

The Halon Herald

News from the halon & clean agent world

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May 2008

Vol. 4 Issue 8

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J. Demeter

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Chrissy George, Editor-in-Chief

Planes Fly More, Emit Less Greenhouse Gases

The U.S. Aviation industry has cut their greenhouse gas usage by 13% since the year 2000, despite huge increases in passenger flights. Greenhouse gases among passenger vehicles rose 6%, but, as a result of exorbitant fuel costs for planes, the aviation industry has been forced to improve efficiency by means of fuel consumption, reducing emissions of carbon dioxide.

Ironically, fuel consumption has been cut from 20.4 billion gallons in 2000 to 19.6 billion gallons in 2006. In that time, planes flew 18% more miles, which effectively demonstrates an excellent increase in efficiency.

"The airlines have historically done a much better job than the auto companies at increasing efficiency," says Deron Lovaas, a transit expert at the Natural Resources Defense Council. "They feel fuel prices much more than your average consumer feels changes at the pump."

Fuel use has been cut in other ways, such as the addition of navigation equipment (so planes can fly more direct routes), modifying wings to improve aerodynamics, and installing lighter seats to shave off weight. Older jets are being replaced with newer, more efficient models.

Commercial planes account for 2% of the U.S. greenhouse gas emissions. While this efficiency may be difficult to maintain (there's only so much the aviation industry can do to increase efficiency and decrease greenhouse emissions), the voluntary measures are a step in the right direction.

"The airlines have historically done a much better job than the auto companies at increasing efficiency...they feel fuel prices much more than your average consumer feels changes at the pump."
- Deron Lovaas,
Natural Resources
Defense Council

Chrissy's Corner

Randomness from the Editor-in-Chief



Summer is officially here, according to the calendar, and you know what that means: sun, beach, warm weather, baseball, and BARBECUES!

We recently attended a Memorial Day bbq, full of hamburgers and hot dogs - yum. The "grillmaster" was cooking the hot dogs when the grill flamed up unexpectedly, taking everyone by surprise. Thankfully, the mini fire was contained and no one was hurt (except for the few charred hot dogs).

Grilling is one of my favorite methods of cooking food - you can grill almost ANYTHING - but that event reminded me how dangerous it potentially could be if you're not careful. It turns out this incident was caused because of too much grease in the bottom of the grill, that needed to be cleaned out. Who would have known (not me, for sure) that there was a grease catch in a grill that needed to be cleaned out? Ok, maybe this is public knowledge, but I sure didn't know.

Nonetheless, grilling can be dangerous unless you keep in mind some tips and techniques to make your grilling safer. As we mentioned last month, Kidde's Fire FYI website has some great tips for grilling safety, noting that 1,500 structure fires and 4,200 outdoor fires were the result of grill mishaps. Check out the website for some great and easy safety tips so the only thing becoming blackened are those cajun shrimp skewers you're making on the grill!

In other news, we're coming to the end of our trade show year - NFPA is taking place right now

Upcoming Events

May 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

- 5th - Cinco de Mayo
- 8th - 9th - NAFED
- Regional Conference, Cleveland, OH
- 11th - Mother's Day
- 26th - Memorial Day

Upcoming Events

June 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					

- 2nd - 5th - [NFPA WSCE 2008](#)
- 14th - Flag Day
- 15th - Father's Day
- 21st - First Day of Summer

Upcoming Events

July 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		

- 4th - 4th of July
- 29th - 31st - [NFPA Americas' Fire & Safety Expo](#)

FSSA Announces 2009 Meeting

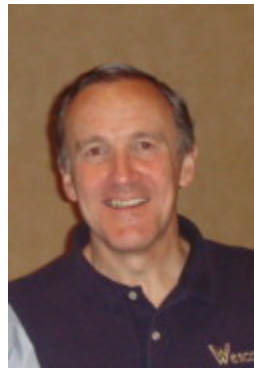
The Fire Suppression Systems Association ([FSSA](#)) has announced the date and location of their 2009 meeting:

February 28 - March 3, 2009
 Disney's Contemporary Resort
 Orlando, Florida

More information to come as details and programs are solidified for this great annual event!

The Air Up There:
 Another in the "Best Of" Series!

by John Demeter



We ran this column in our October 2007 issue ([That's Some Catch, That Catch 22](#)) and liked it so much, that we decided to run it again, to remind all of our readers about some of the important issues it discusses. So sit back, and enjoy this "oldie but goodie" from John Demeter!

Yossarian: Is Orr crazy?
Dr. 'Doc' Daneeka: Of course he is. He has to be crazy to keep flying after all his close calls he's had.
Yossarian: Why can't you ground him?
Dr. 'Doc' Daneeka: I can, but first he has to ask me.
Yossarian: That's all he's gotta do to be grounded?
Dr. 'Doc' Daneeka: That's all.
Yossarian: Then you can ground him?
Dr. 'Doc' Daneeka: No. Then I cannot ground him.
Yossarian: Aah!
Dr. 'Doc' Daneeka: There's a CATCH.
Yossarian: A catch?
Dr. 'Doc' Daneeka: Sure. Catch-22. Anyone who wants to get out of combat isn't really crazy, so I can't ground him.
Yossarian: Ok, let me see if I've got this straight. In order to be grounded, I've got to be crazy. And I must be crazy to keep flying. But if I ask to be grounded, that means I'm not crazy anymore, and I have to keep flying.

in Las Vegas, NV. I'm sure it's going swimmingly, and I cannot wait to see pictures and hear stories about the event!

Stay safe this month and enjoy that hot dog!
 Thanks for reading,



Wesco Profile:
 Shannon Esopenko, Business Development



This month we start a new feature column, giving you the background on some of our Wesco employees! Our first "victim" and guest author is Shannon Esopenko, our Business Development Sales Manager. Read on below for some of Shannon's background - in her own words - on how she came to us here at Wesco, and be sure to look for another profile next month!

Ahhh, my first attempt at an article for our distinguished Halon Herald! When I was approached to do this, my first reaction was panic! What do I write about and when I figure that out, how do I write about it? And would I do Chrissy, our editor, justice by my lousy writing skills?

So thus I write! For those of you who aren't aware, I've been in the actual fire industry for almost 10 years. I started out with Chemguard Inc., a respected manufacturer of foams and foam systems. Talk about having to learn a whole bunch of stuff about something I never even knew existed—fire fighting foam! Heck, I thought those firefighters simply fought fire with water and on their off time, posed for calendars! Then I learned

Dr. 'Doc' Daneeka: You got it, that's Catch-22.

Yossarian: Whoo... That's some catch, that Catch-22.

Dr. 'Doc' Daneeka: It's the best there is.

That hilarious exchange from the 1970 movie (based on the novel by Joseph Heller) CATCH 22 starring Alan Arkin, (playing the role of WWII bombardier Captain John Yossarian) captures the essence of what we see going on in the "officialdom" communities surrounding much of the ozone depletion world today. Over the last five years we witnessed the European Union ban the use of all halon (except for critical end users – a list that gets whittled away at each year), a similar action taken by the Canadian government, restricted use and eventual banning of halons by the international maritime community, a similar banning by the U.S. Coast Guard, and the banning by a number of private oversight groups like SFI (an organization that sanctions a number of different automobile racing events in the U.S). All in the name of protecting the environment.

We wonder.

Lost in the shuffle of studies, reports, requests, meeting, analyses, more studies, more meetings – and of course, related travel to far off places – lost is almost any mention of what is to happen to the 55,000 metric tons of halon 1301 and 90,000 metric tons of halon 1211 left in the world today. In fact, at the recently concluded 20th Anniversary Meeting of the Parties to the Montreal Protocol, there was nary a mention of just what to do with the halon that remains sitting in old, rusted, high pressure cylinders all over the world. (We are reminded of the "see no, hear no..." - well you get it.)

So let's listen in on a current day discussion between Yossarian and Daneeka:

Yossarian: We want to protect the environment. Let's just stop using halon 1211 and 1301. We'll call them "use controls". Is that crazy?

Dr. 'Doc' Daneeka: Not at all. They're bad for the environment.

Yossarian: So stopping their use will save the environment, right?

Dr. 'Doc' Daneeka: Well, not really. We'll still have tens of thousands of tons spread all over the world that will eventually leak into the atmosphere.

Yossarian: Huh? Now that's crazy!! What can we do about it?

Dr. 'Doc' Daneeka: Well, we could gather them up and destroy them, but the logistics would be a nightmare and besides no one has the money? Or we could wait for the price of halons on the Chicago Climate Exchange to increase beyond the costs of transportation AND destruction. That is certain to happen as soon as the Tooth Fairy and Santa Clause get hell to freeze over. I hear they've revised their timetable several times.

Yossarian: Humm. Several times huh? That's not good.

that their job was way more extensive than that –they spent hundreds of hours learning to better themselves at their jobs and now could get degrees in fire science!

I also learned much behind the science behind foam making and spent hours myself in the lab with Chemguard's scientists. I wanted to know as much as I could and become an "expert" in the field of foam!

While at Chemguard, I met John Demeter of Wesco HMB, Inc, and immediately struck up not just a great business relationship but a friendship as well. John is probably one of the most honest and forthcoming man I've ever worked with in the industry, and it was a pleasure to work with him!

I then came to work for Wesco two years ago and started to learn the ins and outs of the halon/clean agent industry...more confusion for me to muddle through and learn! But learn it I am doing and what a fascinating side of the fire industry! It only proves to me that you can learn something new every day...and I do!

But one thing I have definitely learned through all of this was that people do business with people, not just companies and with Wesco, this philosophy rings true. They truly treat their customers like a good friend and I'm so glad to be a part of that!

I'll be heading to the NFPA conference in Vegas, so I hope that if you attend, that you'll come by and shake my hand, as I always love to make new friends!

Wesco's Kitties!

As you may know, our warehouse cat, Wescat, gave birth to kittens a few weeks ago. We're proud to show off these new additions to the Wesco family!



Fun with packing bags!

Dr. 'Doc' Daneeka: No it's not. You see by imposing use bans on halon we cause more of it to be released into the atmosphere.

Yossarian: Aah! That's the catch huh?

Dr. 'Doc' Daneeka: Yup. That's the catch.

Yossarian: But if it's a catch, we have to give it a name that people will remember. You know, like the one we did back in 1970.

Dr. 'Doc' Daneeka: Sure. I'm way ahead of you. I'm calling it the "feel good Catch". We do all these things to make it appear that we are helping the environment, then nothing really happens but we sure do feel good about it.

Yossarian: So let me see if I have this right? We ban the use of halons and are left with tens of millions of tons that will eventually leak into the atmosphere and cause the same damage we're trying to prevent.

Dr. 'Doc' Daneeka: You got it, that's Catch Feel Good.

Yossarian: Whoo... That's some catch, that Catch Feel Good.

Dr. 'Doc' Daneeka: It's the best there is.

There are really only two good alternatives to our current situation (55,000 metric tons of halon 1301 and 90,000 metric tons of halon 1211!! – yes we know we said that already but we're trying to make a point) and that is to either keep on using them until they run out or find a way and money to destroy them. We vote for the former. It's the only way to maintain long term responsible management of a lot of stuff that is really bad for the environment.

Boeing Celebrates the Debut of New 777 Freighter

As we mentioned in last month's issue, the Boeing 777 Freighter entered the final phase of assembly. Well, on May 21, 2008, they were proud to debut the completed 777 Freighter, the most capable twin engine cargo plane to date in Boeing's family!

The 777 Freighter has a maximum takeoff weight of 766,000 pounds and a revenue payload capability of 226,000 pounds. It will be capable of flying 4,885 nautical miles with a full payload and general cargo market densities, making it the world's longest-range twin-engine freighter. The major benefit of the 777 Freighter is its range capability, which means significant savings for cargo operators with fewer stops and associated landing fees, less congestion at transfer hubs, lower cargo-handling costs and shorter cargo-delivery times.

"We are excited to debut the newest member of our 777 and freighter families," said Larry Loftis, vice president, 777 program. "Today is a tribute to the dedication and hard work our employees,



Playing with kitty toys



Who needs those kitty toys - the plastic bags are way more fun!

Our 3 kittens were adopted by local families this past Mother's Day weekend, so they are all in good homes and thriving!

Our Newest Employee!



That's Roxy, John Demeter's new schnauzer puppy, hard at work here at Wesco, inputting orders!

Recipe of the Month!

customers and suppliers put into making this airplane a reality. The 777 Freighter's unmatched range, efficiency and capacity as a twin-engine cargo airplane will build on the Boeing leadership in the cargo market."

To date, Boeing has secured 78 firm orders from 11 customers for the 777 Freighter. Congrats, Boeing, on this milestone!

Trivia Time!

Congratulations to our winners of last month's trivia!

Kyle Beaudry, United Fire
Jennifer Galluch, Fireboy-Xintex & Aetna Engineering

Runners Up:
Jeff Laderoute, Kidde-Fenwal
Don Thompson, Manitoba-Hydro

This month's question is also about dairy foods: ice cream. The **FIRST TWO PEOPLE** to [email us](#) with the correct answer to the following question will each win a \$50 American Express gift card! Get ready...

- In the last 3 months, an influential person in the ice cream business passed away. Who was that person? (hint: he started one of the most popular ice cream chains in the country)

Good luck!

Since it IS officially bbq season, this is a great, classy, and EASY way to prepare something different on the grill! next time you're in the mood for grill food, pass over the burgers and try this tasty, easy, Mediterranean inspired recipe!

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

Tyler Florence's Ultimate Grilled Leg of Lamb

1/2 cup extra-virgin olive oil, plus more for grilling
1/4 cup red wine vinegar
4 garlic cloves, chopped
2 tablespoons chopped fresh oregano
1 tablespoon chopped fresh thyme leaves
1 lemon, juiced
1 tablespoon Dijon mustard
Kosher salt and freshly ground black pepper
1 (3 1/2-pound) boneless leg of lamb, butterflied but not tied

To make the vinaigrette:

To a blender, add: the oil, vinegar, garlic, oregano, thyme, lemon juice, and Dijon mustard, season with salt and pepper, to taste. Blend until thoroughly combined. Pat the lamb dry and put it on a shallow platter. Season all over with salt and pepper. Pour half of the vinaigrette over the lamb, turning the meat to get it well coated. Marinate in the refrigerator for 2 hours. Remove the marinated meat from the refrigerator about 30 minutes before grilling and let sit until it reaches room temperature.

Heat the grill (or large cast iron skillet) and oil it lightly. Remove the lamb from the marinade and grill for about 15 to 20 minutes per side for medium-rare. (Adjust the time accordingly for other degrees of doneness.) Transfer to a cutting board and let rest for 10 minutes. Slice the lamb into thick slices and serve with greens.