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Bushfire Bombers



RFS
RFS
Style
style



Over the past 12 months SOS-NEWS has looked at the way bushfires have become big business... located and firmly entrenched at the big dollar end of town.

It is amazing who is pulling this empire's strings. Over the past few decades, the same names keep appearing behind many doors and in many capital cities.

Our volunteer investigators (most retired and some investigative journalists) enjoy keeping their hand in along our intelligence gathering highway.

Whistleblowers have been a great help in piecing together the jigsaw. Aviation is the latest piece of the puzzle.

An aviator contacted me, who has with around 22,000 hours flying time, most in crop dusting, then in the early 70s he got into water bombing bushfires from fixed wing aircraft.

Col Adams could see the potential of his aircraft skills. With the 2007 fire season here, Adams has one of the most self-contained efficient aerial fire fighting services in Australia.

So why has he been castigated - deprived of providing this service to the people of the state under our governments NSW Rural Fire Service – The Koperberg Empire?

?? His highly capable early aerial response team is constantly bypassed.

?? His services could have contained many bushfires.

In the latest case, he had aircraft on the ground, just minutes from the fire. His airfield telephone remaining silent, as the RFS arrogantly bypassed his early response to extinguish fires quickly.

An apparent personal vendetta exists from RFS Commissioner Phil Koperberg, who is obviously indifferent to protecting the environment and the public by using this crack team, with its long establish reputation for safety and perfection. Just the thought of Adams stirs him to that, **"My Way or the Highway"** so well known within NSW Rural Fire Service.

Koperberg, the political aspirant, is an alleged \$400,000 P.A salaried person with Credit Card and expense account... Under his command, the RFS bills insurance companies for around \$millions + per annum. Added to this, once a "Section 44" is declared, Federal Government's coffers are prized open harvesting millions of national taxpayer dollars to pay for NSW bushfires, we see the big dollar business of bushfires emerge.

Now what may we expect from Commissioner Koperberg moving into campaign mode as a Labor candidate for the March 2007 election?

At present, he is on leave without pay from the NSW RFS, so failing at the polls for the seat of Blue Mountains – he will resume his old job.

Col Adams story presents just one more piece in the jigsaw of evidence how preventable the ravages of bushfires are. The puzzle is, "just how Phillip Christian Koperberg has been able to create a vast empire that seems to run rampant with taxpayer dollars?

Remember this term: **"Shut Up and TAKE THEIR MONEY"**

Mal Davies (Editor)
SOS-NEWS - editor@sosnews.org

Background

Our story goes back to 1966, in Victoria, where Col Adams worked for one of the early pioneers in bushfire bombing. December 1972, when using a PA 25 Pawnee aircraft, Adams began utilising his experience, again pioneering further use of agricultural aircraft for bushfire water bombing.

In 1974, he started promoting this form of bushfire attack in NSW – Hazelton's were doing the same. In 1979 he decided to start his own air service company allowing more freedom to research and develop water-bombing techniques from agriculture aircraft.

With accolades for his efforts in bushfire situations bestowed from government departments, looking to this form of bushfire control in both Victoria, and NSW, he became involved with testing principals and practices to further develop techniques.

He received a letter in 1982 from the Department of Transport Australia, authorising licensed aerial agricultural operators to conduct aerial fire-fighting operations. Continuing development of facilities in NSW and professionally promoting this form of bushfire attack Adams was relentless.

There were mixed feelings from government bureaucrats, as ministers not sure to run with this for media hype, or to just stand clear. This continued until the 1990's.

A very experienced pilot, safety conscious, and holding over 22,000 flying hours, Col Adams related his journey into hell once the idea had been kindled with the powers to be. Commissioner Phil Koperberg was there right from the start, where we see a pattern form on the empire builders ego requirement for absolute control.

On the 26th May 1992, a meeting was arranged concerning aerial firebombing with the NSW Minister for Emergency Services at that time, Ted Pickering, Also attending was Phil Koperberg, along with Col Adams.

Quotes from contemporaneous notes by Col Adams:

TED PICKERING (NSW Minister for Police and Emergency Services at the time)

"I hate aeroplanes"

"You want us to buy aircraft for you"

"I could buy 3 for that price" (\$560 – \$650,000)

"We don't pay sales tax" (Col said neither do we)

"We can get turbines anytime"

"That's why Victoria's broke" (fire bombing)

"NSW doesn't have much of a fire problem"

Col Adams, quoted Ian Armstrong, from the *Southern Weekly Magazine* - page 6 published on the 16th March 1987, where he criticised the government for not taking steps to use aircraft as frontline defence against bushfires - *"the monetary argument was absolute rubbish when weighing up against the value of saving lives and property"* - *"The success of aerial agricultural facilities at Cootamundra this year and earlier at Cudal and Orange support the need for such equipment"*.

The reply to this from Pickering was **"WE WERE IN OPPOSITION THEN"**

PHIL KOPERBERG (NSW Rural Fire Service Commissioner) QUOTATIONS:

"I can get aircraft from Victoria with 12 hours notice"



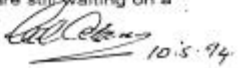

"Fixed wing aircraft are no good in the bush"

"Fixed wing aircraft are not accurate"

"Retardants are dangerous in National Parks"

"Helicopters are much more effective"

On the same day as this meeting (26th May 1992), Koperberg wrote a letter to Col Adams, (*published below*) which stated, **"Contract aircraft proposal does not provide sufficient cost benefits over the ad-hoc (*formed or done for a particular purpose only*) arrangements that have been in place for many years"**. There was no mention of this at the subject meeting, nor did Adams know of any such *ad-hoc* arrangements. If these arrangements did exist (for years), why did Koperberg quote **"I can get aircraft from Victoria with 12 hours notice"** at the meeting?

<p>All communications to be addressed to: The Director-General Locked Mail Bag GRANVILLE NSW 2142</p> <p>Our Reference: 11337 TG:ce 6 Your Reference:</p>		 <p>DEPARTMENT OF BUSH FIRE SERVICES</p> <p>Unit 3, 175-179 James Ruse Drive Rosehill 2142</p> <p>Phone: (02) 684 4411 Facsimile: (02) 638 7956 Telex: AA71438</p>
<p>Mr Col Adams Col Adams Aerial Service Pty Ltd PO Box 515 COOTAMUNDRA NSW 2590</p>		
<p style="text-align: right;">26 MAY 1992</p>		
<p>Dear Mr Adams,</p> <p>I refer to your proposal to provide aircraft and operators to the New South Wales Bush Fire Service for aerial fire fighting purposes on a contract basis.</p> <p>The Department continues to examine a number of proposals which range from ad hoc availability of aircraft to full-time contracted operations. At the present time it does not appear that proposals for contracted aircraft provide sufficient cost benefits over the ad hoc arrangements that have been used for many years.</p> <p>The Department appreciates greatly the efforts you undertook to put the proposal together and it certainly gave us a good understanding of your capabilities.</p> <p>However, as you would appreciate the variety of options available to the Department is such that complete examination of these options will take some time. I have sought the preparation of a full report on these matters and I trust that I will be able to give you a clear idea on our intention in this regard before the 1992 - 1993 fire season.</p> <p>Yours sincerely,</p> <p> Phil Koperberg Director-General</p>		
<p>Comment</p> <p>This letter is dated same day as our meeting with Mr Pickering. If these ad hoc arrangements existed why weren't they mentioned at this meeting? Why would Mr Koperberg say to the Minister "I can get aircraft from Victoria in 12 hours" if these ad hoc arrangements existed in NSW? To this date 10/5/94 we are still waiting on a reply from Mr Koperberg.</p> <p>Col Adams.  10.5.94</p>		
<p> New South Wales Government Putting people first by managing better</p>		<p>BUSH FIRE COUNCIL OF N.S.W. COORDINATING COMMITTEE OF THE BUSH FIRE COUNCIL OF N.S.W. FINANCE COMMITTEE OF THE BUSH FIRE COUNCIL OF N.S.W.</p>

Col Adams tendered a submission to the Department Of Bush Fire Services, Director
-General, Phil Koperberg, on the 5th June 1991 - the second paragraph stating

"I am not in a position to indicate when, or indeed if, the concept will be taken further"

The document published below:

communications to be addressed to:
Director-General
Post Mail Bag
ROSEHILL NSW 2142

Our Reference: 1b133 11337

Your Reference:

The Manager
Col Adams Aerial Services Pty Ltd
PO Box 515
COOTAMUNDRA NSW 2590



DEPARTMENT
OF BUSH FIRE
SERVICES

Unit 3,
175-179 James Ruse Drive
Rosehill 2142

Phone: (02) 684 4411
Facsimile: (02) 638 7956
Telex: AA71438

Received June 7th 91

Dear Mr Adams

5. Jun 1991

Receipt is acknowledged of your company's submission dated May 1991 and forwarded through the Central Regional Office of this Department, for the provision of air tankers for aerial fire bombing operations in NSW.

The ramifications of this technology are being given active consideration at the present time and I am consequently not in a position to indicate when, or indeed if, the concept will be taken further.

Your action in providing the information contained in the submission, and the thoroughness with which it has been prepared is appreciated. I will be in touch again as soon as some resolution is reached.

Yours sincerely

Phil Koperberg
Director-General

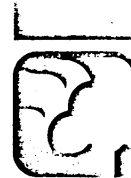
From the NSW Department of Bush Fire Services (*now the NSW Rural Fires Service*) on the 23rd September 1991, Col Adams received a letter from Brian Parry, Manager Of Operation, stating that they are to upgrade the register of Aircraft Operators in NSW. (*published below*).

All communications to be addressed to:

The Director-General
Locked Mail Bag
GRANVILLE NSW 2142

Our Reference: bp:cc
11713

Your Reference:



DEPARTMENT
OF BUSH FIRE
SERVICES

Unit 3,
175-179 James Ruse Drive
Rosehill 2142

Phone: (02) 684 4411
Facsimile: (02) 638 7956
Telex: AA71438

Col Adams Aerial Services
North Jindalee Road
COOTAMUNDRA NSW 2590

23rd September, 1991.

Dear Sir,

In preparation for the 1991/92 bush fire season, the Department is keen to upgrade the register of aircraft operators, both rotary and fixed wing, that are available in New South Wales.

The range of tasks envisaged include aerial observation of fires, transport of fire management personnel from one area to another, aerial application of water and retardants on fires and other specialist services.

You are invited to submit a written expression of interest in providing any of these services.

Full details must be provided concerning the type of aircraft available, its capabilities, ancillary equipment, limitations, base locations, and the scale of charges. Since the information is being compiled for the entire State, the names of contact persons and telephone numbers for twenty four hour access is also necessary.

It would be appreciated if you could consider this matter as soon as possible. Any enquiries should be directed to the Operations Centre during office hours by telephoning (02) 684-4411.

Yours faithfully,

Brian Parry
Manager Operations
for: Director-General

Comment

Upgrade what register?

The last correspondence we received on this matter was on 8/4/1981

Col Adams

10.5.91

The empire was starting to build for Koperberg, but his spin was also starting to catch up when a letter was sent out on the 3rd November 1992 for expressions of interest to enter into **ad-hoc** arrangements.

Again the question from Koperberg's letter on the same day as the meeting with Pickering

“Contract aircraft proposal does not provide sufficient cost benefits over the ad-hoc arrangements that have been in place for many years”.

So why would an organisation with these ad-hoc arrangements already set in place ***“for years”*** suddenly need to seek **expressions of interest?**

Further to this “*expression of interest*”, Adams followed up with a phone call to Brian Parry, RFS Manager Operations, who stated;
(taken from Col's contemporaneous notes)

“3 days notice would be OK to get an aircraft”

“Not recommending contracted aircraft – use existing services”

“Hadn't thought about loading equipment, retardant or foam”

Here we see the level of bush fire management under full sail – apparently no idea of their situation concerning aerial water bombing in this now growing Koperberg empire now expanding into an area they obviously have little knowledge about.

Bad blood has been established between Adams and Koperberg - and for many contentuous reasons. As criticisms of Koperberg at any level, being constructive, or the audacity to question his empire, is never tolerated by the Commissioner with a history of rage supported arrogance

Col Adams, a perfectionist in aviation, with knowledge dating back decades, and flying hours to support bushfire bombers concerns, would at every turn meet with this stone-wall of RFS arrogance concerning bushfire water bombing issues raised.

Adams will not compromise safety, training or taking short cuts when it comes to aircraft operations. His record in the air since the 1960's says it all - EXPERIENCE

The Heat Goes On

So we move into the new millennium, November 2000.

Col Adams is still attracting the wrath of Commissioner Koperberg, and now fuels this further with an issue concerning aircraft radio communications and the RFS.

Replying by email to a phone conversation he had with Tony Griffiths, RFS Superintendent, Operations Officer, Aviation (*a title from the bunker designed to draw attention*) where Adams states, ***“he is disappointed with Griffiths attitude on the phone, plus the fact that the NSW Rural Fire Service no longer require his services”.***

Lets clarify Col Adams Aerial Services Pty Ltd, operating out of Cootamundra, NSW. This company is recognised in the world of aviation as providing one of the best equipped Dromader M18 aircraft in Australia, along with their OWN support team,

fuel loading, retardant mixing, foam, etc, etc, all available to move to bushfire ground immediately on a phone call from RFS fire control. A totally self-contained experienced aerial bushfire quick response team that cost nothing for the RFS to have on standby – it is a pay as you use agreement.

Has Adams been locked out of RFS fire bombing service because he challenged safety issues of concern?

Mentioning that the radio traffic to pilots from the ground, along with other radios all running at the same time distract from the job of low flying and tree hopping, plus mountain climbing, may have triggered this trip to Coventry by the Koperberg nose out of joint rule.

Further it may have rubbed salt into the wound when Adam's objected to a contract agreement clause concerning this issue and without any satisfaction from the RFS concerning aircraft radio, consulted the State Contracts Control Board.

Now we see – **"My Way or the Highway"** put in place.

Col Adams further quoted to the RFS, ***"if raising important safety issues are a problem, maybe he should adopt the attitude of a helicopter pilot that said to him – 'just shut up and take their money'".***

Adams quoted: Many pilots signed contract rather than jeopardise work, and when transceiver traffic becomes a hindrance, or a distraction to pilot flying concentration, they simply turn off offending radios.

There are about six (6) individual radios fitted to these aircraft, sometimes as many as three are receiving chatter at the same time.

Consider this, you are not allowed to talk on a hand held mobile telephone in a motorvehicle. Pilots of a low flying aircraft, under RFS regulation, travelling at high speed over rugged terrain needing 100% concentration, are expected to decipher, and communicate with multitudes of transmissions.

Adams also refers to the NSW-RFS aviation consultant, Mr Stephen Crocker, that by his own admission said, ***"I don't not know anything about fire bombing"***. Contained in correspondence with RFS operations Office, Aviation, Tony Griffiths, Col Adams wrote - ***"in my view this put you at a real disadvantage"***.

Superintendent Tony Griffith's emailed a reply to Col Adams, which states, ***"the RFS needs to be convinced that you are prepared to work with the service – do not be counter productive"***. He further states total rejection that the RFS does not know what it is talking about (*this phrase never mentioned* by Adams) and that operators (pilots) would consider turning off the subject radios. He refers to accolades served on the RFS by the aviation regulators – he does however forget to mention the substantiated statement made by their aviation consultant that he has no idea about bushfire bombing.

The RFS have failed to consult with pilots about this issue of radio traffic in the cockpit. Many interviewed pilots agree such traffic is distracting when milliseconds can mean life or death in low and mountainous flying with sharp turns and rapid climbs under power, all require 100% concentration. Radio is a safety issue – radio also can be very Unsafe in the demanding pilot environment these flying Bushfire Bombers.

The following letter is from Col Adams to RFS Superintendent Tony Griffiths which sums up the situation.

COL ADAMS AERIAL SERVICES PTY. LTD.

• TOP DRESSING • SEEDING • SPRAYING

ABN 69 003 903 875

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Cootamundra NSW 2590

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0427 421 723

1 December 2000

Tony Griffiths
Superintendent
Operations Officer, Aviation
NSW Rural Fire Service
Locked Mail Bag 17
Granville NSW 2142.

Dear Tony,

Thank you for your e-mail outlining the RFS's concerns about my involvement in aerial fire-fighting. From the outset, I hasten to assure you that my overriding concern is for the people of NSW to have an effective aerial fire-fighting capability. Perhaps my perspective is a little different from yours.

Ethically, I consider the residents of NSW as my clients and I (obviously mistakenly) consider the RFS as their employees. While my services may be hired by the RFS it is the taxpayers of NSW who fundamentally pay the bill and I would like to think that the RFS spends their money wisely. If I believe that our taxpaying money is being spent ineffectively/wastefully/negligently (by any organization, not just the RFS), I consider that I have an obligation to say something about it. I am sure you would agree with this.

From a professional perspective, I believe that a professional-client relationship is one in which the professional has some input into how his skills and experience can be most effectively utilized. Inherent in the professional-client relationship is the necessity for free and frank communication between the parties to ensure that the best results are obtained. When operations are developed along these lines they are generally mutually beneficial. On the other hand, the client may hire a tradesman – someone who will do a specified job, take the money, no questions asked, someone with no real interest or commitment to ensuring that the job is done as well as it could be.

With regard to your concern about me being prepared to work with RFS in the development and conduct of fire-fighting operations, I can assure you that I have been

attempting to do this for over 20 years! However, developing an effective program requires a team effort with constructive communications between all parties. At what stage during RFS's "wide consultations with the relevant parts of the aviation industry" did you sit down with the pilots who actually fly the firebombing aircraft and discuss what they thought was needed? Perhaps I wasn't invited to these discussions, or perhaps you considered that the pilots who own these aircraft and put their lives at risk are not a relevant part of the aviation industry. Some of us doing this work on your behalf have a lot more hours on the job than your people who are directing us.

It seems ironic that our last "communication breakdown" occurred over the tender requirement for radio equipment in firebombing aircraft. This is not a trivial issue nor one that I will readily resile from. While you may consider that it is counter productive that I raised the matter with the State Contracts Board, I would like to explain my position. You may recall that I initially raised my concerns regarding the safety aspects of these requirements with you by phone on 2 occasions. I received what I believed to be dismissive responses – in summary, "that's the way we want it, comply or don't apply". It seems that in your wide consultations, you lifted, almost verbatim, the Victorian tender form. While I admit that the Victorian model is generally a model for NSW to follow, some operational pilots in that state report safety concerns regarding the radio traffic capable of distracting them at critical moments. Few, if any, are prepared to individually voice their concerns to the authorities for fear of jeopardizing their contracts. This, as far as I am concerned, is not acceptable. There is a problem and it should be addressed before there is an accident (generally fatal in this business). If the RFS was not prepared to listen to my concerns, the only option I felt I had was to take to someone who could at least look at it ie. the State Contracts Board.

I strongly believe that if RFS had taken the time to consult with the operational pilots, this matter could have been resolved before I felt the need to take it further. I have taken the trouble to canvas many of the operators involved to determine their views – a selected precise follows: What do they want, AWACs?," "A least when you spear into a hillside you won't die alone – there'll be at least half a dozen people trying to talk to at the same time!", "I just go along with them, put the radios in then turn the bloody things off!", "I've had 2 near mid-air as a result of not being able to talk to the other aircraft, once when someone was ordering sandwiches (on the designated channel)", "These radios will kill someone one day". These quoted operators and the others that I spoke with expressed incredulity at the requirements. All believed that they were an over kill and that they were in danger of "information overload" – non-essential in-cockpit demands distracting them from the job at hand. I have been around long enough to know that no number of specifications, procedural memos, field audits etc will overcome the instinct of pilots to operate outside the guidelines when they consider their safety in jeopardy.

I have invested a lot of time and money over the past 20 odd years both in promoting fixed wing firebombing as an integral part of fire control and equipping my company to do the job effectively. While I will readily admit that I may not be the most diplomatic of persons to deal with, my commitment to the concept is on record for all to see. I may be the only operator to bring the above matters to your attention but I can assure you these

sentiments are held by others. I still strongly believe that my company has a lot to offer in this field however I will not mutely defer to management decisions or practices that I consider to be inappropriate. Intimating that I won't be considered for further firebombing work until I toe the company line certainly won't change that.

From my point of view, it gets a bit disconcerting to be continually fobbed off as a know-all troublemaker by people who have little comprehension of the operational realities of firebombing.

I look forward to working with the RFS in the development and conduct of effective aerial fire fighting operations in NSW.

Yours sincerely,



Col Adams.

The whole reason for Ariel firebombing is, rapid response, keeps fires small. So the question asked is ***“Why does it take so long for aircraft to be deployed to a fire after the RFS fire controllers have been notified of an ignition”?***

The RFS has been utilising aircraft bombing for many years, and one would think they had gathered experience, so why that if within hours, sometimes days may pass, before fire bomber's are deployed to bushfires? Again... **WHY**

“Section 44”

We must ask the question **“have you noted the speed which the RFS can declare a “section 44” fire at the drop of a hat”?**

To explain **“Section 44”** I have an article sent to SOS-NEWS by Dr Christine Finlay, who did her PhD on bushfire management. She relates the following:

The Dreaded Section 44 of the Rural Fires Act 1997

This section sounds reasonable enough. In real terms, the Rural Fire Service can seize power similar to ASIO.

Just how has this harmless sounding legislation taken away so much and done so much damage?

There is a strange pattern that leads to a “Section 44”...

It ignores bushfire science, bushfire training manuals and locals jumping up and down because once again they are in danger...

Section 44's are declared once small fires grow into big ones without an early all-out effort to put them out.

Instead of water bombing and groundcrews to put fires out quickly, a small effort is ordered so that fires grow bigger if there is no weather change.

Then, backburning and drops of incendiary devices make fires even bigger.

They spread if the inevitable summer cycle of windy hotter days takes hold.

A Section 44 is declared once fires reached dangerous proportions to become a wildfire.

Helicopters are called in to water bomb, but not enough to put out the fires.

More aircraft arrive, but never enough to quell the flames.

If the flames are low, RFS Air Attack Supervisors order the helicopters to fly in later in the morning.

If the fires are high and reaching dangerous proportions, the aircraft arrive earlier, but it is of course beyond their control then.

More and more helicopters are ordered as the fires continue to build.

A fleet of 14 with two skycranes costs insurance companies and taxpayers about one million dollars for two days.

Insurance companies foot 72% of the bill having to pay a levy similar to the way we have to pay for electricity or gas.

An RFS helicopter has the right to land on your property without permission and take water from dams, creeks, rivers and swimming pools.

The RFS is under no obligation to replace your water, leaving many to complain that they now face financial difficulties.

Two skycranes dump about an Olympic pool full in two days.

RFS crews can take your vehicles, bulldoze your fences and destroy any property it deems fit.

You can also be ordered to leave your property, or sit idly by as RFS crews invade to do whatever they want.

Not so long ago, at Peter Spencer's property on the NSW southern highlands, RFS intervention brought two giant fireballs in his native forest.

One escaped into the neighbouring national park. According to locals, a NSW Government media release blamed Mr Spencer for the escaped fireball, saying he lit an illegal hazard reduction that went out of control.

The story ran on radio and in the local newspaper according to Mr Spencer.

Press statements said that Mr Spencer would be sued for the damage.

"I felt perplexed how something so simple could have been carried out well by me and my nine-year-old son.

"It went out of control once a convoy of RFS vehicles moved in and declared a Section 44.

"It doesn't make sense. They obviously didn't know how to do a burn."

Peter Spencer is one case in many of landholders complaining of the bitter costs of losing control of their land through the section. It all sounds so harmless...

NSW RURAL FIRES ACT 1997 - SECT 44

44 Commissioner's responsibility

(1) The Commissioner is to take charge of bush fire fighting operations and bush fire prevention measures and to take such measures as the Commissioner considers necessary to control or suppress any bush fire in any part of the State if, in the opinion of the Commissioner:

(a) a bush fire has assumed or is likely to assume such proportions as to be incapable of control or suppression by the fire fighting authority or authorities in whose area or locality it is burning, or

(b) the prevailing conditions are conducive to the outbreak of a bush fire likely to assume such proportions, or

(c) a bush fire is not being effectively controlled or suppressed by the fire fighting authority or authorities in whose area or locality it is burning, or

(d) a bush fire is burning in a place that is not the responsibility of any fire fighting authority.

(2) The Commissioner may delegate the Commissioner's functions under this Division (other than this power of delegation) to an officer or member of a rural fire brigade, an officer or member of New South

Wales Fire Brigades, officers of the Forestry Commission, officers of the National Parks and Wildlife Service or any other person.

(3) The Commissioner is not subject to the control and direction of the Bush Fire Co-ordinating Committee in exercising the Commissioner's functions under this Division but must, in exercising those functions, take into consideration any relevant bush fire management plan and, in the case of managed land, any relevant plan of the authority responsible for the managed land of which the Commissioner is aware.

Now when a **Section 44** is set in place, ALL FUNDING is carried by the Federal Government. Now the Australian taxpayers are paying for the NSW bushfires turned into infernos, many from our National Parks Department who employ some public servants who PERSONALLY support greens **"lock it up"** myth-management, hence to build fuel massive loads feeding the infernos we have just recently witnessed.

Receipts are required for all purchases by the NSW RFS and government, which they submit to support the Federal Government "open cheque book" - cost no problem. Volunteers interviewed state they enjoy the benefits as the humble sandwiches prepared by their dedicated catering staff under RFS/Government budgets, suddenly moved to chicken and all the trimmings for these "Yellow Angels".

Paid staff of the RFS, and National Parks, also benefit with overtime payments (*should a bushfire pass knock off time*) plus expenses. This ruffles the feathers of our **UNPAID VOLUNTEERS**, who form the nucleus of these fire fighting empires, and in many instances are forced to out of pockets for expenses.

Suggestions to response time delays occur to reported bushfire ignitions:

- ?? Is it management incompetence?
- ?? Is it flawed training of staff?
- ?? How about a bankrupt State Government directive?

RFS Spin for Federal MP's

State level funding is required after initial bushfire ignition is reported. A fire promptly extinguished after ignition still costs mega dollars.

Now by achieving "Section 44" status of bushfire immediately transfers costs to the Federal Treasury which removes the cost burden on our very Bankrupt NSW Government.

To keep the Federal vault door open, one must be seen as having the ability and resources expected of the multi-millions of dollars poured into "Section 44" fires.

Such a display was orchestrated on graziers properties at June, on January 3rd 2006, after bushfires had ravaged the area on New Years Day, January 1st. Three fixed wing aircraft, one being from Col Adams, were instructed by the NSW RFS to "Paint Lines" for the pending visit to the fire area by Deputy Prime Minister, Mark Vaile (Nationals).

Local farmers confirm that fire retardant had been spread on the fire ground
WELL AFTER THE FIRE HAD BEEN EXTINGUISHED.

Remember this area was under a bushfire stamped “**Section 44**”, so owners permission of this being spread on their grazing land was not required, the RFS had the power - accountable to NO-ONE.



Col Adams fire bomber, flown by his son Scott, spreading fire retardant on the June ground under instruction from the RFS as a **façade feed to the Deputy Prime Minister**

~ WHO PAID FOR THIS? ~

This façade firebombing continued for around 7 hours resulting with a line of Phoscheck (*brand of retardant loaded with a red dye*) stretching about 1 kilometre.

After the fire had been contained, Tuesday morning Col Adams, along with other pilots involved with containment of that bushfire, attended a briefing by the RFS. They were informed that, ***“the Deputy Prime Minister, Deputy Premier and Koperberg were coming down and they needed some red lines around the country side”.***

This meant they wanted retardant lines that have a red dye to see where it has been dropped spread on the ground and tree tops - for the benefit of the pending visitors.

The photo above shows the RFS orders being obeyed spreading the retardant to put on a show for the politicians. An estimate cost, including the aircraft time with pilots, is about **\$100,000**

Col Adams later spoke with RFS people who said they were present when Joe Knox (RFS Wagga) took the call from RFS Headquarters in Homebush and was ordered to put out the red line.

Our inquiries (SO FAR) reveal that Joe is being left holding the baby so to speak, as the gutless perpetrators of this façade cringe in a corner. But you may rest assured we know who sanctioned this along with ALL the players. We just require the finishing

statements, etc, and will have the truth on this published in our weekly news and website very soon.

To conduct such a stupid operation, placing pilots lives at risk, knowing the fire bombing business is extremely dangerous, all this to paint the ground for polities is just unforgivable.

“I believe this exercise was either a deliberate attempt to deceive the Deputy Prime Minister into believing that the retardant lines had been put in place during the fires, or just as seriously, an act of sheer incompetence and a waste of taxpayer’s resources”, was mentioned in a Media Release dated 4th January, 2006, by Federal member for Hume, Alby Schultz MP.

He goes on to ask the questions:

?? WHO gave instructions to undertake this Phoscheck operation?

?? WHY were the retardant lines put in place after the fires were out?

?? WHAT cost to the taxpayer was the seemingly useless operation performed?

The Homebush Bunker went into damage control with Koperberg’s well-oiled whitewash spin set in motion. Venting his anger personally with Federal MP Mr Alby Schultz for raising the issue, which we have revealed under a “Section 44” and Federal Government funded, Mr Shultz had every right to question Koperberg’s actions as Commissioner of the NSW RFS.

Again we see the anger and arrogance, reflecting the shallow depth, and predictable outbursts expected from Commissioner Koperberg. Unanswered still, is an RFS official explanation .

As Koperberg creeps away from the RFS empire Bunker he treasures to develop his spin skills further as the labor candidate for the NSW Blue Mountains, he is hedging his bets. Phil is only on leave without pay from the RFS until March 23rd being “D-DAY”, but still the RFS bunker mentality remains.

Being refused Bushfire Bombing secondment, because of Commissioner Koperberg’s personal dislike of Adams, Col was delivered further spin by Chief Superintendent, Maryanne Carmichael (*a Loyal Koperberg Lieutenant*). Adams, on the 21st March, 2003, presented his concern that on advice received on the M-18 aircraft being fitted with Delta Turbine Conversion engines, they were illegal. Further, they are being flown above the manufactures certified fire fighting overload weight while in excess of it’s VNE (MAX never to exceed speed).

Col Adams is to this day still locked out of the RFS Bushfire Bombers loop providing to the citizens one of the most efficient fire bombing operations in Australia.

Read Alby Schultz Media Release Below



Alby Schultz MP
Federal Member for Hume

MEDIA RELEASE

Wednesday, 4 January 2006

Schultz raises questions following Junee fires

Responding to the concerns of graziers in the Junee district, Member for Hume Alby Schultz has raised serious questions about the application of what appears to have been fire retardant well after the fires which ravaged the area on New Year's Day and ahead of a visit by the Deputy Prime Minister Mark Vaile.

"Yesterday I received information from concerned local graziers in the Junee district who believe that the fire retardant Phoscheck was applied at sites near Mt Ulandra in the Bethungra area and at Wantabadgery, well after the fires which destroyed stock and property on New Year's Day had already passed," Mr Schultz said.

"These reports have been confirmed by other locals today, who told me they had knowledge of three fixed wing aircrafts dropping retardant over the areas in question during a period of five to seven hours on Tuesday, January 3.

"I believe this exercise was either a deliberate attempt to deceive the Deputy Prime Minister into believing that the retardant lines had been put in place during the fire, or just as seriously, an act of sheer incompetence and a waste of taxpayer resources.

"The questions need to be asked: who gave the instructions to undertake this Phoscheck retardant operation? Why was the retardant line put in place after the fires after fires were out and conveniently just prior to a visit by the Deputy Prime Minister Mark Vaile? And at what cost to the taxpayers was this seemingly useless operation performed?

"I have of course raised my concerns with the Deputy Prime Minister and I will be taking this matter further. I will be requesting accountability from the decision makers at the NSW Rural Fire Service, who have responsibility for all fire fighting and prevention operations in NSW, in the interests of ensuring the proper use of taxpayers' money and resources during this devastating time for local residents who have already suffered significantly," Mr Schultz said.

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#063 P.001/001

ALBY SCHULTZ MP

04 JAN 2006 17:53 02482221029

Tragic Death of RFS Pilot

To view the official original report we have published below - visit this website.

http://www.atsb.gov.au/publications/investigation_reports/2006/aair/aair200600851.aspx

THE REPORT

Australian Transport Safety Bureau

While conducting fire suppression operations on a bushfire in the vicinity of Mount Ulandra near Bethungra NSW, the turbine-engine M-18A Dromader collided with the ground. The aircraft was destroyed and the pilot, who was the only occupant, was fatally injured.

The investigation is continuing.

FACTUAL INFORMATION

A turbine-engined PZL-Warszawa-Okecie M-18A Dromader aircraft, registered VH-FVF (callsign Bomber 223), was conducting fire suppression operations on a bushfire in the vicinity of Mount Ulandra, near Bethungra, NSW.

At 1921 Eastern Daylight- saving Time, the aircraft was seen by fire fighters to make a low pass over the fire ground area and commence a left turn.

Another fireman reported seeing the aircraft in an almost vertical left bank before losing sight of it. None of the other firemen continued to watch the aircraft but, moments later, they reported that they heard a loud noise. When they looked again, the aircraft had hit the ground.

The pilot was fatally injured and the aircraft was destroyed by impact forces. There was no fire.

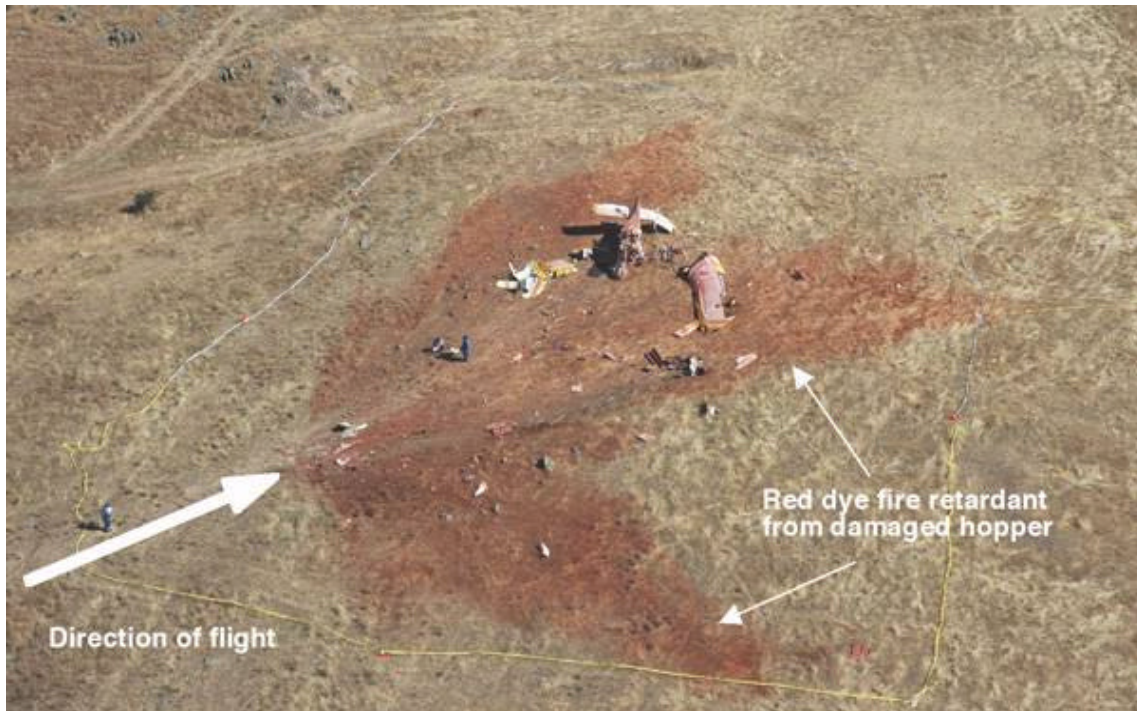
The crew of a helicopter engaged in fire bucket operations on the same fire ground reported hearing the Dromader pilot broadcast that he was 'lining up for a drop'. A short time later, the helicopter crew reported that they heard the pilot transmit three short expletives.

After unsuccessfully attempting to contact the pilot, they commenced searching and located the wreckage of the aircraft a few minutes later, where fire fighters were already in attendance.

The aircraft had impacted open, rising terrain in a nose-down, slightly right wing-low attitude.

Examination of the impact marks and the wreckage indicated that the aircraft had been travelling at low forward speed and with a high rate of descent.

The ground around the wreckage was covered with a considerable amount of chemical retardant from the ruptured hopper (pictured below).



The aircraft was manufactured in Poland in 1988 and placed on the Australian register in March 1999. In November 2003, the aircraft was modified from the original design in accordance with an approved Supplemental Type Certificate (STC), number SA09039SC, which permitted the replacement of the original reciprocating (radial) engine and the 4-blade propeller with a Garrett TPE 331-12U gas turbine engine and a

Hartzell 5-blade constant speed propeller. **The modification also incorporated other changes that included the replacement of the hopper with a larger, 800 US gallon (3,030 L) hopper (see Notes No 1).** Additionally, servo tabs were added to the primary flight control surfaces, flap travel was increased and vortex generators were installed on the wings and tailplane.

The aircraft was operated in the restricted category¹ that permitted flight at weights up to 5,300 kg during agricultural operations, which was 1,100 kg in excess of the certified maximum aircraft weight. Flights at those weights restricted the aircraft's maximum speed and, during fire suppression operations, manoeuvring was limited to a maximum angle of bank of 30 degrees (see Note No 2).

The pilot held a commercial pilot licence, endorsed for the aircraft type, and a valid Class 1 medical certificate. The pilot also held a Grade 1 Agricultural Rating and had been issued a Night Visual Flight Rules Agricultural Rating on 19 December 2004. The test for that rating met the requirements of the Aeroplane Flight Review, the biennial proficiency check required of pilots.

The pilot had in excess of 4,000 hours in agricultural flying operations, of which 127 hours were flown in fire suppression operations over a period of six seasons.

Although **the pilot had only 4.7 hours on the aircraft type** (See Note No 3), he had flown over 400 hours on the unmodified radial-engine Dromader aircraft type, and had over 600 hours on other turbine-powered aircraft.

The pilot had commenced fire bombing operations two days before and was reported to have been well rested and in good health.

The investigation is continuing and will include the following aspects:

- ?? analysis of data downloaded from the aircraft's Global Positioning System navigation receiver to determine the actual flight path
- ?? testing of the switches controlling the hopper gate
- ?? examination of other aircraft components
- ?? a review of maintenance documentation and records of modification made to the aircraft
- ?? an appraisal of flight characteristics of the modified aircraft during operations at higher gross weights.

Aircraft Details

Aircraft Manufacturer:		Aircraft Model:	PZL- Warszawa- Okecie M- 18A	
Aircraft Registration:	VH-FVF	Serial Number:		
Type of Operation:	Other Aerial Work			
Damage to Aircraft:	Destroyed			
Departure Point:	Wagga Wagga NSW	Departure Time:	1853 ESuT	
Destination:	Wagga Wagga NSW			
Crew Details:	Role	Class of Licence	Hours on Type	Hours Total
	Pilot-in- Command	Commercial	5	4921

NOTES:

No1 The Aircraft flight manual states "Maximum hopper weight = 2200 KG – the hopper expansion to 3030 litres capacity is for bulk only eg: Rice/Urea based fertiliser,etc.

No2 According to RFS Airbase Operators, the Turbine M18 Dromanders are carrying 2800 litres of retardant calculated @ 1.1 = 3080 kg in weight, or 3000 litres of foam which calculates out to

1930 kg above the aircraft manufacturers certified maximum weight.

No3 NSW Rural Fire Service *Technical Specialisation for Supply and Operation of Fixed Wing Aircraft* under section 6 – 4.9.1 Pilots shall have a minimum of 1000 total hours in agricultural operations, including **AT LEAST 50 HOURS** (this pilot had 4.7 hours) on the type tendered (*aircraft make and model to be flown*)
.....(see document below)

Section 6 – Technical Specification for Supply and Operation of Fixed Wing Aircraft

Appendix 1 to Section 6 Additional Specifications

4.9 Pilots

50 hours - not 5 hours

4.9.1 Pilots shall have a minimum of 1000 total hours command in agricultural operations, including at least 50 hours on the type tendered with a minimum of 100 hours flying at low level in mountainous terrain. Each pilot provided is to have dropped a minimum of 10 loads of retardant or foam during actual or simulated fire bombing operations. Preference will be given to Contractors providing pilots who are night VFR, Night Ag or IFR rated.

4.9.2 During the contract period, Contractors offering replacement pilots who are not considered suitable by RFS will be replaced by the Contractor within 24 hours of receiving advice of the requirement to do so. The fixed wing aircraft will be considered unavailable, and availability charges will not be paid, from the time that notice is given that a pilot is not or is no longer acceptable until a suitable replacement is provided.

4.10 Aircraft Approval

4.10.1 Aircraft types, including dump and venting systems, must be approved by the RFS as suitable for firebombing prior to any tender being accepted. Aircraft without such approval may be offered but will not be accepted until their suitability for the work has been established to the satisfaction of the RFS. In approving aircraft for fire bombing, particular attention will be given to the design of the hopper door and the hopper venting system as these affect the dump rates and ground distribution of foam/retardant solutions and water.

The CASA approved flight manual lists a placard be placed on the instrument panel of the aircraft stating **MAX LOAD** for landing and takeoff – (see 2.10 below).

It further instructs that on the L/H side of the hopper lid (where the water or retardant is loaded into the aircraft) of **2200KG MAX LOAD**.

Now 1.35 shall be the multiplier used to count the service life of the aircraft carrying **weights of 4700kg – 5300kg**, = (see 2.11 below).

2.10 REQUIRED PLACARDS

The following placard is to be provided on the central instrument panel:

**“THE AIRCRAFT IS APPROVED FOR FLIGHTS IN OVERLOAD
FIRE-FIGHTING VERSION WITH THE FOLLOWING LIMITATIONS:
- MAXIMUM TAKEOFF WEIGHT 5300 kg
- MAXIMUM LANDING WEIGHT 4200 kg”**

On the LH side wall of the hopper in the area of the hopper lid, the following placard is to be provided:

**“MAXIMUM LOAD
2200 kg”**

The remaining text is remains unchanged.

2.11 SERVICE LIFE LIMITATIONS OF AEROPLANE WHEN OPERATED AT TAKEOFF WEIGHTS BETWEEN 4700 kg AND 5300 kg.

The service life is determined for the aeroplane takeoff weight of 4700 kg. The increase in the takeoff weight up to 5300 kg results in higher fatigue damage and a reduction in service life.

The recorded flown hours of the aircraft with weights between 4700 kg and 5300 kg shall be multiplied by 1.35 and the result used for counting the service life.

SECTION 3

EMERGENCY SITUATIONS

3.1 ENGINE FAILURE DURING TAKEOFF

No change

3.2 ENGINE FAILURE AFTER TAKEOFF

No change

3.3 ENGINE FAILURE IN FLIGHT

No change

3.4 ENGINE STARTING IN FLIGHT

No change

3.5 OTHER EMERGENCY PROCEDURES

No change

3.6 INADVERTENT SPIN

No change

This tragic death of a young family man is not a platform to mount findings of the presented information we have tendered. It is however government standards of historic substantiation when involved with damning evidence to utilise the public purse.

This ploy is monotonously implemented, funding lawyers to adjust factual substantiated tendered evidence through the lucrative fee harvesting legal system, utilising suppression tactics, along with engineered due process stalling ploys loaded with massive cost factoring modules to smother surfacing truth from under funded opposition unable to join any legal challenge.

Recently, I refer to the Coroner Doogan inquiry into the 2003 holocaust bushfire that near destroyed Canberra, along with some 500 homes, with loss of life, where we saw the ACT government take Doogan to the nation's courts quoting bias in her unravelling of sensitive facts that were pungent to the political nose of great concern to maintain survival at any cost to you the taxpayer.

The whole publicly funded legal challenge was dismissed, Maria Doogan resumed, and in processing her report confirming bungling and mismanagement from bureaucrats and government alliance joined by the well funded bushfire empires.

All still operate as totem poles of authority employing flawed political umbrella's of deceitful myth-management awaiting our next bushfire disaster.

Nothing Has Changed

Col Adams relates to the depth that an empire will stoop to maintain power and control under government sanction, funded by the taxpayer, that has been overseeing bushfire infernos that we have rarely experience in past decades, now an annual events.

Just after the January 2006, Junees fires, another fire stated around Wagga Wagga. Col Adams knew nothing at the time of this fire raging on 20,000 acres. It was just 20 minutes away from his base at Cootamundra, the RFS never contacted his team.

March 2006 another seven (7) fires on about 1,000 acres of area and just 15 kilometres from Col Adams airfield, again Col had not been contacted by the RFS, being the closest air bombing service to the fire. After 2 hours other aircraft arrived and extinguished the fire, then kept bombing well after it was out, in what can only be perceived from a public perception point, as an action to pad up the invoice presented to the RFS for services rendered.

There is approximately six companies in NSW supplying aerial Bushfire Bomber services and about half of those are on contract with the RFS.

Col Adams is content with the on-call arrangement in lieu of a contract, which allows him freedom to service his rural clients as well as maintaining his deployment team to bushfire grounds at a minutes notice.

To consider that Philip Christian Koperberg, with your money, with your lands under bushfire threat, and a despotic arrogance that has an organisation purported to be the NSW arm to bushfire control on it's knees in homage to him, is a public disgrace.

The evidence pile expands daily from the Koperberg Empire controlled by an act of the NSW Parliament, but where is the accountability?

It Goes Further

Let us walk along another arm of the Koperberg tentacles that extend into Victoria around the Suburb of East Melbourne.

As we have covered previously, the NSW – RFS took years to get organised with aerial fire bombing, even after the major work of testing and implementing had been done in Victoria.

If you have not gathered by now, then let me enlighten you.

One of the largest businesses in Australia today is **“Bushfires”**, where experience counts on many levels. From factual hands on experience, to the projected façade of the experienced salesmen it is big bucks

The Victorian Country Fire Authority is a government/insurance-funded organisation with well entrenched Chairman, Raymond Leonard Foster.

Foster stems from a good education, a lawyer, featuring around the boardroom circuit of Victoria.

Koperberg is his NSW opposite number at the NSW Rural Fire Service, accredited with a chest full of medals, a uniform, and a streetwise ability to survive.

The bushfire business host these two names on many organisations if you care to surf the web at anytime.

Our wonderful team of volunteer investigators have worked tirelessly for over 12 months on this massive bushfire business so that we may bring to you information gleaned. Just what is going on in the multi-millions of taxpayer dollar funded organisations? Who is allowing these empires to grow and flourish while controlled media suppress the information, and government continue whitewashing.



Where There's Smoke There's Fire

For over 12 months we have been watching from the outside, and the inside, a company called "National Aerial Fire-fighting Centre Limited" which is located at Level 5, 340 Albert St, East Melbourne, Victoria, 3002. Website: <http://www.nafc.org.au/>. Not as good as it was 6 months ago.

We obtained documents from ASIC (Australian Securities & Investments Commission) that state NAFC was registered on 4th March 2004 and started business 11th August 2003.

The NAFC Headquarters East Melbourne hosted by government funding



The two directors mentioned as the principals, one being Philip Christian KOPERBERG born 28th April 1943, Amsterdam, Netherlands who is the Commissioner of the NSW Rural Fire Service and the other being Raymond Leonard FOSTER (Len Foster - pictured above) Chairman of the Victorian Country Fire Authority (among many other bodied and companies) and both are directors of the Bushfire CRC Limited that just happens to be registered at the same address as

the NAFC in East Melbourne.

Being set-up to supply aircraft to the States and Territories bushfire services as a single point of contact and deployment make both of these people appropriate within this organisation.

From the following you may form your own opinion of this small part of the whole story our volunteer investigative journalists have presented.

In 2003 after the ACT bushfire, Len Foster (who is a solicitor among other hats he wears) chairman of the CFA, tendered a submission to the Federal government to establish a national aerial fire-fighting organisation to deploy fire-fighting aircraft to bushfires around the nation that would be suitable for the requirements of individual fires and areas.

He further suggested that this should not be a government controlled department, or body and that it be privatised to allow flexibility, etc, etc. The timing was perfect, receiving the green light as government had the Snowy/ACT fire hanging over their heads and needed to look in the public eyes as if they were doing something.

Ian Campbell MP announced funding of \$16.5 million for the National Aerial Fire

Fighting Centre (\$5.5 million per annum for the three years 2004-05 to 2006-07). Now they are all cashed up and no government interference in the running of this very private public company that is listed as a charity.

Let us not forget the big dollar contributions states and territories make to NAFC hiring aerial bushfire fighting services over and above the Federal cash cow.

Again ASIC provided more information, along with a copy of the NAFC registered constitution, but alas, the financial auditors report had not been submitted at this time and not being a board member, we the people are not privy to the figures.

The initial Board of Directors 2004 - 2005:

Chairman: Mr Philip Koperberg, Commissioner, NSW Rural Fire Service

Secretary: Mr Leonard Foster, CEO, Australasian Fire Authorities Council

Directors:

Mr Neil Bibby, CEO, Country Fire Authority of Victoria

Mr Peter Dunn, Commissioner, ACT Emergency Services Bureau

Mr Euan Ferguson, CEO, Country Fire Service of South Australia

Mr William Forbes, Executive Director, Fire & Emergency Services Authority of Western Australia

Mr John Gledhill, Chief Officer, Tasmania Fire Service

Mr Lee Johnson, Commissioner, Queensland Fire & Rescue Service

Independent Director: Mr Kevin O'Loughlin, CEO, Bushfire CRC

(This hardly constitutes he is independent when the Bushfire CRC company has Koperberg and Foster in the hierarchy as well - Keep that in mind as you read further)

The COMPANY & CONSTITUTION

Eligible Members: All Australian States and Territories (under schedule 3) an application to join the NAFC is made in the form the board prescribes. All applications are considered by the board who in their absolute discretion. It also makes provision for any entity, which the board considers a benefit to the Company.

Now under section 5, it states that all income must be applied solely towards the promotion of the objects of the Company and no portion of it may be paid or transferred to members. It does however under section 5.3 allow members, officers, employees of the company, in return for any services rendered to the Company.

The office of Secretary will at ALL times be performed by the person who is the current Chief Executive Officer of the AFAC (Australian Fire Authority Council)
Now the directors of this organisation (see if any names ring a bell) are:

- **Commissioner Phil Koperberg AO AFSM BEM (Vice-President) - New South Wales (NSW) Rural Fire Service;**
- **Euan Ferguson (Treasurer) - South Australia (SA) Country Fire Service;**
- **Mike Hall (Member) - New Zealand Fire Service**

- **Lee Johnson AFSM (Member) - Queensland Fire and Rescue Service**
- **Tony Blanks (Member) - Forestry Tasmania.**

The CEO is none other than Len Foster. Because we do not have any in-depth copy of an account auditing, we are unable to glean what and whom may have been paid in accordance with these company's constitutions.

Under section 18 it allows any director with a contract or interest with the Company (NAFC) are not liable to account to the Company for any profit realised So with the books kept close to the chest within this private/public Company, but it is only opened to the Board of Directors - your guess is a good as any - but we may have more on this later as the rope is sure to tighten.

An interesting section is the provision in 8.4 - The non-receipt of a notice by or the accidental omission to give a notice to any of the members of any General Meeting will not invalidate any resolution passed at that meeting. Now what a tool to maintain control should disenchantment of the running of the Company be under question from concerned members who have no recourse.

*SENATE RURAL AND REGIONAL AFFAIRS AND TRANSPORT LEGISLATION
COMMITTEE ESTIMATES - FRIDAY, 18 FEBRUARY 2005 - CANBERRA*

Senator O'BRIEN: *It recommends in 8.6 that the Commonwealth maintain leadership of support for the National Aerial Fire-fighting Centre for a further three years until the bushfire cooperative research centre has finalised its research into the effectiveness of aerial suppression operations. Where are we on that and what is the department's role?*

Mr Doherty: *Our role is to administer the funding as a contribution. The terms of the recommendation have been met in that funding has been allocated for the next three financial years at \$5.5 million a year to support the National Aerial Fire-fighting Centre. Again, by the nature of the recommendation, it looks forward to further work by the bushfire CRC. There will be further thinking about aerial fire-fighting approaches down the track.*

Who is on the board of the Bushfire CRC - and the "Cash Cow Government" are awaiting recommendations from WHOM?

Our lengthy inquiry has opened avenues that required a dedicated database to contain the paper trails and whistleblower information, not mentioning inside contacts, which now require a full blown flow chart construction that is being undertaken by an off-shore volunteer who is now custodian of our only copy of the database.

From this curtain raiser we have published you may glean what may be a government funded junket that is accountable only to themselves and auditors they appoint, and it would seem that the initial auditors have already been replaced according to ASIC data.

There are many companies registered to the Albert Street, East Melbourne address, all Bushfire related and operate out of the same office as NAFC. The same names keep appearing on the list of CEO's and Directors of bushfire related Companies who feed off State and Federal funding in the MILLIONS of \$\$\$\$.

Should we dare to ask "has the government looked at the books as keepers of the public purse - **being our tax and donated dollars**"?

It further seems that to appease the public concern with the bushfire infernos being out of control all over the nation, fuelled by bureaucratic bungling and government myth-management, these non-monitored millions are funding air-shows to media, used for front page hype to appease their government masters while the millions of bucks fade away from view.

Form your own opinion from these few facts as to what the big picture will turn up and I hope to bring it in graphic detail to your attention.

Years of experience tells that government inquiries only start if the outcome is known first. Law Enforcement department heads are there to appease their bosses, the government - but our desire here is to reveal the whole story from evidence gathered over the past 12 months which is undoubtedly terrifying government, that you the people will have information they wish to remain concealed.

To those who think removing or disguising accessible data - the best time to do that was "Last year"

Epilogue

An extract from this public document - Tuesday, 29 July 2003 HOUSE of REPS BUSHFIRES INQUIRY - HANSARD BUSHFIRES - (name of person testifying we have withheld is Australia's most qualified bushfire advisor)

Mr *****- Yes, I shall. I believe the federal government in itself has dropped the ball. It has dropped the ball because there is no federal agency or part of the federal government that takes an interest in the bushfire situation in Australia. I was at the Bureau of Meteorology head office; I had nobody to talk to at the Commonwealth government level. Interest from overseas would come in. It would come in probably to the Department of Prime Minister and Cabinet. It would go to CSIRO, who would declare the national policy. Now it comes in and it goes to the Australian Fire Authority Council. There are two individuals in Australia-who I call the Murdoch and Packer of the fire situation-who now, behind the scenes, have almost total control of the whole situation. The federal government has got to establish high quality interest in this area. Thank you.

CHAIR-Do you want to name the two people?

Mr *****-Am I protected?

CHAIR-You are protected by parliamentary privilege.

Mr *****-**Mr Koperberg and Mr Len Foster.**

If you care to read the whole report go to this web address
<http://www.aph.gov.au/hansard/reps/commttee/R6743.pdf> - - read page 41 for the whole story mentioned above.

And from a page on the Australasian Fire Authorities Council (AFAC) is this reference to

Len Foster AO, LLB, BA, Bed:

As CEO of AFAC he has been instrumental in increasing its influence and standing as a national peak body. AFAC is now recognised by Federal Government, other peak bodies and private companies as being able to bring a co-ordinated, agreed national position to most issues quickly and effectively.

If this is the case, why are the Eastern States of Australia having its public lands incinerated? And *Pleaaasssee* do not tell us it's the drought.

Bushfire inferno proportions presented on a regular basis, not previously encountered in NSW history since these public accoladed experts were set in place

There is an alternative for NSW Volunteers dissatisfied with Rural Fire Service who is dead in the water without you, yet dictates control of your RFS- Association,..... just, "SHIFT CAMP".

Peter Cannon formed the **Volunteer Fire Fighter Association** (VFFA) to combat the Koperberg empire white shirt bunker manipulation of your rights as "Yellow Angels"
www.volunteerfirefighters.org.au

Considering that it has taken until 1995 in NSW for aircraft water bombing of bushfires to get established - when all other states have been operating aircraft fire control decades before – this reflects on both government and the previous bushfire management, the Department of Bushfire Services, also run by Mr Koperberg.

No empire is complete without a military bandPhil has that Brass Band, featured on a recent Rural Fires service Association magazine in all their glory.

There may be a slim chance that from a balcony overlooking the masses you may see Phil back in uniform, slipping from behind curtains to take the salute – but only if people of the Blue Mountains inadvertently vote him into office.

To listen to an interview recorded by SOS-NEWS between Col Adams and Editor Mal Davies go to – www.sosnews.org/audio/coladams.mp3