



# Adelaide Soaring Club Inc

## BUSHFIRE EMERGENCY RESPONSE PLAN

February 2018  
Version 1.0

### OVERVIEW

The Adelaide Soaring Club (ASC) Bushfire Emergency Response Plan acknowledges that a bushfire near the airfield is likely to be a fast moving grass fire and our local bushfire protocol has been adapted accordingly. Experience has shown that high risk days are typically those where there are high temperatures and wind speeds, low humidity and very low moisture content in surrounding soils and crops. A grass fire occurring pre-harvest is more of a threat due to high fuel load in paddocks, when compared to stubble fires that occur after harvest.

The ASC community is encouraged to be vigilant to environmental cues on high risk days and to be aware of the fire risk associated with sparks caused by unguarded vehicles and operation of equipment and machinery igniting dry materials. The ASC community acknowledges that carelessness can be catastrophic, not only for the airfield, but also for the farms and community members in surrounding districts.



## RISK AND MITIGATING FACTORS

The ASC airfield lies within the Mid North Fire Ban District, closely bounded to the east by the Mount Lofty Ranges Fire Ban District that lies to the east of the Main North Road and to the south of the Gawler River.

(Ref: [https://www.cfs.sa.gov.au/site/bans\\_and\\_ratings.jsp](https://www.cfs.sa.gov.au/site/bans_and_ratings.jsp))

A bush/grass fire impacting the airfield is most likely to approach from the north and or the west of the airfield on days of high fire danger. A fire occurring pre-harvest poses a higher risk than a fire after harvest. Fires approaching from the east and or the south pose a lesser risk as these are fires more likely on days of lower fire danger.

The main ASC infrastructure is concentrated south-east of runway 05/23 and north-east of runway 13/31 and has the natural protection of runways 05/23 and 13/31 to the north and west. The Northern Expressway provides protection to the south and east. On days of extreme or catastrophic fire danger, the ASC airfield can also be used as an operational base for CFS firebombers, aircraft and crews. The airfield bush fire risk whilst not eliminated, is somewhat mitigated by these factors.

All powered aircraft excepting glider tugs, will use taxiways. ASC Jabiru aircraft will not operate when the ambient temperature exceeds 38°C as mandated by the manufacturer.

## PREPARATIONS FOR THE FIRE DANGER SEASON

The ASC has scheduled preparations for the fire danger season including:

- Fuel Reduction. The ASC General Airfield Manager (GAM) is responsible for facilitating general airfield fuel reduction. Airfield maintenance personnel regularly mow and slash grass, clear and remove debris and ensure that club infrastructure is maintained. Whilst not responsible for privately owned hangars, the GAM also monitors and encourages grass and fuel reduction around private hangars.
- The Airfield Crop. The ASC share farmer is responsible for harvesting the airfield crop in accordance with the Grain Harvesting Code of Practice.  
(Ref: [https://www.dcgrant.sa.gov.au/webdata/resources/files/grain\\_harvesting\\_code\\_of\\_practice.pdf](https://www.dcgrant.sa.gov.au/webdata/resources/files/grain_harvesting_code_of_practice.pdf))
- Fire Fighting Equipment. The ASC operates a 16 liter knap sack firefighter compliant to AS1687. (See photo below.) This equipment is tested and made operational prior to the fire danger season.

## ON THE DAY OF A DECLARED EXTREME OR CATASTROPHIC FIRE DANGER DAY

On any day of declared extreme or catastrophic fire danger for Mid North Fire Ban District (Region 2) (See CFS Fire Ban District Map), the ASC may operate aircraft and have staff and club members on the airfield as these are the days that offer the greatest soaring potential. ASC gliding and aero tow operations are conducted with the 16 liter knap sack firefighter at the launch point. On these days it is possible that the ASC airfield will be used as an operational base for CFS firebombers, aircraft and crews. ASC operations will accommodate CFS operations. In the event of a glider pilot out-landing, the ASC duty flying instructor, CFI or senior person will advise retrieve crews to:

- Not conduct an aerotow retrieve.
- Carry a fire extinguisher in the car.
- Remain on sealed or made roads regardless of the vehicle type.
- Obtain landowner permission to enter the paddock.
- Delay derigging of the glider until fire danger has subsided.

- Carry a simple survival kit consisting of food and drinking water for crew and pilot.

**A BUSHFIRE IS APPROACHING**

In the case of a rapidly approaching fire, ASC staff and club members will shelter in place. ASC staff, flying instructors and senior persons will encourage members and visitors to:

- Stay calm and shelter in place.
- Close but not lock doors and windows.
- Check for spot fires, extinguishing these fires if safe to do so.
- Monitor phones (Mobile and landline), local news (TV & radio), social media and online services for information.
- Defend the building from fire only from the inside as the fire passes.

**A FIRE STARTING AT THE LAUNCH POINT**

In the case of a small grass fire starting at the launch point, ASC members will be encouraged to extinguish the fire using the 16 liter knap sack firefighter pictured below and will call 000 to report the fire.

**AFTER A BUSHFIRE**

Following a bushfire, business recovery and/or normalization will be managed by the ASC Committee.

**BUSHFIRE EMERGENCY CONTACT INFORMATION**

Fire, Police Ambulance (Emergency)	<b>000</b>
Gawler Hospital	<b>8521 0000</b>
CFS	<b>133 677</b>
Gawler Police	<b>8522 0400</b>
Bushfire Information Hotline	<b>1300 362 361</b>
Radio Information	Adelaide ABC Radio: 891 AM Adelaide FIVEaa 1395 AM Adelaide Mix FM 102.3 FM
Internet and Social Media Information	CFS: <a href="http://www.cfs.sa.gov.au">www.cfs.sa.gov.au</a> SAPOL: <a href="http://www.sapolice.sa.gov.au">www.sapolice.sa.gov.au</a> Twitter: @cfsalerts

**ASC Phone Contacts**

ASC President: Steve Pegler	0438 409 928 / 08 8331 0018
General Airfield Manager: Tom Leech	0400 900 903 / 08 8522 1877
CFI Gliding: John Whittington	0418 809 431
CFI LSA: Karl Faeth	0414 701 019 / 08 8248 1147

## ACKNOWLEDGMENTS

The Adelaide Soaring Club Bushfire Action Plan is based on the CFS guidelines for establishing a bushfire plan at: [https://www.cfs.sa.gov.au/site/prepare\\_for\\_a\\_fire/your\\_bushfire\\_survival\\_plan.jsp](https://www.cfs.sa.gov.au/site/prepare_for_a_fire/your_bushfire_survival_plan.jsp)

## LAUNCH-POINT FIRE FIGHTING EQUIPMENT



# REGA 16 Litre Fire Fighting Knapsack and Accessories

Knapsacks are stored on utility vehicles, used for putting out spot fires.

### KEY FEATURES

- Meets requirements of AS1687
- Tough, light weight, high density UV stabilised polythene water container
- Large filler opening
- Built-in strainer at water container outlet
- "Snap-in" fitting on water tank hose and hand pump
- Swivel hose outlet
- Adjustable shoulder strap with padding
- Brass double action underarm pump
- Adjustable nozzle allows a straight jet or variable fan spray
- Optional vehicle bracket

Suitable for use in:

- Rural fire protection

### SPECIFICATIONS

Model Number	100619
Type	Knapsack
Water Container	Polythene, 16 litres
Dimensions	H450 x W385 x D170mm
Mass	3kg empty
Pump	Plunger type, 254mm stroke
Hose	Plastic reinforced, 650mm x 12.5mm
Nozzle	Jet/Variable Fan Spray
Typical Application	>2ltrs per minute
Jet Distance	>5m
Spray Distance	>3m (with -1m spread)



### ORDERING INFORMATION

Part No. MSS-100619

### AVAILABLE ACCESSORIES

Part No.	Description
MSS-KS-ACC-P3-CB	Vehicle Bracket for REGA Knapsack
MSS-1323	REGA Knapsack Cover Canvas Red