

The Halon Herald

News from the halon & clean agent world

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August 2008

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The Halon Herald
c/o Wesco HMB
108 Liberty St.
Metuchen, NJ 08840

[Click here](#) to email us

Chrissy George, Editor-
in-Chief

NFPA Webinar Series

The National Fire Protection Association (NFPA) has announced the start of a series of webinars tailored to specific fire protection topics. These webinars will begin on September 9th, 2008. A schedule for the months of September through and including November is on the specially created [webinar page](#).

Webinars include topics such as propane safety, elevator recall, NFPA 72 in the year 2010, and fire pump electrical installations. Handouts are available on the webinar page. Webinars are taught by NFPA committee members and other experienced faculty, and all webinars are stored on the webpage. If you miss a session, you can listen to the live lecture, archived on the webinar page.

This is an excellent opportunity to enrich fire protection knowledge for installers, technicians, and anyone else interested. NFPA is making these sessions accessible, independent of your location, by combining technology with need.

For more information, please visit the [NFPA webinar homepage](#).

The Air Up There:
Ready, FIRE, Aim!

by John Demeter

Chrissy's Corner

Randomness from the Editor-in-Chief



Fall is in the air - stores are stocking to stock sweaters, school supplies are being bought, and the air vaguely smells of a mixture of those last few outdoor barbecues, compost piles, and Friday night high school football games.

With the arrival of fall, for Wesco, comes the arrival of a new employee - Heather Mastrull! Heather is a true Jersey girl, born in Somerville and raised and currently residing in Middlesex/Piscataway, NJ. She currently attends DeVry University for Business management, and enjoys tennis and going to the beach in her spare time.

Heather and I have something in common - we both adore mashed potatoes! She also loves traveling to Arizona, her favorite vacation spot.

We're thrilled to have Heather on board to handle East Coast sales and Purchasing for Wesco. Her bright and friendly personality shines through on the phone. If you are on the east coast, look forward to meeting Heather over the phone soon!

Thanks for reading,



Chrissey
Haley

Upcoming Events

Upcoming Events

August 2008

August is a pretty quiet month - no events!

Upcoming Events

September 2008

		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

1st - Labor Day

9th - 10th - [NAFED](#)

[Seminars in NJ](#)

14th - 23rd -

[International Code](#)

[Council Annual](#)

[Conference and Final](#)

[Action Code](#)

[Development Hearings,](#)

Minneapolis, MN

23rd - 24th - [NAFED](#)

[Seminars in GA](#)

30th - Rosh Hashana

Last month on these pages we reported on Minnesota law (SF3337) that requires producers and users of high GWP greenhouse gases (including FM-200) to report annually beginning on October 1, 2008 on the total amount of gas sold to purchasers in the state. (you can read about it [here](#)). The law requires that any person in the state who purchases 500 metric tons or more of CO2 equivalent of a high global warming gas must report both the amount and purpose to the Minnesota Pollution Control Agency (MPCA).

The purpose of this law – so they say - is to create a coordinated process to set and meet greenhouse gas emissions goals, which, as we all know, includes FM-200, a non-ozone depleting and effective fire protection agent that is probably protecting a number of data centers and other high value assets in Minneapolis.

For those unfamiliar with the CO2 Equivalent Conversion Tables (and we suspect that would include the entire Minnesota legislature and most of the Minnesota Pollution Control Agency), 500 metric tons of CO2 Equivalent is equal to 380 pounds of FM200. We understand that the MPCA is interpreting the law to mean manufacturers and purchasers of bulk product and not necessarily the equipment containing the high GWP gases sold to distributors. Word is that they will be sending out notices to manufacturers, trade associations and certain industries based on SIC codes shortly and that they will be using an Excel spreadsheet to compile the reports (phew, for a while we thought that the old quill pens and dusty ledgers were going to be brought back).

So, if there are no high GWP manufacturers based in Minnesota, and no bulk purchasers and everything is shipped in from out-of-state, in a product directly to distributors, the report will read zero, right?

No? We didn't think so. There must be a plan to cover this hole, right?

No? We didn't think so. Our guess is that they don't have a clue how they are going to measure this.

We don't have a knee jerk reaction to the imposition of government controls, especially

DOT Introduces Final Rule on Fuel Tank Systems

The below article is courtesy of the Aero News Network. By no means is this article Wesco's property. We thank the Aero News for the following text in regards to DOT Fuel Tank :

All New Planes Must Include Systems Within 2 Years

Confirming earlier reports, on Wednesday the Department of Transportation issued a mandate requiring all new aircraft to include technology designed to significantly reduce the risk of center fuel tank fires within two years. In addition, passenger aircraft built after 1991 must be retrofitted with technology designed to keep center fuel tanks from catching fire.

"We want to do everything possible to make sure safety examiners won't have to investigate another plane shattered by an exploding tank," said US Transportation Secretary Mary E. Peters during her announcement of the final rule, along with Acting FAA Administrator Robert Sturgell. "We can't change the past, but we can make the future safer for thousands of air travelers, and this rule does just that."

The Secretary -- speaking the day before the 12th anniversary of the crash of TWA Flight 800, which prompted the requirement -- said the new rule was needed to help avoid a similar incident. The rule requires aircraft to have technology to neutralize or eliminate flammable gases from fuel tanks under the center wing of commercial passenger planes.

Peters noted in the wake of the TWA crash researchers with the Federal Aviation Administration developed a system that replaces oxygen in the fuel tank with inert gas, which effectively prevents the potential ignition of flammable vapors. Boeing also has developed a similar system.

"Today's rule will add another layer of safety reducing the chance that the vapors in the tank

regulations covering **potentially environmentally damaging products**. In fact, as participants in project HEEP, we believe that responsible controls and reporting of FM-200 emissions (whether self-imposed or mandated) play an important role in the well-being of our industry and the environment. But, here is the big "However". If you think that global warming is a serious issue (and here we speak to the governing and regulatory classes), please show those of us a little further down the food chain that you've thought through the regulations that you are about to put in place. We'll buy into it a whole lot faster!

Trivia Time!

If you have not received our gift card for the last rewarded trivia time column in June, please email us at thehalonherald@ushalonbank.com.

This month's trivia is going to be big! The first 2 winners to [email us](#) with the correct answers will win a \$75 American Express gift card! Good luck!

- Many of us are familiar with the clean agent Novec 1230. But WHERE does the name NOVEC 1230 come from?

will ignite, even if there is a spark," added Sturgell.

NTSB Chairman Mark Rosenker also lauded the DOT's action. "The NTSB congratulates the DOT and the FAA on this important safety achievement," he said. "From tragedy we draw knowledge to improve safety and today's announcement represents a significant step toward avoiding future aviation accidents of this nature."

Acknowledging strong protests over the past decade from airlines, which argued the system's cost was too expensive, Peters noted the pricetag of installing the new technology would range from \$92,000 to \$311,000 per aircraft, depending on the aircraft's size. Peters (below) noted that's as little as one-tenth of one percent of the cost of a new aircraft.

US aircraft that will be retrofitted include approximately 2,730 aircraft -- including 900 Airbus A320 Family airplanes, 50 A330s, 965 Boeing 737s, 60 Boeing 747s, 475 Boeing 757s, 150 Boeing 767s and 130 Boeing 777s.

"I recognize that this is a challenging time for commercial aviation," Secretary Peters said. "But there is no doubt that another crash like TWA 800 would pose a far greater challenge."

Peters made the announcement while addressing accident investigators at the National Transportation Safety Board's (NTSB) Training Facility in Virginia, where remains of the TWA Boeing are kept as an educational tool for safety investigators.

Recipe of the Month!

Nuts offer an interesting and tasty coating for any meat, but especially fish. Enjoy this easy twist on fried fish any night of the week with any fish you'd like!

The full text of this recipe can be found [here](#). Enjoy!

Snapper:

2 cups crushed potato chips
1 cup plus 2 tablespoons finely chopped pecans
1 tablespoon dried cilantro or parsley
1 teaspoon crushed red pepper flakes
1 cup milk
1 egg
1/4 cup all-purpose flour
Salt and freshly ground black pepper
1/2 cup unsalted butter
4 (6-ounce) red snapper fillets

FALL...



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Mayonnaise:

- 1/2 cup mayonnaise
- 1/2 cup honey mustard
- 1 medium red bell pepper, chopped
- 3 large shallots, chopped
- 2 teaspoons chopped fresh basil leaves

To make the snapper: Toss the potato chips with 1 cup of the pecans, cilantro, and crushed red pepper and spread on a large plate. In a mixing bowl, whisk together the milk, egg, and flour. Season with salt and pepper.

Heat the butter in a large saute pan over medium-high heat. Dip each fillet in the batter, then dredge in the pecan-chip mixture and place in the pan. Saute until crust is browned and fish is just cooked through, 4 to 5 minutes per side.

Meanwhile, to make the sauce: Whisk the mayonnaise and mustard together in a small bowl. Stir in the red pepper, shallots and basil.

Place 1 snapper fillet on each plate and spoon sauce over the top. Sprinkle with remaining pecans and serve immediately.