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To: Mike Farnsworth and John Horgan
The Opposition and the Media and the People of Burned Down British Columbia

Congratulations on the best and most appropriate use of the word "expert". Expert (X-spurt) X is a "has been" and spurt is a drip under pressure. Watching the news leads one to wonder if these experts in the Ministry of Forest have any knowledge at all. What comes to mind is that in managing fires they manage to put billions of dollars of our public money into select private pockets. If we had an intelligent, responsible government in BC, no home would ever be lost and no one would ever have to evacuate. I cannot believe people (in control) could be so stupid. so you wonder is this all planned? Do the people we pay to put out fires make more money with fires burning than when fires are not burning? Is it all about money and if one word in the English language were to replace the word "God", money would be it.

For decades, we watched as around the world homes are burned and not one of these alleged experts can come up with anything to combat it. This level of intelligence means these people would slam their hand in their car door every time they got in and out and wonder why their hand hurt and do nothing to stop or prevent it. Is it stupidity or planned? Before the fires, it was on the news: a large sector of BC was marked off as a "no go" area. That would be the part of BC burning down. Was it planned?

History proves by the numbers (cost of firefighting and acres burned) that helicopters are the most expensive, least effective way to control and manage fires, NOT PUT THEM OUT. Basically we throw money at a wild fire until Mother Nature puts it out. What the people of BC will realize is that in the bucket under a helicopter there goes the money for seniors and long term care, a full time baby doctor for BC Children's Hospital, for schools and education, free or reduced post-secondary education and for our entire health care system.

Consider the stupidity at Fort McMurray: a city so close to the river that an ice dam floods the town and the town burns down without a pump in the river. There are pumps in the "oil patch" that can pump small lakes dry. Some expert must have thought they would pump the Athabaska River dry. Also, no end of heavy machinery to build fireguards and an expert whining because the helicopters were not ready to go. This is why we need INTELLIGENT, INNOVATIVE PEOPLE capable of logical, intelligent thought dedicated to putting out fires by any and all means available, not to manage or control them.

For decades, water cannons have been used to control rioting mobs of people. Why can this technology not be used to control fire and save homes and lives? You can drive to burned homes. If you cannot drive around the house, have water cannons that can shoot water right over the house. Is it because this is "people control water" that it cannot be used on wildfires? It would work on forest fires. Extensive dust control systems and machines have been developed to control dust in mines and on construction projects. But this is dust control water and cannot be used on wildfires. It would work on forest fires. What about tanker trucks for

getting water to the fire? Two trailers holding 55,000 L (12,000 gal.) could be fitted with fire pumps in 2 or 3 hours, filled with water and be watering down major routes, like Hwy. 5, preventing closures. OR like a tridem, 21,000 L (4,600 gal.) to be used to save homes. Fire pumps on boats and docks to save waterfront homes. And not a KMC "fire tracker" in sight, a machine specifically designed for fighting fire in the mountains, in a place like BC, more water and pennies vs dollars compared to the cost of helicopters.

Firefighters need to be capable of vigorous hard work. Many, possibly thousands, of such people can be found amongst post-secondary students. So why not offer firefighting courses in May rather than March so that these capable people could take advantage of these courses.

Why was something not done to replace the Mars Water Bombers when it was deemed they were no longer air worthy (years ago)? They put out fires. To hell with manage and control. Put the damn fires OUT!!

The people of BC are questioning why the fires are not being put out. The time has come to follow the money and see who is getting rich. After all, our pandemic Premier said people are in politics to make their friends rich. So we need to know the political, social and economic affiliations of the people getting rich from our money as well as any rewards (money above set salary) for forestry staff. Should we be looking at recalling our pandemic Premier?

ALL TRUCKS WOULD HAVE
ONE PERSON DRIVING AND ONE
ON THE WATER CANNON, CAPABLE
OF DELIVERING WATER TO THE
FIRE WHILE IN MOTION.

GO ONLINE: KMC FIRE TRACKER

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SURPLUS MILITARY ALL TERRAIN VEHICLES
COULD ALSO BE FITTED WITH WATER
TANKS AND WATER CANNONS. IF WE CAN
BUILD THESE AT LITTLE COST THEN
WE CAN AFFORD LOTS OF THEM.

SOMETHING TO CREATE, ELECTED OR NOT:

Fires around the world are getting more and more horrifying due to global warming and climate change. What we need is an army of trucks with water cannons like on fire boats. Where will they come from? A program is created where corporations turn retired trucks over to schools. Students from Grade 10 on could enroll in this program and the time they spent there would go towards a formal apprenticeship. The trucks could range from single axle to tridems to super-B tankers to 5-ton, 4-wheel drives. These trucks would be rebuilt to pass government inspection, be fitted with appropriate water tanks and water cannons. If you can drive down a highway filming fires on both sides, you should be able to drive down the highway with water cannons putting out the fire and creating a firebreak. Parts suppliers would also be approached to supply parts at special rates. Hence the cost of these trucks would be minimal to the people of BC. It would provide a jumpstart for young people in the province and might put an end to homes burning. Young people can do this. I have taught mechanics in a high school and have seen what they can do and their enthusiasm. Recently on the news, we saw where a young lady of 13 created a seeing-eye dog. What could be more rewarding than a young person seeing a truck they built saving someone's home?

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Slocan

Talbot Creek fire

There are people who would like you to believe this was caused by a lightning strike. A lightning strike is an act of God. The following three things might convince you otherwise.

1. God does not send the Ministry of Forests to decide how the fire is to be managed in the weeks and days before the fire happens.

2. God does not send a black helicopter to plan where he is to make lightning strikes. This helicopter flew the two days before the fire and everywhere it flew, a fire started. It spent

a lot of time in Talbot Creek. There was no identification on this helicopter. According to my optometrist, I see better than 85% of people, but even with good quality binoculars, there was no visible identification. However, if you are using a helicopter to start fires, you do not want to be identified. The activity of this helicopter was reported to the former Minister of Forests the morning the fires started.

3. In late afternoon the day before the fire, there was a large jet plane in low slow flight from north to south spraying something into the air, like a crop duster. Was this something to ensure a lightning storm? Some people said there was also lightning in Enterprise Creek. Enterprise is due north of Talbot Creek where the plane came from.

The BC Forest Service would have had two bulldozers on that fire in 12 hours and the fire would have been out in 36 hours. The BC Forest Service fought forest fires. The BC Ministry of Forests manages wildfires. There were roads all over that mountainside. Were helicopters even necessary, especially to the tune of millions and millions of dollars? Followed shortly afterwards by little children at the Children's Hospital in Vancouver, begging for money (donations) at Christmas time.

A full public inquiry needs to be held with regard to this fire. If poor judgement is determined that is one thing, and if it was a question of judgement, then termination without severance or pension is in order. If this was to transfer millions and millions of dollars into select "pockets," then some people should be in jail.

The facts speak for themselves (cost and acres burned). Helicopters are the least effective, most expensive way to manage wildfires. Would heli-tourism survive without fires? Is there any tourist activity that creates a larger carbon footprint per capita?

Ed Varney
Winlaw

Crescent Bay

Talbot Creek fire - part II

We paid for many helicopters to perform for us on this fire, some for as much as \$8,000/hour. When you can haul water by truck to the top of the mountain almost within metres of the fire for

about \$200/hour, why pay \$8,000/hour to lift water out of the Slocan River? At Crescent Valley within line of sight of the fire, Kootenay Manufacturing Co. Ltd. builds their "fire tracker" (referred to as a KMC) to fight fires. A KMC can climb a slope most people would have to go up on their hands and knees. They carry over 1,000 gallons of water - three or four times more water than a helicopter. They rent for \$125/hour without operator or with operator and fuel about \$250/hour. If it was not for a little hump in the landscape, these machines are built in the line of sight of the home of the current Minister of Forests. For the use of these machines, all the ministry would have to do is "holler" over the fence; they are that close. Most cars and trucks, construction and logging equipment, farm machinery work equally well north and south of the 49th parallel but KMC's seem only to work south of the 49th even though they are built in BC. One of these machines was parked across Hwy. 6 from the Maple Leaf Store at Crescent Valley during the fire. Why are these machines never used in BC to fight fire?

Another peculiarity is fire management training. Selfkirk College offered training from March 7 to March 28, 2021. Why not offer training in May so that university students who only work in the summer could be trained and be available in event of a fire? An \$8,000/hour helicopter could be replaced by 200 students at \$40/hour and most likely result in putting the fire out faster.

Years ago, I was fortunate enough to put out fires with a crew made up entirely of Indigenous people, except for me. I was very impressed. That experience leads me to believe that firefighting in BC should be turned over to these people. We have seen on the news where Indigenous people were ordered to evacuate by the ministry and let their houses burn down, but instead they remained in their homes and saved them without the resources of the ministry. I also believe there should be a full public enquiry into every fire in BC since the Canal Flats fire in the 1980s.

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Vancouver

Complex

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AUGUST 24 2020

DOOG DONALDSON: FAX 1-250-387-1040

RE: TALBOT CREEK FIRE

50 YEARS AGO THERE WOULD HAVE BEEN 2 BULLDOZERS
ON THAT FIRE IN 12 HRS AND FIRE OUT IN 36 HRS.
PLEASE EXPLAIN TO THE PEOPLE OF B.C. ALL COSTS
BEYOND 50 HRS FOR 2 BULLDOZERS AND SUPPORT
GROUND CREW. YOU KNOW THE PEOPLE WHO VOTE
AND PAY TAXES. THE PEOPLE WHO HAVE PARENTS
GRAND PARENTS GREAT GRAND PARENTS DYING IN
UNDER FUNDED LONG TERM CARE HOMES.

Ed Vakney

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AUGUST 20 2020

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RE KMC

HOW MANY KMC ARE DEPLOYED ON
BC FIRES?

RS VP

Ed Vikney

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AUGUST 19 2020

DOUG DONALDSON FAX 1-250-387-1040

RE FIRES IN SLOCAN VALLEY AT
VALLICAN AND WINLAW.

PRIOR TO THE LIGHTING THAT WAS
ALLEGED TO START THE FIRE A
HELICOPTER WITH OBSCURE IDENTIFI-
CATION WAS SEEN. EVERYWHERE THIS
COPTER WENT A FIRE STARTED.
MY EYE SIGHT ACCORDING TO MY
OPTOMETRIST IS BETWEEN 20-10 & 20-15
AND EVEN WITH BINOCULARS I COULD
NOT MAKE OUT I.D. ON THIS COPTER,
THIS IS SUPPOSED TO BE CLEAR AND
CONTRASTED. HAVE MEDIA PUT OUT QUESTION
AS TO WHETHER OR NOT ~~THE~~ THERE
WAS COPTER ACTIVITY IN THE AREAS
WHERE FIRES STARTED.

Ervinney

CP VARNNEY
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SEPTEMBER 8 2020

DOUG DONALDSON

FAX 1-250-387-1040

JOHN HORGAN

FAX 1-250-387-0087

RE TALBOT CREEK FIRE

NORMALLY I WATCH FIRES ON THE NEWS, ALWAYS SKEPTICAL OF THE FIGHTING METHODOLOGY AND RESULTING COST AND WHERE ALL THE MONEY GOES.

THIS FIRE ~~IS~~ ON GROUND I HAVE WALKED FOR 60 YEARS. I KNOW THE GROUND. AS DOUG ALREADY KNOWS I BELIEVE THESE FIRES WERE DELIBERATELY SET. DESPITE THAT WHAT SHOULD HAVE TAKEN A FEW THOUSAND DOLLARS TO PUT OUT IS NOW IN THE MILLIONS. PUBLIC MONEY FLOWING INTO PRIVATE POCKETS. WHAT I HAVE WITNESSED MAKES ME BELIEVE MORE THAN EVER THESE FIRES WERE SET. HOUR AFTER HOUR, DAY AFTER DAY HELICOPTERS AND PLANES FLY AND ALL I HEAR IS THE CHING, CHING, CHING OF PUBLIC MONEY GOING INTO PRIVATE POCKETS. NOW I REALLY WONDER ABOUT THE BILLION DOLLARS SPENT IN 2017-2018. HOW MUCH OF IT WAS REALLY NECESSARY?

WHEN I THINK OF THE MONEY SPENT AND THE ACRES BURNED I DO NOT BELIEVE IT WILL TAKE MUCH OF A CAMPAIGN TO CONVINCE THE PEOPLE OF BC TO GO GREEN NOT GREED. THE PEOPLE OF BC WHO CANNOT GET HEALTH CARE. THE PEOPLE OF BC WITH FAMILY DYING IN UNDER FUNDED LONG TERM CARE HOMES. GIVEN THE POLLS ON T.V. AT THE VERY LEAST IT COULD TURN THE ELECTION INTO A VERY INTERESTING 3 WAY RACE.

Ed Varnney

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Edgewood

Open letter to Minister of Forests Katrine Conroy

The following fax was sent to Doug Donaldson, the Minister of Forests before the snap election and remains unanswered. The people of BC deserve an answer. The fax:

May 11, 2020, to Doug Donaldson,
re: Squamish Fire

Brian Parke - fire got away at
Cache Creek - fined \$900,000 then
reduced to \$500,000. 2012

2020 Fire got away - Squamish
"controlled burn?" Are the people
responsible going to be terminated
without severance or pension? Are the
people responsible going to be fined
\$500,000? Are the people responsible
going to bear 100% of firefighting
costs? Are the people responsible going
to be held accountable (financially) for

the homes that burned?

Every time you guys let someone's
home burn down, I think about my
supervisor from Tahsis. He was from
Costa Rica. He was of Spanish descent.
He lost a 16th century Spanish Bible
when his home burned. Everyone has
irreplaceable treasures.

As a young man, my father was
employed 'walking ridges'. One year,
he could boast that the largest fire they
had was 1 (one) acre. Respond via the
media!!

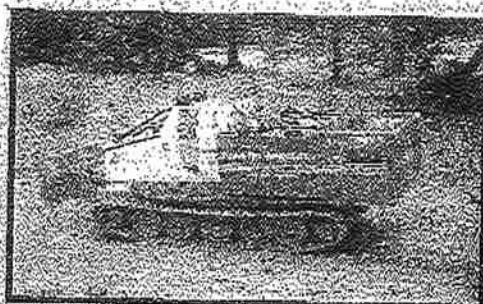
This questions the reality of
democracy in BC. One person is fined
\$500,000 and another nothing. In a
democracy, everyone is equal in the
eyes of the law. But in BC this is not
the case.

People should forever be reminded
about two Prince George sawmills that
blew up in 2012, killing people and no
one was held accountable.

Ed Varney
Winlaw



MODEL 210FT SOFT TRACK VEHICLE



"FIRE TRACKER"



The KMC SOFT TRACK
"FIRE TRACKER"
HAS THREE MAJOR
Design Advantages
OVER
CONVENTIONAL
Utility Carriers

HIGH SPEED STEEL TRACK (HSST)

Cast Steel track pads, connected with patented rubber-bushed steel pins, permit track flexibility while preventing metal-to-metal wear and track contamination from soils.

TORSION BAR SPRUNG SUSPENSION

Ten torsion bars attached individually to roadwheels provide the spring suspension. Each set of road wheels can move up and down independently, thereby allowing the tracks to conform to uneven surfaces.

BALANCED WEIGHT DISTRIBUTION

Because of the forward mounting of the power train and the machine's ability to carry the load or mount an attachment well forward on the machine, the combined weight of the vehicle and its payload is spread over the entire length of the tracks.

The KMC 210FT is designed for total versatility in "Wild Fire" applications requiring an All-Terrain, All-Weather Fire Suppressant machine. The traction, speed, flotation and low ground pressure are an ideal combination for working on muskeg, sensitive soils or steep slopes.

THE KMC SOFT TRACK "FIRE TRACKER" MEETS ALL CURRENT ENVIRONMENTAL REQUIREMENTS FOR MINIMAL SITE DEGRADATION.

KEY OPERATIONAL DATA

Maximum Payload: 35,000lbs (15,873kg)
Maximum Weight on Vehicle: 23,000lbs (10,431kg)
Gross Vehicle Weight: 46,250lbs (21,023kg)
Ground Pressure: 4.69psi at 0" soil penetration
4.24psi at 6" soil penetration

PRIME APPLICATIONS

- * Initial Attack or Mop-Up
- * Off Highway Fire Fighting
- * Water Tanker
- * Silviculture/Site Preparation
- * Hydro-Seeder
- * Agriculture
- * Fertilizer Sprayer

CONFIGURATIONS AVAILABLE

- * Basic "mounting rail rear frame:
- * 7 1/2 x 10' flat deck
- * Custom attachment, on the deck/rail system or on the front of the Carrier.

OPTIONS

- * KMC Torsion Bar Suspension trailer available
- * 4-Way Hydraulic Tilt Dozer/Brush Blade
- * 6-Way Hydraulic Angle/Tilt Dozer/Brush Blade
- * Winch

**KOOTENAY
MANUFACTURING
CO. LTD.**

KMC Hotline: 1-800-KMC-5303
EMAIL: KMC@netidea.com



NEW "FIRE TRACKER"**A VERSATILE MACHINE TO ASSIST IN ALL FIRE-FIGHTING SITUATIONS**

- ⇒ Initial Attack or Mop-Up
- ⇒ 1100 IMP/1300 U.S. Gallon Tank
- ⇒ Slopes up to 60% Grade
- ⇒ 4-1½" Lay Flat Hose Outlets
- ⇒ Forward Mount Outlet for Operator
- ⇒ Electric Powered Hose Reel
- ⇒ Foam Application System
- ⇒ Separate Load Pump to 5 min. refills
- ⇒ Travel Speed of up to 15 mph

This unit will outperform anything in its size and price range currently on the forest fire fighting market!

The Fire Suppression Tanker Assembly is designed for mounting onto the 200 Series FMC and 2000 Series KMC "Soft Track" Vehicles. The machine is designed to assist in all types of Forest Fire applications from initial attack to mop-up. The uniqueness of the unit will prove itself with its 1100 imperial gallon (1300 US gallon) tank and the ability to work on very severe slopes up to 60% or on wet/hoggy soils. This unit goes where other conventional machinery cannot. With four rear mounted, lay flat hose outlets and a forward mounted outlet to allow the operator to extinguish spot fires while traveling, makes for a very effective Fire Fighting Unit. "FIRE TRACKER" is also equipped with a foam application system to give the machine far more impact when working in the field.

Equipped with a separate load pump that can load the "FIRE TRACKER" in 5 minutes, there is no job on the fire line that we cannot help but make easier and more efficient. With our travel speeds of up to 15 miles per hour we can get anywhere you need to in a very short time, whether you are fighting a fire or using the unit as a water transfer machine.

The fabricated, steel tank holds 1100 imperial gallons (1300 U.S. gallons) and is designed to sit flat on the rear deck which, in turn, produces a very low center of gravity. Two (2) storage compartments are mounted lengthwise on the tank top to carry extra hoses, tools and materials.

It is equipped with two (2) gasoline engine driven pumps – one (1) is high pressure for fire fighting, the other is high volume for tank loading. (see specs listed below) The system is also equipped with a 22 imperial gallon (26 U.S. gallon) foam retardant tank and dispenser which, when added to the water, increases the density up to 10 times (this dispenser is adjustable to various degrees of mixture). (10:1 expansion rate: i.e.: 100 gallons water = 1000 gallons foam/water solution)

Quick Foam Facts: Class "A" Foam Solution

*3 – 5 times faster knockdown time

*20 times faster penetration

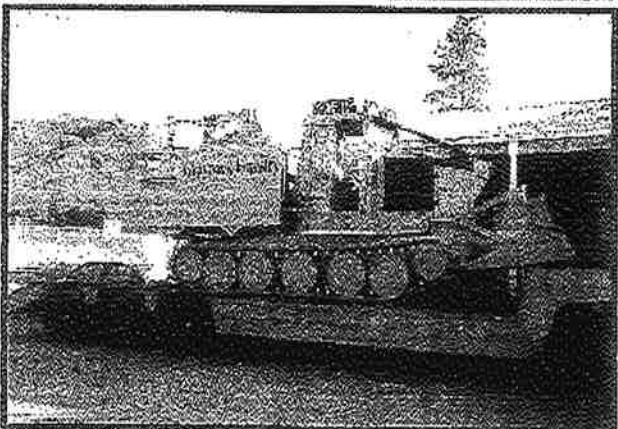
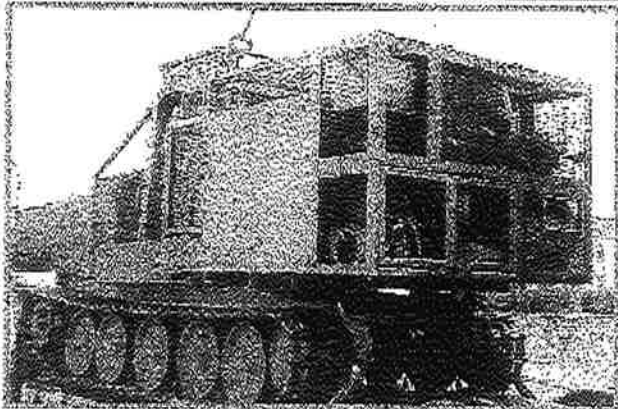
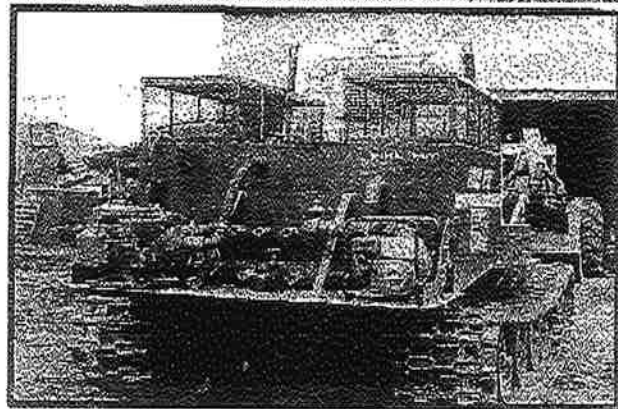
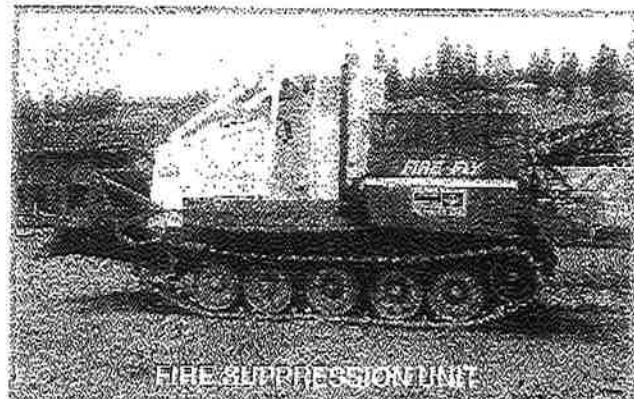
The machine is equipped with a Hi-Vis halogen light package which allows the machine to operate 24 hours/day.

"FIRE TRACKER" Tank Unit Specifications

- ⇒ 1300 U.S. Gallon – Steel Tank
- ⇒ WAJAX Model BB-4 High Pressure "Wildfire" Centrifugal Pump – 4 Stage
 - *18 H.P. Briggs & Stratton Engine:
 - 2 Cylinder – 4 cycle
 - *12 Volt Electric Start
 - *Exhaust Primer
 - *Discharge: 100 PSI @ 90 GPM (US) 75 GPM (IMP)
 - 250 PSI @ 70 GPM (US) 58 GPM (IMP)

NORDIC Model 3900 – 23 – 28 Power Hose Reel

- ⇒ 200' - 1" Hose
- ⇒ Electric Drive Motor
- ⇒ Capacity: 240' - 1" Hose, 135' - 1½" Hose

SCOTTY Foam EDUCTOR/MIXER**HONDA Model WP30X Volume Pump**

- ⇒ 5.5 HP/163 CC Displacement
- ⇒ Single Cylinder – 4 cycle
- ⇒ Manual Start/Self Primer
- ⇒ Discharge: 158 GPM (US) – 4 PSI

SCOTTY Foam EDUCTOR/MIXER

General			Steering	
Model Designation	210		Vehicle	Differential - Hydraulic assist
Shipping Weight	23 250 lb (10 546.2 kg)		Turning circle clearance	48' (14.6 m)
Dimensional (Vehicle in unloaded condition)			Hydraulic tank*	20 U.S. gal (75.7 lit) capacity
Overall length	195" (495.3 cm)		Filtration*	Tank strainers and full flow by-pass, replaceable cartridge. Return filter 10 micron.
Overall height	111" (281.9 cm)		Valve System	One to three valve functions available depending on application.
Overall width	103" (261.6 cm)		Standard Equipment	
Ground clearance	19" (48.3 cm)		Air Cleaner	Dry type with precleaner
Suspension/Track			Antifreeze	Protection to -34°F (-37°C)
Type of suspension	Roadwheels, torsion bar sprung		Bottom guarding	Full plate with cleaning/ service access
Type of track	Cast steel grousers, rubber bushed hinge pins		Brakes	Service, parking and steering
Track shoe width	22" (55.9 cm)		Canopy	SAE Code ROPS
Gauge	81" (205.7 cm)		Fan	Pusher
Roadwheels	5 dual per side, formed steel, 24.5" (66.2 cm) diameter		Gauges:	Air filter restriction indicator
Length of track on ground	113" (287.0 cm)			Ammeter
Area of track on ground	4972 in² (32 077 cm²)			Differential oil temperature
Ground pressure at shipping weight	4.68 PSI (32.90 kPa)			Engine oil pressure
Loading Capacity				Engine water temperature
Maximum weight on rear deck	23 100 lb (10 478 kg)			Hour-meter
Engine				Tachometer
Make	General Motors - Detroit			Transmission oil pressure
Model	Diesel 6V53N		Grill	Transmission oil temperature
Type of fuel	Diesel		Mufflers, with spark arresters (2)	Reinforced, hinged
Number of cylinders	6		Oil cooler, differential	Forest Service approved
Bore	3 7/8" (9.9 cm)		Oil cooler, transmission	
Stroke	4 1/2" (11.4 cm)		Paint	Yellow
Displacement	318 in³ (5.2 lit)		Seat	Adjustable
Horsepower, brake	200 (149 kW)		Seat belt	
Governed rpm (full load)	2600		Tool box	
Torque (maximum at 1500 rpm)	445 lb-ft (603 N.m)		Track jacks, drift pin, and road arm lifter	
Electrical:			Optional Equipment in Lieu of Standard Equipment	
Starting	12 volt		Fan, reversible	
Battery	205 amp. Hrs		High speed fan option	
Alternator	130 amp.		Available for pusher or reversible type	
Capacity			Suspension seat with arm rests	
Cooling system	U.S. gal	(liters)	Accessories and Attachments	
Fuel tank	13	(49.2)	Back up alarm	
Engine lubricating oil	50	(189.2)	Cold weather starting kit - includes:	
Transmission/Winch	4	(15.1)	(110 volt system)	
Differential	9.25	(35.0)	Engine oil heater	
Final drive	5.5	(20.8)	Block coolant heater	
Powertrain			Battery heater	
Transmission	Clark HR28420-3 power-shift, four speeds forward, four speeds reverse		Hydraulic oil heater	
Torque converter	Integral with transmission		Ether starting aid	
Differential	Controlled steering type		Fire extinguisher: 5 lb (2.27 kg) for ABC class fires	
Final drive	Planetary		Light kit - includes:	
Brakes, service	Hydraulic, transmission mounted		5 headlights	
Brakes, parking	Manual, transmission mounted		5 rear flood lights	
Brakes, steering	Differential- connected laterals		Dash mounted switch	
			Operator Compartment Doors, screened and lockable	
			Screens, front, side and rear (ROPS mounted)	
			Engine side doors	
			Brush deflectors	
			Drawbar hitch and pin, vertically adjustable to 3 positions	
			Stacking blade with log deflectors, hydraulically operated	
			Arch, rear mounted, arcs hydraulically, has 4-roller fairlead	
			Winch, hydraulically operated: - optional	

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BC OPPOSITION SHIREY BOND FAX 1-604-632-0853
SONIA FORSTENAU FAX 1-778-698-8934

BC FIRES: THE LYTON FIRE — WE HAVE WITNESSED
SIMILAR DEVASTATION ALL AROUND THE WORLD. AUSTRALIA
CALIFORNIA AND AS CLOSE TO HOME A FORT MAC MURRAY,
AND NOW LYTON. ABSOLUTELY NOTHING HAS BEEN
DONE TO GUARD AGAINST THIS. SHOULD SOMEONE
BE LOOKING AT CHARGES OF CRIMINAL NEGLIGENCE
CAUSING DEATH? WE NEED A COMPLETE REVIEW
OF FIRE FIGHTING, NOT WILD FIRE MANAGEMENT,
TO REDUCE FIRE COST BY 100'S OF MILLIONS OF
DOLLARS.

BE INTRODUCED TO THE KMC FIRE TRACKER
AND THE IDEA OF TRUCKS WITH WATER
CANNONS TO SAVE TOWNS LIKE LYTON. THESE
TRUCK CAN BE CREATED AND MAINTAINED
AT LITTLE COST TO THE PEOPLE OF BC.
THIS MEANS THAT WE CAN HAVE LOTS OF
THEM FOR IMMEDIATE RESPONSE.

SINCERELY



12 PAGES

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MAY 04 2022
RECEIVED *an*

MIKE FARNWORTH FAX 1-250-356-2965
RE: ADDRESSING FUNDING FOR FIRES.

I DO NOT BELIEVE THE PEOPLE OF B.C. ARE
STUPID ENOUGH TO BELIEVE THAT THE MONEY
SPENT ON FIRES IS JUSTIFIED WHEN
PEOPLE ARE TOLD TO LEAVE THEIR HOMES
AND LET THEM BURN DOWN.

Ed Varkney