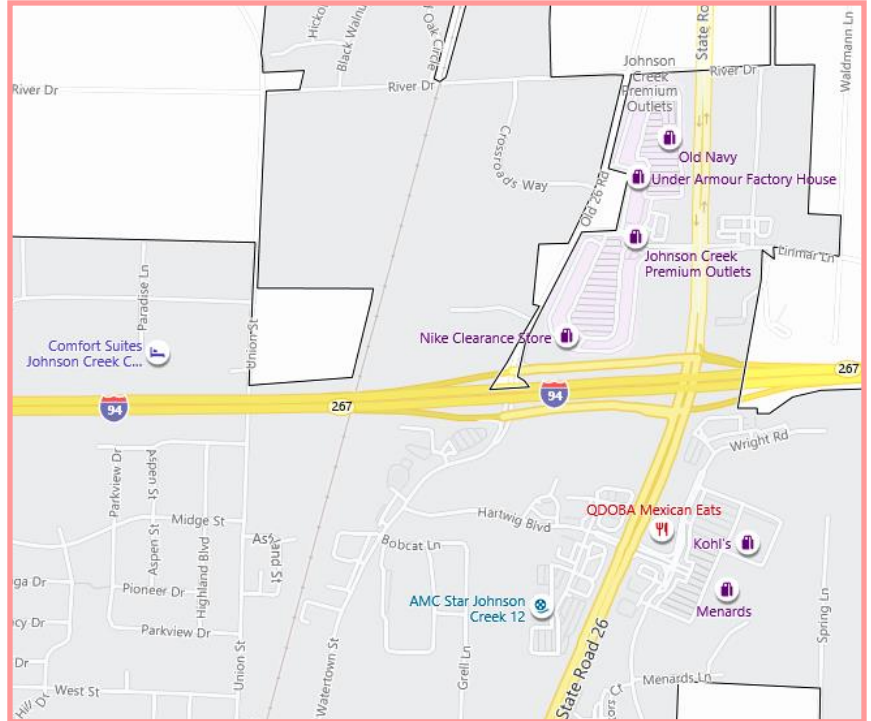
We have supplied Johnson Creek PD with PPE, Tyvek suits, M95 mask, Safety glasses etc.

Civil unrest changes: We have created temporary response guidelines for possible civil unrest /riot. Possible responses include the Johnson Creek Outlet Mall, Menards and Kohls, but are not limited to these areas. Another possible call could be multiple fire alarms at different locations in the outlet mall.

JCFD/EMS, when responding to possible civil unrest/riot calls, will respond to the general area of the call and will stage in an area as to not provide an opportunity to be blocked in and to keep crew safety as the highest priority.

JCFD/EMS will stage until law enforcement either clears the scene and states scene is safe to enter, or until cleared by law enforcement as not needed.

When cleared to respond to the scene from the staging area, position the apparatus so there is a means of egress in the event the scene becomes unsafe again.



Johnson Creek is located midway between Madison & Milwaukee at the intersection of I-94 & WI-26. A famous destination is the 54-store Johnson Creek Outlet Mall.

COVID or Civil Unrest Impact on Your Agency

How has COVID-19 affected your Department?
Have you made changes to handle civil unrest?
Please contact us to share your changes with other Divisions.

mabaswinews@gmail.com

MABAS WI CONFERENCE PLANS FOR 2021

BY QUENTIN POPP, TREASURER, MABAS WISCONSIN

MABAS-WI Executive Board along with the support of the Division Presidents has decided to press forward with returning to normal and holding the 2021 MABAS-WI Conference. The MABAS-WI Training team has begun meeting to pull together this year's agenda with a couple different presenters already signed on. More to follow on the agenda as it unfolds.

Holiday Inn Hotel
& Convention Center
Stevens Point, WI
Rate: 82.00 Single Occupancy
109.00 Double Occupancy

Call 715-344-0200 and press #3. When making reservations, we ask that you please reference the group name **Mutual Aid Box Alarm System Assn-MABAS** and the Group Block Code: **ABA**.

**The 2021 MABAS
WI Conference
September 24-25**

WEMA 2021 CONFERENCE PLANS

BY BOBBI HICKEN, DIRECTOR, FOND DU LAC EMER MANAGEMENT



In 2019, the annual Wisconsin Emergency Management Association (WEMA) conference was held immediately prior to the MABAS WI conference at the same venue, which was beneficial to both organizations.

With 2020 conferences being cancelled, and 2021 planning so tentative, we were unable to co-schedule the events. The 2021 WEMA conference will be held **October 20-21, 2021**. Contact WEMA President with questions at keith.hulbert@iowacounty.org

Incident Reporting January 1, 2020 thru February 29, 2020

Date & Time	Location	Community	Div.
2020 01-01 01:34	5871 Parkview Dr Hartford	Hartford WI	111
2020 01-01 01:37	5871 Parkview Drive Hartford WI	Hartford	111
2020 01-01 02:17	1023 6th Street	Beloit	104
2020 01-01 03:00	1111 Church St	Beloit	104
2020 01-01 03:00	Beloit FD	City of Beloit	115
2020 01-01 17:39	S258 S Main	Village of Nelson	148
2020 01-04 07:33	1009 Arrowhead Road	Town Of Grafton	119
2020 01-05 10:37	6665 Hwy 73	Pittsville	116
2020 01-10 06:20	N8209 Frisque Road	Luxemburg	138
2020 01-11 11:53	15901 Horton RD	Village of Bristol	101
2020 01-11 23:57	2620 Chippewa Dr	Village of Plover	110
2020 01-13 17:20	1400 Mink Ranch Road	Town Of Saukville	119
2020 01-15 01:21	503 E Oak St	City of Oconomowoc	106
2020 01-15 16:26	6724 Mohawk Rd	Kohlsville	111
2020 01-19 13:04	603 Fountain St.	Mineral Point	124
2020 01-19 16:20	901 Jacobson St	Village of Whiting	110
2020 01-22 22:40	5699 County Hwy VV	Town of Sun Prairie	115
2020 01-23 12:45	W4062 Silica Rd	Town of Taycheedah	120
2020 01-27 08:54	9050 Ader Lane	Richfield Township	116
2020 01-28 22:40	1044 6th Ave	Village Of Grafton	119
2020 02-06 20:39	N10802 304th Street	Boyceville	117
2020 02-08 13:36	2316 Spring Hill Dr	Town Of Cedarburg	119
2020 02-09 23:24	N56 W15560 Silver Spring Dr	Village of Menomonee Falls	106
2020 02-11 10:08	5370 Clarices Cir	Town of Hull	110
2020 02-13 21:59	1860 River Ridge Road	Hudson WI	143
2020 02-14 13:15	3747 E Barnard Ave	Cudahy	107
2020 02-19 12:48	W67N622 Evergreen Blvd	City Of Cedarburg	119
2020 02-20 17:12	3743 County Highway B	Town of Port Washington	119
2020 02-23 08:54	8427 Morgan Rd	Town of Belmont	110
2020 02-24 10:14	3243 Whiting Rd	Village of Whiting	110
2020 02-24 11:56	501 Eastman Ave	Green Bay	112
2020 02-26 16:54	N12181 970th St.	Sand Creek	117

MABAS WISCONSIN IN ACTION STAFF

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 Format Editor.....Terry Schmidt (Milwaukee Fire Bell Club)
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 ContributorMatt Gerber (Green Bay Fire Dept)
 ContributorChuck Liedtke (Milwaukee Fire Bell Club)
 ContributorTim Snopek (Waukesha County)
 ContributorJeff Rudolph (Kenosha/Racine Counties)

Tell Us About Your MABAS Experiences !

Your contributions to the various columns make this newsletter a success. Let us know about your MABAS response activity or training events at

mabaswinews@gmail.com

Incident Reporting March 1, 2020 thru May 31, 2020

Date & Time	Location	Community	Div.
2020 03-05 23:30	W6256 Bridge Rd	Withee	152
2020 03-06 08:12	S82 W19125 Apollo Dr	City of Muskego	106
2020 03-06 15:56	929 County Road D	Springfield Township	143
2020 03-08 16:44	6041 Wipperwill Rd	Town of Berry	115
2020 03-09 07:49	1903 Sherman Ave	Town of Madison	115
2020 03-10 18:55	3446 Heatherstone Ridge	Village of Windsor	115
2020 03-12 16:19	6521 Hemlock St Vesper Wls	Vesper	116
2020 03-13 19:29	W302 S1605 Brandybrook Rd	Town of Genesee	106
2020 03-13 20:07	7371 North Road Arpin Wis.	Arpin	116
2020 03-14 09:33	N 2073 Cty Try Il	Waterloo	118
2020 03-16 01:40	N4682 S Helenville Rd	Helenville	118
2020 03-17 22:07	238648 State Hwy 107	Hamburg WI	130
2020 03-22 13:05	E8019 County Road E South	Springbrook Township	117
2020 04-01 12:31	2132 Madison St	City of Stevens Point	110
2020 04-09 14:28	N1785 CTH I	Markesan	141
2020 04-11 05:43	412 Westport Drive	Clty of Port Washington	119
2020 04-18 14:41	W325 S10819 Beulah Rd	Town of Mukwonago	106
2020 04-22 23:32	232 W Jackson Street	Clty of Port Washington	119
2020 04-24 12:55	1883 Parknoll Ln	Clty of Port Washington	119
2020 04-25 21:56	620 W Kenilworth Circle	City of Mequon	119
2020 04-26 22:57	N1744 Welsh Rd	Watertown	118
2020 04-28 15:30	N1442 Behnke School Rd Coleman	Town of Grover	144
2020 05-01 07:45	776 N. Watertown Ave	City of Jefferson	118
2020 05-07 17:45	5765 Twin Lane	Town of Sun Prairie	115
2020 05-07 20:14	3133 S Seminole Hwy	City of Fitchburg	115
2020 05-09 04:02	2712 County Highway J	Town of Springdale	115
2020 05-10 02:50	308 Wadleigh St	City of Stevens Point	110
2020 05-10 12:20	N13 W28907 Silvernail Rd	Town of Delafield	106
2020 05-12 03:22	170 W. Progress West Bend	West Bend	111
2020 05-15 18:45	28028 90th Street	New Auburn	132
2020 05-17 00:00	W2505 County JJ	Town of Wagner	144
2020 05-17 09:46	917 Sand St	Watertown	118
2020 05-19 02:56	2795 S 166th St	City of New Berlin	106
2020 05-19 14:20	County Road K @ 780th Ave.	Boyceville	117
2020 05-19 20:24	8481 Veedum St	Pittsville	116
2020 05-20 16:30	E9531 1410th Ave.	Sand Creek	117
2020 05-21 14:15	6060 Knowlton	Waterloo	118
2020 05-28 18:45	3415 Cleveland Ave.	Marinette	144
2020 05-31 21:34	N82 W13406 Fond Du Lac Ave	Menomonee Falls	106
2020 05-31 23:18	W5850 Creamery Rd	Fort Atkinson	118

Incident Reporting June 1, 2020 thru September 30, 2020

Date & Time	Location	Community	Div.
2020 06-01 07:00	N8140 Vanden Hevuel Road	Town of Seymour	127
2020 06-01 22:43	N7845 Zoern Lane	Watertown	118
2020 06-02 00:00	143932 Highland Drive Wausau	Town of Stettin	130
2020 06-06 07:11	6789 Depot Street	Village of Windsor	115
2020 06-08 17:10	1015 E Veterans Way	Village of Mukwonago	106
2020 06-08 22:32	2521 W Veterans Parkway	Marshfield WI	116
2020 06-09 16:37	556 S Main St	Seymour	127
2020 06-16 02:17	W302 S8075 Oak Ridge Dr	Town of Mukwonago	106
2020 06-16 07:53	5323 Westport Road	Town of Westport	115
2020 06-16 13:08	S69 W12949 Woods Rd	City of Muskego	106
2020 06-18 14:53	1700 Midway RD	Fox Crossing	123
2020 06-22 13:42	2067 30th Avenue	Rush River Township	143
2020 06-24 09:31	714 Faryl Ave	Delavan	103
2020 06-30 15:25	N4158 19th Rd Pound	Town of Pound	144
2020 06-30 18:56	W312 S7665 Karen Ct	Town of Mukwonago	106
2020 07-03 00:06	4303 75th ST	Pleasant Prairie	101
2020 07-03 09:50	538 Huebel Street	Village of Marshall	115
2020 07-04 11:44	W140 N4900 Lilly Rd	Village of Menomonee Falls	106
2020 07-11 09:00	533 South 32nd street	Manitowoc	128
2020 07-11 13:47	N169W20058 Georgetown Dr	Jackson	111
2020 07-12 13:08	1011 North 40th Street	Manitowoc	128
2020 07-14 19:51	1128 Country Highlands	Richfield	111
2020 07-19 02:58	W299 S10697 Phantom Woods Rd	Town of Mukwonago	106
2020 07-20 00:48	310 W Main Street	Village of Marshall	115
2020 07-26 20:20	205357 Chickadee Lane	Town of Knowlton	130
2020 08-02 15:29	3074 Linnerud Dr	Pleasant Springs	115
2020 08-04 14:06	N6 W27539 Northview Rd	City of Pewaukee	106
2020 08-16 00:00	6260 S Lake Dr	Cudahy	107
2020 08-27 22:25	140 Marsh Ct	Village of Oregon	115
2020 08-28 00:00	1853 50th Avenue	Rush River Township	143
2020 09-01 12:52	3883 Observatory Rd	Town of Cross Plains	115
2020 09-02 14:53	54 Golf Dr	Village of Deerfield	115
2020 09-08 11:43	936 Star School Rd	Town of Rutland	115
2020 09-09 18:28	6182 County Highway VV	Town of Sun Prairie	115
2020 09-14 13:52	1222 Burve Rd	Town of Deerfield	115
2020 09-14 21:55	2080 County Hwy BB	Town of Cottage Grove	115
2020 09-21 08:09	677 Cardinal Way	City of Sun Prairie	115
2020 09-24 00:00	N5701 Irish Rd	Town of Rantoul	122

Incident Reporting October 1, 2020 thru December 31, 2020

Date & Time	Location	Community	Div.
2020 10-03 04:52	W2024 Hwy 59	Palmyra	115
2020 10-04 18:51	S49 W30675 Old Village Rd	Town of Genesee	106
2020 10-10 00:00	W1823 CTY E	Town of Rantoul	122
2020 11-01 07:27	W394 S3728 Hy Z	Town of Ottawa	106
2020 11-02 11:02	9917 County Highway A	Town of Perry	115
2020 11-02 17:22	W297 S3549 Boettcher Rd	Town of Genesee	106
2020 11-07 19:20	215 S Main Street	Village of Oregon	115
2020 11-12 00:00	16765 50th Ave.	Chippewa Falls	132
2020 11-25 23:59	4283 County Highway A	Town of Rutland	115
2020 11-26 20:39	3071 Mound View Rd	Village of Blue Mounds	115
2020 11-26 22:48	W1328 Mortenson Rd	Town of Brooklyn	115
2020 11-28 01:12	303 Helen Street N	North Hudson	143
2020 11-30 14:02	9001 Retzlaff Rd	Town of Oakland	115
2020 12-04 10:37	705 Lisbon Rd	V/Hartland	106
2020 12-09 04:01	W278 N2316 Prospect Ave	City of Pewaukee	106
2020 12-10 13:33	1839 County Highway A	Town of Dunkirk	115
2020 12-10 18:06	2004 N Port Washington Rd	Town of Grafton	119
2020 12-17 12:26	224 Muir Valley Rd	City of Delafield	106
2020 12-24 00:00	N8071 Lawn Road	Cicero	127
2020 12-24 16:19	W346 S7086 Sprague Rd	Town of Eagle	106

INCIDENT REPORTING TOTALS BY MABAS DIVISION IN 2020

Div	Count	Div	Count	Div	Count	Div	Count	Div	Count
101	2	115	29	127	3	139	0	151	0
102	0	116	6	128	2	140	0	152	1
103	1	117	5	129	0	141	1	153	0
104	2	118	8	130	3	142	0	154	0
105	0	119	11	131	0	143	5	155	0
106	22	120	1	132	2	144	4	156	0
107	2	121	0	133	0	145	0	157	0
108	0	122	2	134	0	146	0	158	0
110	7	123	1	135	0	147	0	159	0
111	6	124	1	136	0	148	1	160	0
112	1	125	0	137	0	149	0	161	0
113	0	126	0	138	1	150	0	162	0
114	0	34 Divisions Reported zero incidents in 2020						Total	130

WE NEED YOUR HELP

With the pandemic canceling the 2020 conference and uncertainty on the details with the 2021 conference, and with other revenue sources not happening in 2020-21, we are asking for help in funding the expenses involved in running MABAS-WI. Thanks to each and every division that brings this up during their meetings!

To view past newsletters, visit:
www.mabaswisconsin.org
 (see left side column of links)

If you see MABAS described in your local community news, please let us know at:
mabaswinews@gmail.com



MABAS - Wisconsin

Mutual Aid Box Alarm System

Organized 2004

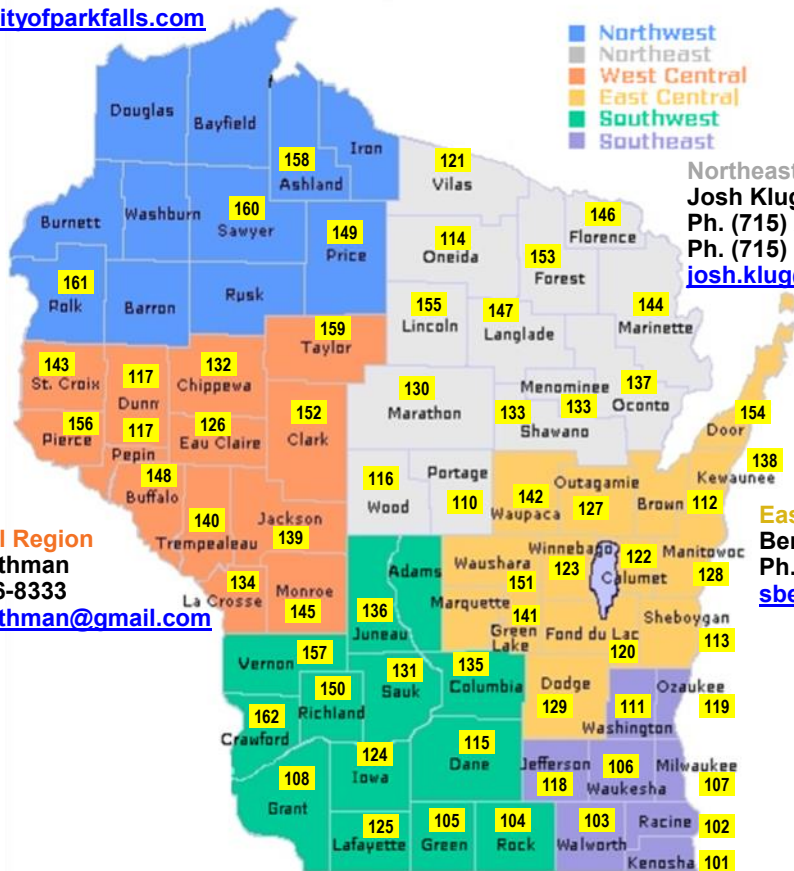
MABAS Wisconsin Regional Coordinators

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West Central Region

Thomas Barthman

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mabaswibarthman@gmail.com

Red Center -

WEM Duty Officer

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Fire Service Coordinator

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wrice@graffon.village.wi.us

Wisconsin Homeland Security Council

Kevin Bierce

Ph. (262) 691-5610

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

MABAS WI 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
- 158 – Ashland County
- 159 – Taylor County
- 160 – Sawyer County
- 161 – Polk County
- 162 – Crawford County