

THE VOXAIR

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172 Cessna Recovery

Search and Rescue technicians scale the mountain slope where the Cessna 172 crashed approximately 850 kilometres north of Yellowknife, NWT. Story on P 8.



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The history of Southport

As Southport celebrates its 60th anniversary, the Voxair is presenting the history of Southport three parts.

Part One : From BCATP To The Acquisition Of The Tutor

BY DAVE MCCOUBREY

Prior to Canada's declaration of war on Germany on 9 September 1939, its Air Force consisted of 4500 personnel (500 officers, 4000 other ranks), 5 aerodromes (with a sixth under construction) and 270 aircraft (only 124 of which were capable of training, transport or front line operations). However, the RCAF eventually expanded to become the fourth largest Air Force of the Allied powers.

One of Canada's greatest contributions to the war effort was the British Commonwealth Air Training Plan (BCATP) that called for Canada to be "the advanced training center for aircrew from Canada, United Kingdom, Australia and New Zealand". The idea for this plan was conceived on 26 September 1939, agreement in principle was reached between the four countries by 10 October 1939 and Prime Minister MacKenzie King signed the detailed working plan on 17 December 1939. By the end of 1943 when the plan had reached the peak of its operation, it employed 104,000 military and civilian personnel (1/3 of which were women), flew 11,000 aircraft from more than 100 airfields, managed 97 RCAF training schools, 184 ancillary units and 24 Royal Air Force (RAF) establishments, and graduated an average of 3000 aircrew per month. When the BCATP ceased operations on 31 March 1945, it had graduated a total of 131,553 pilots, navigators, bomb aimers, wireless operators, air gunners and flight engineers. It is easy to understand why President Roosevelt would refer to Canada as "The Aerodrome of Democracy".

One of the 100 or more airfields that were constructed was Southport, named simply for its location south of the city of Portage la Prairie and easily distinguishable from Northport, which was located north of the city near the town of McDonald. Early in 1940 it was decided that \$1.1 million would be spent to establish a Bombing and Gunnery School at Northport, while at Southport, \$600,000 and \$250,000 respectively would be spent on an Elementary Flying Training School (EFTS) and an Air Observer School (AOS). On 11 September 1940, the RCAF authorized the establishment of No.14

EFTS at Southport and a contract to operate the school was assigned to Central Manitoba Flying Training School Ltd. under a charter issued to the Winnipeg Flying Club. The Tiger Moth aircraft, which would be used for pilot training, was provided by the RCAF. Due to construction delays, the planned opening date of 28 October 1940 could not be achieved, so No.14 EFTS was officially opened at Winnipeg's Stevenson Field on that date, and eventually transferred to Southport on 4 December 1940.

The Tiger Moth enjoyed sole possession of the aerodrome until the following year when the facility expanded to accommodate an additional school. On 27 April 1941, No.7 AOS commenced flying operations with 12 Avro Anson Mk I aircraft. The school was managed by the Portage Air Observer School Ltd. under the auspices of its parent air transport company, Yukon Southern Ltd. Of note, this company, along with 6 other similar firms, was purchased in 1942 by Canadian Pacific Airlines Ltd.

The two schools operated independent of each other, although they shared the grass and gravel runways, asphalt tarmac, some of the buildings and of course the dust, the mud, the cold and the snow. But on 3 July 1942, when No.14 EFTS moved to Assiniboia Saskatchewan, No.7 AOS assumed control of the entire station and shortly thereafter, more than \$4 million worth of construction began in order to double the size and capacity of the school.

Southport reached the peak of its operation in January/February 1944 with 918 civilians being employed and 775 students being trained at the station. But by early 1944, the government and the RCAF realized that the requirement to continue training aircrew at the current rate was becoming excessive. Therefore, on 6 October 1944, Air Minister CG Power announced the demobilization of 4200 potential aircrew recruits and the cessation of Air Force recruiting, since the strength of the RCAF had reached 204,000. The final graduation parade at Southport occurred on 29 March 1945 and No.7 AOS was disbanded on 31 March 1945 after graduating 5176 aircrew.

With the cessation of the BCATP, an agreement was reached between Canada and the United Kingdom whereby the RCAF would continue to operate schools in Canada to train RAF aircrew during the final stages of the war, and for a limited time thereafter. Consequently, all the aircraft and equipment belonging to No.7 AOS were transferred to the newly formed No.3 Air Navigation School (ANS), whose mandate was to "train RCAF and RAF navigators". After graduating 228 navigators, No.3 ANS formally disbanded on 15 September 1945 after only 5 1/2 months of operation.

Southport remained idle for only 5 months while the RCAF demobilized its wartime strength and on 5 February 1946, > **Continued on P 8**

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402 Sqn's 70th Anniversary

As 17 Wing's senior squadron celebrates 70 years of "standing on guard" here's a look back.

BY SGT RIPLEY

402 Squadron began in 1932 as Number 12 Army Co-operating Squadron, a unit of the non-permanent active Air Force. During the early years, meetings were held in Minto Armouries, while flying facilities were based at Stevenson Field. The aircraft flown included a number of Avro Tutors, DeHavilland Gypsy Moths, and a few other light aircraft. The first Commanding Officer was Squadron Leader J. A. Sully, AFC, who later became an Air Vice Marshall and Air Member for Personnel at Ottawa. When numbering of the Non-Permanent Force Squadrons was revised in 1937, the Squadron became known as 112 (AC) Squadron. In 1938 the Non-Permanent Force was renamed the Auxiliary-Active Air Force. At the outbreak of the Second World War, the Squadron was transferred to Ottawa. After arriving in Ottawa, No. 112 Squadron, along with No. 2 and No. 110 Squadrons, were chosen as Canadian Active Service Units.

Number 112 Squadron had been posted to No. 22 Group, RAF Army Co-operation Command 1940 and had to content itself with training and exercises at bases at High Post, Wilts and Halton, Buck. Relief finally came on 9 December 1940 when the Squadron was redesignated as a fighter unit and renumbered No. 2 (Fighter) Squadron. A move to Digby, Lincs followed, and shortly thereafter operational training began on the Hurricane Mk I aircraft. The final change in numerical designation was made on March 1, 1941, when the Squadron became 402 (Fighter) Squadron, and at the same time was officially declared operational. Hurricane II's began to arrive late in April 1941, and by the following month had all but replaced the older Mk I's.

During the next three years, the Winnipeg Bears (as the Squadron was nicknamed) did valuable work in Fighter Command's campaign against the Luftwaffe in north-western Europe. Their many operations included escorting bombers, fighter sweeps, shipping reconnaissance, air-sea rescue missions, and convoy patrols. In the course of these operations they ranged over the European coast from Rotterdam to Cherbourg. Their major hunting ground was the sector of north-eastern France between Le Havre, Amiens, and Dunkirk. In the latter part of 1941, a new phase of operations was intro-



WO's and Sgt's of 402 stand with their new mascot, F/Sgt Minto, named after the bear that served as their mascot and resided at the Assiniboine Zoo.

duced when the Squadron, equipped with Hurri-Bombers, carried out low-level attacks against bridges, gun posts, rail junctions, vehicles, ammunition dumps, and shipping.

In March 1942, the Bears relinquished the Hurricanes and were re-equipped with Spitfires. In August 1942, the Squadron participated in the Dieppe raid where four Squadron sweeps were flown over the beaches. The first provided escort cover for a Flying Fortress raid on an aerodrome at Abbeville while the remaining three entailed offensive fighter patrols over Dieppe itself. Special mention was made of the work of the ground crew who remained on continuous duty at the dispersal point from dawn till well after sunset to enable their pilots to make the maximum number of sorties.

Escort duties continued into early 1943 as 402 Squadron accompanied Allied bombers on more rodeos and circuses into France. St. Omer, Abbeville, and St. Nazaire were struck on several such raids. However, ramrod sorties (bomber support) were rising in frequency and were becoming the unit's main concern.

On 30 April 1944, 402 was transferred to No. 142 Wing, No. 85 Group, Second Tactical Air Force. A succession of moves accompanied the transfer as 402 began tactical preparations for the Normandy invasion. On June 6, 1944, the Squadron flew several uneventful low-level beach sorties in protection of the assaulting infantry. Patrols were modified in early July to include Allied shipping lanes but by month's end had given way to escort missions for bomber strikes against targets in

the German rear. The Squadron transferred to No. 11 Group at Hawkinge Kent on 8 August 1944, where, armed with new Spitfire XIV-E's, they began extensive patrols in search of German flying bombs (V-1's). These so-called "diver" patrols were continued until 25 August during which five V-1's were destroyed.

In September the Squadron participated in "Operation Market Garden", the airborne landings at Arnhem. On 30 September 1944, 402 Squadron left No. 11 Group at Hawkinge and proceeded across the Channel to Antwerp, Belgium, for duty with No. 125 Wing, No. 38 Group, Second Tactical Air Force. During their time there the Squadron flew from a number of locations on armed reconnaissance and fighter patrols over the Nijmegen-Arnhem area. In March, 402 provided fighter cover for the gliders in the airborne crossings of the Rhine River at Wesel.

From Holland, the Bears moved into Germany, to Wunstorf, near Hanover. This advance deep into the Reich brought the Squadron one of the most successful periods of hunting in its long career. In a fortnight, 402's Spitfires shot down in the air or destroyed on the ground, 18 enemy aircraft and damaged 16 more. In addition, they took a heavy toll of German transport, including 88 destroyed or damaged vehicles. On 15 May 1945, after hostilities ceased, the Squadron was reverted to a peacetime routine of training exercises. Early in July, 402 transferred to 127 (RCAF) Wing, and a few days later returned to England. It disbanded at Dunsfold on 24 July 1945.

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Photo by Cpl Bradley

Off And Flying

BY CAPTAIN DAVE FOUTS, UIO
3CFFTS Southport

On 14 December 2001, eight students from the Advanced Flying Training - Rotary Wing course received their Canadian Forces pilot wings from Col M. Duval, Comd 1 Wing Kingston. The occasion was marked with a Wings Presentation Parade and formal dinner in the Combined Mess of 3 Canadian Forces Flying Training School at Southport, where families and friends gathered to celebrate.

The graduates of course 0103 are as follows (standing, back row, left to right): Capt Lew Malloy is posted to 427 Sqn in Petawawa ON to fly the Griffon helicopter, Capt Andrew Hewitt is posted to 408 Sqn in Edmonton AB to fly the Griffon helicopter, Capt Colin Peek is posted to 443 Sqn in Victoria to fly the Sea King helicopter, Capt Keith Wohlgemuth is posted to 417 Sqn in Cold Lake AB to fly the Griffon helicopter, Capt Josh Willemsen is posted to 423 Sqn in Shearwater NS to fly the Sea King helicopter, Capt Greg Cowan is posted to 408 Sqn in Edmonton AB to fly the Griffon helicopter, Capt Brodie Conrad is posted to 427 Sqn in Petawawa ON to fly the Griffon helicopter, and Capt Doug Boyd is posted to 427 Sqn in Petawawa to fly the Griffon helicopter.

(Seated front row, left to right): Maj Brian Wicks, Chief Helicopter Instructor, LCol Larry Caux, Comdt, 3CFFTS, Col Marcel Duval, Comd 1 Wing, Hon Col Hal Wishart, Hon Col 3CFFTS and Capt Peter Fedak, Course Director.

Of interest, LCdr James Hewitt presented wings to his son, Capt Andrew Hewitt, and WO (ret'd) Larry Conrad did the same for his son, Capt Brodie Conrad. Mr. John Enns of the Wartime Pilots and Observers Association presented the Gos Goulding award for top student to Capt Josh Willemsen. Col Duval presented an INTERFET (International Force in East Timor) medal to Capt Jennifer Kennedy of the school staff, a CD to Capt Dan Girard, two CD1s to Capts Pete Harrison and Ted Rolfe respectively, and Canadian Peacekeeping Service Medals to each of Capts Blair Springate, Yves Brissette, Jennifer Kennedy and to Mr. Glenn Jones and Mr Byron Turcotte - two former serving members who now reside in the local area.

Congratulations to all the Wings Graduates of Course 0103 from the staff of 3CFFTS, Southport.

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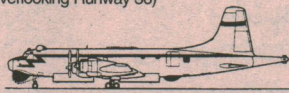
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Windows 2000 Coming Soon

WING TISS CONNECTS

BY CAPT KILMENY JONES AND WO BOB GAUMOND

Greetings and Happy Groundhog Day from Wing TISS! This seems like an opportune time to provide some information about one of the current Ottawa-driven projects on the computer front. Information System Operations is rolling out Windows 2000. This is a big job.

There are currently well over 2000 PC's on the network that feeds our e-mail, shared applications and data, and DWAN access. Until last summer, the only operating system authorized for use on these PC's was Windows 95. Software authorization comes from Ottawa, through the Information Management Group. They ensure that any software loaded onto DND-owned computers will not present undue security risks, conflict with other authorized software, or have some other form of detrimental effect on the DWAN itself. Loading and running unauthorized software on computers connected to the DWAN can - and has - resulted in sub-networks being disconnected.

So what does this have to do with Windows 2000? Well, the current approved operating system, Windows 95, is reaching the end of its supportable lifespan. In simple terms, the computers that we run, and the new versions of the software that we use have changed so much in the six or seven years since the operating system was introduced that Windows 95 can no longer deal with them. In some cases it simply doesn't know how to handle them; in other cases it can't handle them fast enough to support the demand; in still other cases its attempts to handle them result in PC crashes and other unpleasant side-effects. Obviously, something has to be done from the maintainability side. The new Windows 2000 operating system will be much more stable, alleviating these problems. In addition, all future equipment buys will have to involve equipment which can support the operating system, which means increased ease of installation for the technicians and greater reliability for the users.

Implementing Windows 2000 has security and convenience benefits as well. The configuration settings for the new operating system are dictated by Ottawa, which means that every PC across the CF will be configured the same way. This is a good thing from a user's perspective, because it means that postings won't mean getting used to an entirely new flavour of PC set-up anymore. Furthermore, the PC's will be configured in such a way that only approved applications will be installed

on them, another plus for the department. DND will be able to ensure that all units are in compliance with software licensing requirements. Individual users will no longer be able to install "extra" copies of software brought in from home, either, which avoids the disconnection possibility as well as copyright issues. Finally, from a technical point of view, users support should be improved as well; since all PC's will be exactly the same, the technicians won't have to deal with individual system quirks when troubleshooting, which will in turn result in faster response to trouble calls.

There is a minor down-side to the implementation, however. In the same way that we are not permitted to modify vehicles signed out from Wing Transport, users will not be able to modify (or "personalize") a PC's configuration unless they have administrative privileges. This "lock-down" of workstations is a national policy directive to be applied to every PC in the CF.

So when is this implementation going to happen? The plan is to start upgrading the workstations at the end of February. At this time, all residents of Building 25 will be migrated to the new operating system. Each section within the building will be upgraded one at a time. Following this, all units on the Wing will be upgraded, one building at a time. This process is expected to take us well into the summer - remember that there are over 2000 computers to be done, and each has to be visited and upgraded individually.

The biggest thing that Wing PC users need to know about this upgrade is that it requires the hard drive of their machines be erased. Once this is done, Windows 2000 can be installed; a simple upgrade of the existing Windows 95 operating system is not possible. As a result, prior to the upgrade, all users will have to save the data presently residing on their PC's to a safe location on the network or on some external storage media - floppy disks, ZIP disks, or CD-ROMs, for example. Other than that, the installation will be quite painless. A technician will load a few pre-configured CD's to the hard drive and let the software do its work. The workstation and user will be identified to the network, a printer assigned, and.... that's it. After the user logs in for the first time after the upgrade, an inventory of hardware and software installed on the PC will be conducted by the network. This will allow the network management staff to generate reports for licensing, future hardware and software upgrade requirements, and other administrative functions.

Windows 2000 is coming! This will resolve a large percentage of the hardware problems which have been cropping up lately, particularly with respect to the card readers installed in preparation for Secure Common E-mail. Secure Common E-mail is a topic for another instalment of WTISS Connects.

Amnesty Period Extended

Minister Of Justice Extends Amnesty Period For Firearms

On 19 December 2001, the Honourable Anne McLellan, Minister of Justice and Attorney General of Canada, announced that the amnesty for prohibited handguns and unregistered restricted firearms will be extended to 31 December 2002.

The extension of the amnesty, which began 1 December 1998, gives people until the end of next year to dispose of certain prohibited handguns that they cannot legally keep. "These extensions will give those in possession of prohibited firearms or unregistered restricted firearms more time to take appropriate action. Our goal is to work with firearm users while ensuring public safety," said Minister McLellan.

The amnesty also provides an additional year for individuals in possession of unregistered restricted firearms to have them registered without fear of repercussion. The same applies to businesses newly regulated under the Firearms Act. During the amnesty period, individuals may register the firearm; or, turn in the firearm to any military police, civilian police or a firearms officer for destruction or disposal.

The Firearms Act requires that every firearm owner in Canada now has a licence, or a valid Firearms Acquisition Certificate and all firearms must be registered by 1 January 2003.

Prohibited handgun means a handgun (referred to in subsection 12(6) of the Firearms Act and section 84(1) of the Criminal Code) that has a barrel, equal to or less than, 105 mm or is of 25 or 32 calibre. Unregistered Restricted Firearms are those firearms that had to be registered in accordance with the former provisions of the Criminal Code.

CFC URL www.cfc.gc.ca
CFC Telephone 1-800-731-4000 (toll free)
CFC Fax 1-613-941-1991
CFC Email canadian.firearms@justice.gc.ca
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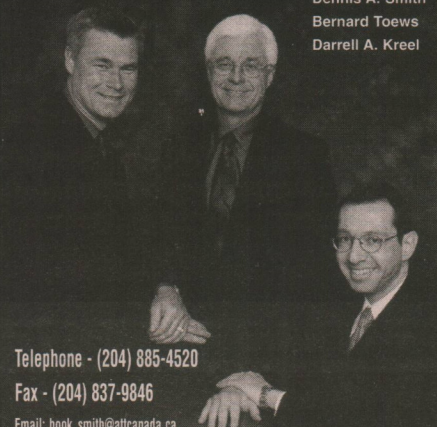
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Employment Equity News

Currently 17 Wing has one active Advisory Group - Defence Aboriginal Advisory Group. 17 Wing Human Resource Business Managers office is seeking interest in forming Advisory Groups for the remaining Designated Groups. If anyone is interested in participating or wants to help form an Advisory Group, please contact 17 Wing HRBM office at 5910.



DAAG Defence Aboriginal Awareness Group

The mission of the 17 Wing's Defence Aboriginal Advisory Group (DAAG) is to provide support and promote Aboriginal issues with 17 Wing and Community and to advise the Wing Commander. 17 Wing DAAG Chair - Sgt Vince Henderson Co-chairs - Brenda Everett & Cpl Corena Latendra.

20-25 May 2002
Aboriginal Awareness Week

21 June 2002
National Aboriginal Day

2002
North American Indigenous Games

8 Nov 2002
Aboriginal Veterans Day



DAG PWD Defence Advisory Group Persons with Disabilities

The purpose of a DAG PWD is to exchange information on issues affecting persons with disabilities within the department, maintains networks with the other departmental Advisory Groups, links with other Federal government Advisory Groups and external agencies.

3 December 2002
International Day of Disabled Persons

2 - 8 June 2002
National Access Awareness Week



DWAO Defence Women's Advisory Organization

The mission of a Defence Women's Advisory Organization (DWAO) is to identify workforce concerns affecting women and advise on how to resolve them

3 - 9 March 2002
International Women's Week

8 March 2002
International Women's Day
October Women's History Month
in Canada

18 October 2002
Persons Day

6 December 2002
National Day of Remembrance
and Action on Violence against
Women



DVMAG Defence Visible Minority Advisory Group

The purpose of a DVMAG is to exchange information on issues affecting the Visible Minority Persons within the department, maintains networks with the other departmental Advisory Groups, links with other Federal government Advisory Groups and external agencies.

21 March 2002
International Day for the
Elimination of Racial
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- Junior Achievement
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- Fire Fighters Boot drive
- MP's Blind Fund

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> Cont'd from P 2 "History of Southport" > No.1 RCAF Manning Depot was established to "provide reception, outfitting and basic training for the RCAF officer and airmen recruits of the Interim and Regular Force". This unit operated until 31 March 1947 and on 9 August 1947, the Department of Transport (DOT) assumed responsibility for the aerodrome while the RCAF retained responsibility for all of the buildings. The RCAF reassumed control of the aerodrome on 1 February 1949 and the entire Southport facility remained dormant for the next three years under the care of Air Materiel Command and a skeleton caretaker staff. The airfield continued to operate as a private airport under a special agreement with DOT.

Due in part to protests from the St. James City Council over the use of Winnipeg's Stevenson Field by military jet aircraft, an announcement was made in April 1951 that approximately \$4.5 million would be spent to upgrade the facilities at Southport so that advanced flying training for Canadian and NATO pilots could take place. These upgrades included the refurbishment of most of the wartime buildings, construction of new living-in quarters, the addition of navigation aids, the rehabilitation and extension of two concrete runways, and the construction of 188 prefabricated steelox housing units or permanent married quarters (PMQs). On 15 September 1952, the new RCAF Station Portage la Prairie (as it was now called) was officially opened. The following month, No.2 Advanced Flying School (AFS) began training three French, two Dutch, one Algerian, one Argentinean and seven Canadian pilots on the Harvard aircraft.

In addition to the PMQs and other amenities that were built to accommodate the increased number of personnel being posted to Portage la Prairie, a new school was required and on 6 March 1953, the Air Marshal Sir Harold Edwards School was officially opened. During subsequent years, the Officers Mess, Recreational Centre, swimming pool, post office, library, arena, theatre and curling club were also added to the infrastructure list.

On 8 June 1953, No.2 Field Technical Training Unit (FTTU) officially opened with a mandate to "provide specialty training to aircraft technicians working on the new T-33 (T-Bird) jet aircraft". By early November 1953, No.2 AFS possessed sufficient numbers of T-33 aircraft and qualified personnel to begin training in the jet age; the era of the Harvard as a training aircraft at Portage la Prairie ended on 17 December 1953 when they were all transferred to Moose Jaw, Saskatchewan. In order to support the training in the new jet aircraft, the first ejection tower of its kind in Canada was erected at the station on 21 April 1955.

On 8 August 1955, the term "Southport" once again became the officially recognized name of RCAF Station Portage la Prairie and the PMQ area known as Curtis Park. No.2 AFS continued to train pilots from additional NATO countries throughout the remainder of the 1950s and into the 1960s. In June 1959, No. 1 Flying Training School Detachment (FIS Det) arrived from Trenton, Ontario and began training pilots to become qualified flying instructors (QFIs). NATO student training at Southport ended on 31 August 1964 when No.2 AFS relocated to Moose Jaw, Saskatchewan. However, the void was quickly filled when No.1 AFS arrived from Rivers, Manitoba and the Flying Instructor School Detachment (Moose Jaw) amalgamated with the FIS Det already on location at Southport. This reorganization also brought with it the newly acquired Tutor aircraft, which would be used to train pilots in Canada for the next 36 years.

Search And Rescue Recovery



The Search and Rescue crew from 417 Combat Support Squadron at 4 Wing Cold Lake who conducted the recovery mission. From left to right: Sgt Mike Hurtubise, MCpl Gil Anderson, Capt Troy Kearns, Capt Trevor Pelloron and Sgt Jim Brown

BY HOLLY BRIDGES

A Search and Rescue mission involving three military aircraft and one civilian helicopter resulted in a daring, cliffside recovery of four people killed in a light plane crash north of Yellowknife earlier this month.

The Cessna 172 crashed into the side of a mountain, flipped upside down and landed on an icy, rocky slope. The location and position of the aircraft, along with cold temperatures, darkness and rough terrain, made the recovery extremely challenging.

"Picture your car upside down yet you can't stand where the door opens because it's on a 45-degree slope and very slippery. That was the challenge we were dealing with," says Sergeant Mike Hurtubise, one of the two Search and Rescue Technicians (SARTECHS) from 417 Combat Support Squadron at 4 Wing Cold Lake who repelled down the side of the mountain to reach the crash site. Once there, Sgt Hurtubise and a second SARTECH, Sgt Jim Brown, tied the aircraft to some trees to prevent it from slipping down the side of the mountain.

It took the SARTECHS two days to extract the deceased passengers from the aircraft because the bodies had been frozen inside the aircraft for almost two days before searchers were able to locate it. Poor weather forced the Ch-146 Griffon helicopter crew to turn back twice en route to the crash site, and two CC-130 Hercules crews from 17 Wing Winnipeg picked up the ELT signal but were unable to pinpoint its exact location. Finally, it was a civilian helicopter that found the crash site.

"They had two SARTECHS from the Winnipeg Hercules on board and they took their hand-held ELT homer and were

able to nail down where the crash site was on January 2nd," recalls Sgt Hurtubise. Through discussions with the Rescue Coordination Centre at 8 Wing Trenton, it was decided that the Cold Lake Griffon would conduct the recovery. It took the combined efforts of some skilled and steady hoisting by Flight Engineer Master Corporal Gil Anderson and exceptional flying by First Officer Captain Trevor Pelloron and Aircraft Commander Captain Troy Kearns to complete the job.

"Each one of them did a super job in getting us up there, stabilizing our hover — the whole nine yards - and for effectively helping us to carry out the rescue."

It was a challenging, frustrating and sometimes gruesome recovery as the deceased had to be hoisted on to the Griffon instead of being put into plastic body bags. There were concerns about the body bags sliding down the side of the mountain. Yet for the crew involved, the mission was a chance to help bring some closure to the families waiting for word on the fate of their loved ones.

"We all hope for a better ending when we set forward in doing the job. It's much better to bring somebody home who you've rescued because you get that good feeling. But over the years of doing the job I've learned that death is a fact of life, too. I have been on searches over the years where we have never found the people. So to have the closure is a lot better because then the families have somebody who they can bury in the ground and say goodbye to."

Investigators from the National Transportation Safety Board and the Deputy Chief Coroner for the Northwest Territories investigated the crash site. The deceased were flown to Edmonton where autopsies were performed.

CONTENT OF MSG FROM NDHQ OTTAWA//CAS// CAS 001 SUBJ SAR WENTZELL - JAN 02

1. I would like to extend my sincere thanks to the men and women of 435 Sqn for your excellent work during SAR WENTZELL and the recovery operation which followed. While it is unfortunate no one survived the accident, your rapid response and excellent efforts reflect great credit upon the Air Force and the CF.
2. The superb work done by our SAR Techs during the recovery operation under difficult conditions and very challenging terrain is particularly commendable. Please convey to them and to all others involved in this operation my gratitude for a job exceedingly well done.
3. LGen L.C. Campbell, CAS, send.

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A fire truck donated by the Cornwall Ontario fire department arrives in Mexico, courtesy of a Canadian Forces CC-130 Hercules.

Bill MacLoed / 17 Wing Imaging

435 Helps Mexican Community

BY CAPT PAUL DOUCETTE
Public Affairs Officer, 8 Wing/CFB Trenton

A 435 Squadron Hercules from Winnipeg helped out Santa during the Christmas holidays when it delivered a fire truck to a Mexican community as a donation from the city of Cornwall, Ontario.

The fire truck, declared surplus by the Cornwall fire department, was delivered to 8 Wing/CFB Trenton in early December before it was loaded on the 435 Sqn CC-130 Hercules and flown on the cross-continent flight to Zihuatanejo, Mexico on December 21 for the city's fire service.

Before the fire truck was airlifted to Mexico some essential preliminary work was carried out by MWO Ralph MacDonald and his crew at 2 Air Movements Squadron in Trenton to ensure that the truck could fit into the back of a Hercules and be safely airlifted to Mexico.

Once the fire truck arrived in Trenton and was ready for the flight and loaded onto the Herc, 2 Air Mov Sqn personnel handed it over to the 435 Sqn crew for the daylong flight to Mexico.

"We had a very warm reception when we arrived," described Lieutenant Art Jordan, a navigator on the 435 Sqn flight. "Members of the fire department as well as local officials and media were there to see the truck being unloaded."

With the Department of National Defence and city officials from Cornwall involved in getting the fire truck to Mexico, Gary Rutley, a Cornwall firefighter, was instrumental in coming up with idea as well as finding a fire department that could use the truck.

"The truck could no longer be used by our department due to changes in the minimum operating standards," said Rutley. "With that, we thought there must be a fire department that could use it. We got approval from the city and began looking for a department that was in need of a truck like the one we



A surplus fire truck from the Cornwall Fire Department being loaded into a Mexican bound Hercules.

Bill MacLoed / 17 Wing Imaging

had. After doing a bit of work, we were able to find a small city in Mexico and we began speaking with them. The next step was to find a way to deliver the truck and it was at that point when we contacted our Member of Parliament who then called upon National Defence."

Rutley noted that even though the whole process took about one year, it was a very worthwhile endeavor.

"This whole plan really took on a life of its own," said Rutley. "I'm amazed at how accommodating everyone has been every step of the way. Other fire departments in Ontario donated equipment to go with the truck and many Air Force

personnel from Trenton made a big effort to make sure that the truck reached Zihuatanejo without any difficulty."

Members of 17 Wing in Winnipeg also joined in the goodwill by making a contribution to the special flight. Over 100 pounds of toys, donated by families at the Wing's Officers' Mess kid's Christmas party were put on the Herc before it left Winnipeg and were distributed by the 435 Sqn crew to a home for disadvantaged children in the same city where the fire truck was donated.

"It is always nice to share the wealth a bit," concluded Captain Todd Sharp a member of 435 Squadron who helped collect the toys.

Summer Jobs IMPORTANT NOTICE To Employers

Summer Career Placements is a wage subsidy program that enables employers to hire students during the summer for a period of 6 to 16 weeks. Private, public and not-for-profit employers are invited to submit their application by:

April 2, 2002*

The objective of the program is to provide students with work experience related to their field of study. Applications will be evaluated based on the quality of the experience offered, local and regional priorities as well as available budgets.

To apply or to find out more about this program, please contact your nearest Human Resources Development Canada office or call 1 800 935-5555.

Internet: www.hrdc-drhc.gc.ca

* Please note that the application deadline for the Northwest Territories and Nunavut is April 9, 2002.

Emplois d'été AVIS IMPORTANT aux employeurs

Placement carrière-été est un programme de subventions salariales qui permet aux employeurs d'embaucher des étudiants pendant l'été pour une période de 6 à 16 semaines. Les employeurs des secteurs public et privé et les organismes sans but lucratif sont invités à présenter leur demande au plus tard le

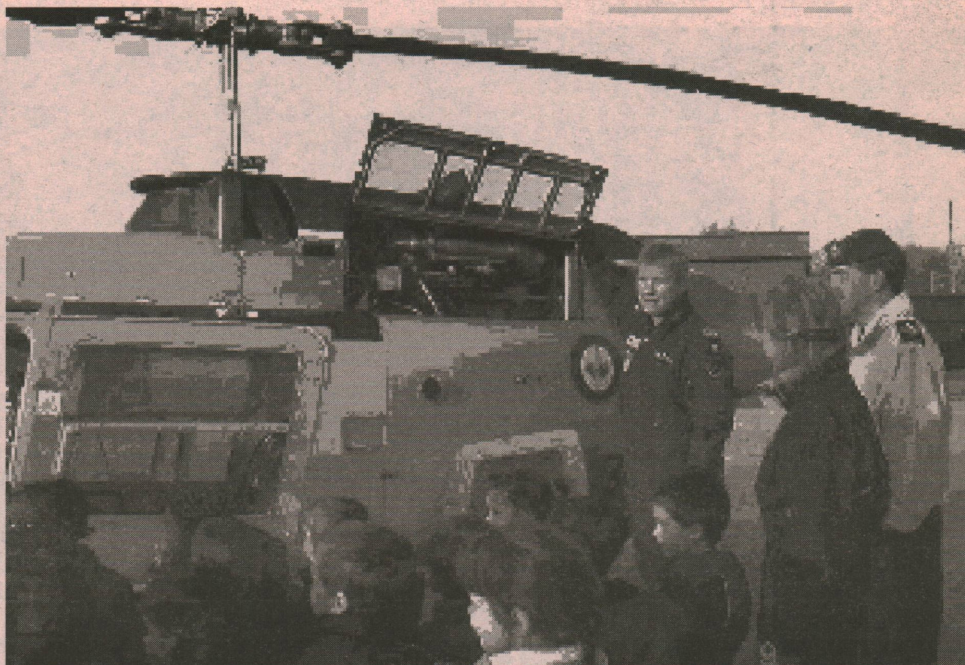
2 avril 2002*

Le programme vise à fournir aux étudiants une expérience de travail liée à leur champ d'études. Les demandes seront évaluées en fonction de la qualité de l'encadrement offert, des priorités locales et régionales et du budget disponible.

Pour soumettre votre demande ou obtenir plus de renseignements sur ce programme, veuillez communiquer avec votre bureau local de Développement des ressources humaines Canada ou composer le 1 800 935-5555.

Par Internet : www.drhc-hrdc.gc.ca

* Pour les Territoires du Nord-Ouest et le Nunavut, la date limite pour présenter une demande est le 9 avril 2002.



Capitaine Harding, un des pilotes, fait une démonstration pour les élèves de la maternelle.

Des visiteurs pour le Jour du Souvenir

Le 9 novembre fut une journée mémorable pour les élèves de l'École Précieux-Sang de Saint-Boniface. L'école sous la direction de Monsieur Réjean LaRoche reçut la visite des Forces Armées Canadiennes. L'invitation fut lancée dans le cadre du Jour du Souvenir.

Madame Roma Falsarella, enseignante responsable de la cérémonie commémorative depuis quelques années, fit appeler au Sergent Dan Crete pour coordonner l'effectif militaire. Les membres devaient être francophones ou bilingues et représenter les deux sexes.

L'ouverture de la journée fut spectaculaire lorsque les élèves virent un hélicoptère atterrir dans la cour de l'école. Le pilote, Capitaine Rick Harding et le Second Lieutenant Bret Parker, pilote aspirant, ont suscité, par leur présence, un vif intérêt auprès des enfants. Ce dernier s'empressa de répondre à toutes les questions. Le Second Lieutenant continua avec une éloquente présentation en français sur les tâches et les fonctions d'un pilote de carrière dans les Forces Armées Canadiennes.

Les élèves et le personnel eurent la chance inouïe d'observer et de manipuler, sous supervision, certains instruments dans l'hélicoptère et dans la voiture de police militaire. Les policiers militaires, Sergent Donovan, Caporal Oberg, Caporal Dyk et le soldat Gallant assuraient la sécurité du matériel et des participants.

Les représentants du Centre de Recrutement, Capitaine Rozak, Lieutenant Skuce et le Sergent Damphouse se sont adressés aux élèves de la cinquième à la huitième année. Ils ont exposé le vaste ensemble des carrières et des métiers offerts par les Forces Armées Canadiennes. Des uniformes et des accessoires constituaient le matériel à l'appui.

Un membre de la Légion Royale Canadienne du secteur de Norwood, M. R. Marion, a aussi participé à la journée. L'apport des anciens combattants fut naturellement substantiel.

Les élèves du Précieux-Sang qui sont régulièrement exposés à l'avan-gardisme et aux projets innovateurs furent emportés par la présence impressionnante des membres des Forces Armées Canadiennes. Des demandes d'autographes souvenirs firent fièrement sourire les visiteurs.

Le service du Jour du Souvenir prit place dans le gymnase de l'école devant toute la population étudiante et quelques parents. Madame Falsarella organisa une émouvante cérémonie imprégnée d'un respect sans pareil. Tous participèrent soit par les chants de la chorale, des offrandes et des prières. La Capitaine Rozak fit la lecture de "Quelque part en Flandre". Amazing Grace fut admirablement joué à la flûte par un groupe d'élèves sous la direction de leur enseignante de musique, Madame Courcelles.

Monsieur LaRoche s'est dit fort satisfait de la contribution des Forces Armées Canadiennes au Jour du Souvenir de son école. L'école Précieux-Sang qui est une école à voie artistique favorise le renouveau des expériences pédagogiques directement liées au monde actuel.

De concert avec les Forces Armées Canadiennes, Madame Falsarella aimerait participer à la mise sur pied d'une formation scolaire pour la préparation de la cérémonie commémorative du Jour du Souvenir.

Les membres des Forces Armées Canadiennes n'oublieront pas de sitôt l'école-Précieux-Sang qui s'est démarquée par son intérêt et son respect pour le Jour du Souvenir. Ce fut une expérience très profitable. Merci à tous les volontaires qui ont répondu avec enthousiasme à la demande du Sergent Crete.



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BY KAREN POETKER

When I met with Capt Deanna Manson and Maj Cheryl Walton-Simm to discuss the development of the Women's Hockey Program at 17 Wing, Maj Walton-Simm carried with her a compilation of warm-up music for the team. Containing a wide variety of music—everything from Abba to Limp Bizkit, it's just what they need to help motivate the squad as they prepare to go to Garrison Edmonton for the Prairie Region Women's Hockey Championships, running February 9th to the 13th.

At last year's Championships, the 17 Wing team went in as the underdogs, battling it out with better, more experienced players and came out earning not only a reputation for toughness, but also the silver medal, something they attribute to their team's tenacity.

This might not seem significant at first, but when you consider that the team was only established in 1998, their success and dedication becomes an unprecedented surprise.

"When we told Al Brazeau, the Fitness and Sports Coordinator, that we were interested in forming a women's hockey team, he said great. He wanted us to have a tournament and with the team's help, managed to organ-

ize the inaugural tournament for February of 1999," explained Capt Manson.

Prior to this, women's hockey was not recognized as an official sport in the CF. "17 Wing really broke ground by hosting a tournament," said Capt Manson. "The tournament hosted five teams, with representation from eleven different bases across the CF." Placing fourth out of five teams wasn't a disappointment for the team as they used the opportunity to showcase women's hockey and draw attention to a sport desperately needing it.

"We started soliciting support for the sport. The national sports manager came out for it, and we pitched the idea of women's hockey, explaining that there were enough women interested in the sport for it to be given financial support. We received support immediately and the each base was given money for the implementation of women's hockey," stated Maj Walton-Simm.

Both Capt Manson and Maj Walton-Simm had played hockey prior to joining the team, then found other CF women who were also interested in forming a CF women's team. However, there were only nine players to start, so the team was augmented with men from the intersection league.



MCpl Tami Dow, 1 CAD HQ, fights for the puck in front of the net while Maj Cheryl Walton-Simm (16) covers the High Slot.

Starting with the goal of building a women's intersection team, the team has now grown to include a roster of 22 players. Both Maj Walton-Simm and Capt Manson encourage women of every skill level to join, noting that they have both beginners as well as experienced players on their team. In addition to this, Capt Manson works to recruit players whenever possible, something that has involved hours of phone calls and the set-up of a website to develop further awareness.

"For the Regional Championship we try to choose the strongest team we can, based on availability and other factors," said Capt Manson.

The team's intersection record includes mostly losses for this season, they admit. However, considering that they are playing against men, many of whom are bigger, stronger and boast greater playing experience, the team has

reached many milestones of its own.

"We had our first tie this year, which is really important to us. Also, we can triumph in the knowledge that this is our first year with a female goalie, a position that has relied on male hockey players previously," encourages Maj Walton-Simm.

Going to Edmonton is something both Maj Walton-Simm and Capt Manson deem significant. Wanting to prove themselves on a regional level and competing for positions in the national tournament provides ample motivation.

"We work together really well as a team, and we support each other," noted Maj Walton-Simm.

A grinning Capt Manson simply remarked, "We just want to go to Edmonton and kick some butt!"

Next Deadline
 Next deadline for submission is Friday, 08 February 02.
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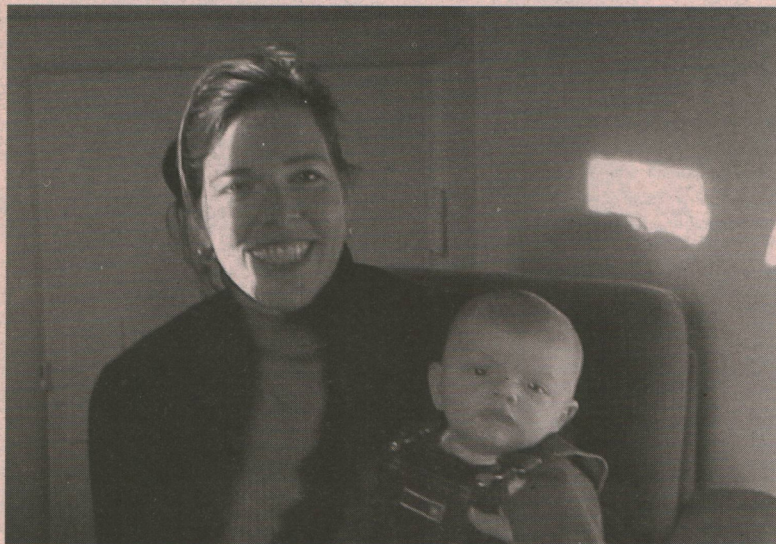
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Kristine and Devon OsGoode, MFRC volunteers since August 2001.

Volunteer Profiles

Kristine and Devon OsGoode

Kristine OsGoode joined the MFRC team of Volunteers in August 2001. Kristine began working in our Admin department where she featured many of her wonderful skills, and then switched to Special projects such as; the MFRC & 17 Wing Career & Education Showcase, and currently the MFRC Telephone Survey, where she has contributed many hours of her professional expertise and skills. Kristine and her husband recently welcomed their first child, Devon. Devon has been active with his mom volunteering time to the MFRC and attended his first MFRC Volunteer Appreciation in December 2001. The MFRC is very fortunate to have both on our team. Thank you Kristine and Devon!

Lori Lane

Lori Lane joined the MFRC team of Volunteers in August 2001. Lori has been very active in volunteering with the MFRC Admin department and many special events such as; the MFRC & 17 Wing Career & Education Showcase, 7th Annual Women's Conference and the Air Command Band Annual Holiday Concert. Because of Lori's wonderful skills, expertise, leadership skills, hard work and reliability, Lori will now hold the Volunteer position of Librarian with the MFRC Lending Library. Thank you Lori for all your hard work and dedication, we know the Lending Library will be a great success with you behind it!

Volunteer connection - connect to what matters

I will Volunteer 2002!

The time to decide is now. Decide to get involved. Think about your interests, the things you care about, the needs of your community, the people you know. Then make the decision to make a difference in your community. Resolve to be involved in 2002 and tell a friend!

Volunteers enable the MFRC to offer quality programs and services to the military families in our community.

We have many flexible Volunteer opportunities and can match your skills, training and experience with a position that's right for you.

Where can Volunteers make a difference?

- Outreach Program: newcomer program, outreach
- Special Events Planning: Christmas concert, family fun day, registration fair, fundraising
- Youth Programs: after school club, summer/spring camps, movie nights, dances, craft workshops, Volunteer Youth Corps and special events
- Children's Programs: pre-school activities, childcare, nursery school
- Administrative Support: receptionist, clerical work
- Board of Directors: advisory committee, ad hoc working committees
- Warm Line: peer support
- Volunteer Department: lending library
- Education Services: workshop facilitation, women's conference

In addition to providing skill development and personal growth opportunities, the MFRC Volunteer Program ensures that community members have a wide choice of areas where their strengths and interests can make a valuable contribution toward a stronger community.

For more information on the MFRC Volunteer Program and the many opportunities, please call Nicole @ 489-7003.

The ultimate garden for your daily living

Plant three rows of Peas

1. Peace of mind
2. Peace of heart
3. Peace of soul

Plant four rows of Squash

1. Squash gossip
2. Squash indifference
3. Squash grumbling
4. Squash selfishness

Plant four rows of Lettuce

1. Lettuce be faithful
2. Lettuce be kind
3. Lettuce be patient
4. Lettuce really love one another

No garden without Turnips

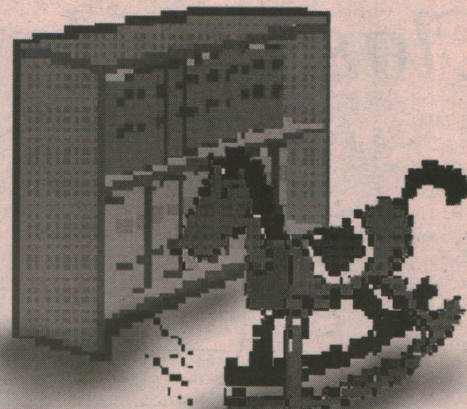
1. Turnip for meetings
2. Turnip for service
3. Turnip to help one another

To conclude our garden we must have Thyme

1. Thyme for each other
2. Thyme for family
3. Thyme for friends

Water freely with patience and cultivate with love
There is much fruit in your Garden because you reap what you sow!

Remember to include the Military Family Resource Centre in your Garden of Thyme!



MFRC LENDING LIBRARY TOYS, BOOKS, VIDEOS, RESOURCE MATERIALS

Books, Videos, Resource Material Lending
Hours: Mon - Fri 8:30 am - 4:30 pm
Membership Fee: Free

Toy Lending
Hours: Fri 10:00 am - 1:00 pm
Membership Fee: \$10.00/family/year

For membership and/or lending information you may contact the MFRC Fridays 10:00 am - 1:00 pm @ 489-7003

What's Happening

17 WING RECREATIONAL LIBRARY

Sun 12-3pm | Mon 4-9pm
Tue 9-12pm & 4-9pm
Wed 4-9pm | Thu 4-9pm

Westwin Community Centre (Building 33)
Whyteford Road by Building 90.
For information call Michelle 2490.

COMMUNITY RECREATION

YOUTH DROP-IN

A youth drop-in program is available to ages 9-15 at Lipsett Hall on Saturdays from 3-6 pm. A schedule of games including soccer, volleyball, basketball, ultimate, floor hockey plus special guests will be available. The program cost is free for recreation members; bring a friend for \$2.00.

CASUAL SWIM HOURS

Bldg. 90
Monday 6-8 pm
Wednesday 7-9 pm
Friday 6-8 pm
Saturday/Sunday 1-4 pm

Lipsett Hall
Tuesday/Thursday 6:30-8:30 pm
Saturday/Sunday 1-3 pm

Together in Church



Secretary
Carol Cochrane
Office 833-2500 ext. 5087

Sunday Services
0930 hrs

CATHOLIC

Chaplains
Father Guy Chapdelaine
Office 833-2500 ext. 5272

Secretary
Carol Cochrane
Office 833-2500 ext. 5087

Masses
Sat (English only) 1630 hrs
Sun
English language 1130 hrs
French language 1600 hrs

Religious Education
Religious Education classes are available to all students from Preschool to Grade 6. Please call the office for information on registration.

Confessions
The sacrament of reconciliation is offered by appointment. Contact the chaplain's office.

Baptisms
We recommend that you contact the chaplain's office for an appointment prior to the birth of your child.

Weddings - Marriages
Contact the chaplain at least six months in advance. A Marriage-Preparation Course is a requirement.

Catholic Women's League
Meets the third Tue of the month at 1900 hrs, in the Chapel Annex.

PROTESTANT

Chaplains
Padre Lenora Grauer
(Evangelical Lutheran)
Office-833-2500 ext 5349
or ext 5785

Padre Brad Busch
(Evangelical Lutheran)
Office 833-2500 ext 6022

Sunday School
Sunday School is held during the service for children ages 3 to 12, except on the last Sunday of each month. Childcare is provided on an as- required basis for children under 3 years of age.

Marriages
Six months' notice is required for marriages, as counselling is necessary to prepare couples for Christian marriage. A Marriage Preparation Course is also required.

Baptisms
The Sacrament of Holy Baptism is available by contacting a chaplain. Time is required to give sufficient instruction about the meaning of baptism.

Protestant Ladies' Guild
The Guild meets the first Monday of the month at 1900 hrs in the Chapel Annex. All women are welcome.

Food Bank
The Food Bank is a joint undertaking by both Catholic and Protestant congregations. Please help by giving any food you can spare. The donation box is located at the rear of the chapel.

Emergency Chaplain
After normal working hours, the Emergency Chaplain can be reached through the WOps Duty Centre, 833-2700, or the 2 PPCLI Duty Centre, 833-2727.

Other Phone Numbers
For your convenience, a phone number has been set up to provide callers with information on service times and contact with the Chaplain of your choice. Phone 833-2500 ext. 6800 and follow the prompts.

Want to know more about computers?

You can with these classes. All you have to do is sign up!
Space is limited so make sure to register early. Call 833 2500 ext 2059 to reserve your space.

Microsoft ACCESS
February 26 - March 12
Tuesday/Thursday 1800-2100 hr
Length 15-18 hrs
Cost: TBA

ASH WEDNESDAY

13 FEBRUARY 2002

Please join us at the Wing Chapel to celebrate the beginning of Lent at the following times:

Ecumenical Service - 1200 hrs
Bring your lunch. Coffee, tea, hot chocolate, juice will be provided.

Mass - 1900 hrs

Ash Wednesday is the first day of Lent, which lasts for forty days. On Ash Wednesday, ashes from the burning of palms from the previous year's Passion (Palm) Sunday are blessed and placed on the people's forehead as a sign of penance. In the early Church, public penance was performed by people wearing sackcloth, who were then sprinkled with ashes. As public penance gradually died out in about the eleventh century, the custom of receiving ashes at the beginning of Lent gradually came into being.

Classifieds

FOR SALE

Tundra Truck Cap with side slides tinted, windows and open front with locking back windows and fits 6 ft. \$350 obo. Swing Set. 2 swings, slide and seasaw. \$30 obo, Manual included. Turtle Sandbox with top \$20 obo. Bike Trailer. Holds 2 children facing opposite ways, \$75. Phone 897-9151.

Solid hardwood dining room set, table and six chairs, blonde wood. \$150 obo. Call 5176 or 832-7317 after 5pm.

Wood Computer Desk w/ shelf \$80. Round Dark Brown Coffee Table \$25. White Metal Day Bed \$50. Maroon Couch with Matching Chair \$100. Phone 292-4398.

Kenmore stove, excellent condition. \$100. Phone 885-4894 after 6pm.

Ladies 10 K Yellow Gold "Pear Shaped" Emerald Ring (faux gemstone) size 6 3/4. In great condition: in original jewellers box. \$65. Ladies Red Fox Fur Coat in great condition. European Tailoring, full length, non-tapered. Suitable for sizes 14-18. Asking \$875. Queen Size Non-Wave Waterbed. In very good condition. Frame included fits regular headboard. Selling due to move. Asking \$225. Call Mary at local 6454 or 633 1603.

Trailer Hitch (hidden hitch) for 1996 Honda Civic. Asking price \$90. Contact Dan local 2802 or 633-1603.

1999 Buick Century Lmt., PW, PL, P.Seats, P.Heated Mirrors, CD/Cass, Dual electronic climate control, loaded, 32,000 km, in excellent condition, owner transferred, Private Sale, no PST, \$19,000. 888-5865.

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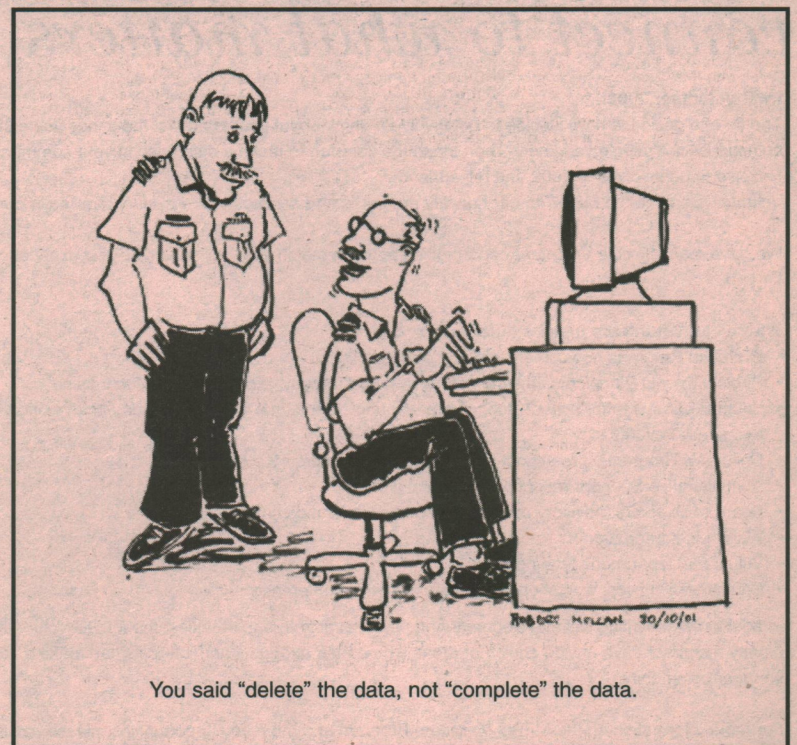
Please email us at

voxair@autobahn.mb.ca

or call us at:

THE VOXAIR
889-3963

ROBERT MULLAN



You said "delete" the data, not "complete" the data.

Chinthe Pics

435 Squadron awards and medals



MCpl Paul Nolan receives a Flight Safety Award for Professionalism from LCol Whitburn, CO 435 (T&R) Sqn.



MCpl Pierre Rioux receives a Flight Safety Award for Professionalism from LCol Whitburn, CO 435 (T&R) Sqn.



LCol Whitburn, CO 435 (T&R) Sqn, presented the following Sqn personnel with SSMS and NATO Medals with Bars. L-R: MCpl Stubner (Former Yugoslavia), MCpl Joyce (INTERFET), LCol Whitburn, Capt Lecours (Former Kosovo), Capt Toenders (Humanitas Bar).



LCol Whitburn, CO 435 (T&R) Sqn, presents the Canadian Forces Decoration (CD) to the following Sqn members; L-R: Capt Wright CD, Capt Lecours CD, WO Charlebois CD1, LCol Whitburn, Cpl Emond CD, MCpl Linklater CD2, Lt Jordan.



LCol Whitburn, CO 435 (T&R) Sqn, presented the following Sqn personnel with their Canadian Decorations (CD). Front L-R: MCpl Rioux CD, MCpl Stubner CD, Capt Chaytor CD, Sgt Webster CD1, LCol Whitburn, Sgt Blanchet CD1, Sgt Rowe CD 1, Cpl Forness CD. Back L-R: Cpl Kuetbach CD, Capt Ianning CD2, Maj Jagat CD1, Sgt Cox CD1, Sgt Holleman CD1, Sgt Tanguay CD1, Cpl MacIntyre CD, Sgt Cornish CD1, MCpl Legault CD1.



LCol Whitburn, CO 435 (T&R) Sqn, presented the following Sqn personnel with their Canadian Peacekeeping Service Medal (CPSM). Front L-R, MCpl Stubner, Sgt Beauchamp, LCol Whitburn, Sgt Cote, MCpl Robinson, Cpl McMillan. Back L-R: Capt Dupuis, Capt Haley, Capt Wright, MCpl Tuba, Capt Lecours, Capt Oilphant, Sgt Starks, M/Cpl Selman.

Taroscopes By Nancy. For appointments call 775-8368.

ARIES (March 21 - April 19): Be disciplined and focused when working. Explore what's really getting to you to avoid radical mood swings. Hitting too many highs and lows is exhausting you. Make your surroundings peaceful.

TAURUS (April 20 - May 20): Taking risks based on gut feelings pays off. You may feel distant or cut off from others but you're where you should be, doing what you're meant to. Remain optimistic. Enjoy the opportunities and adventures coming your way.

GEMINI (May 21 - June 21): Relationships improve when you work at finding common ground. Focus on underlying beliefs. Surround yourself with music. You'll gain inspiration when out and about. An attitude shift may disconcert others.

CANCER (June 22 - July 22): You can't exist in an emotional vacuum. You want more love and connection with others right now. Though evolving, love relationships are no more or less real for all the changes occurring. Teach by example to assist others.

LEO (July 23 - August 22): Impatient energy has you making unconventional choices. When under pressure, or when feeling forced to restrain yourself, remember your attitude affects your behavior, which in turn affects the outcome. Keep your eye on the desired end result.

VIRGO (August 23 - September 22): You'll understand if you take the time to listen. Unions and reunions highlighted. If part of a couple, a third person could enter the picture, possibly a child or an adult that acts as a catalyst forcing you to assess priorities.

LIBRA (September 23 - October 23): Getting things accomplished and delivered brings admiration from others. Dramas are being played out around you but you are equal to it. Use humor to keep things in perspective.

SCORPIO (October 24 - November 21): Put yourself first. Take time to rejuvenate your spirit and affirm your sense of purpose. Review your goals. You feel better when what you do is a reflection of your true beliefs.



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SAGITARIUS (November 22 - December 21): There are a number of winning situations coming your way. Feeling like you are over the rainbow. Success finally matches the efforts you've put in. What you give, you get back in kind.

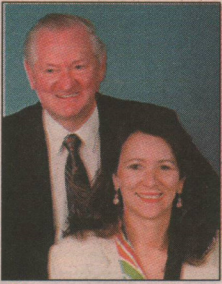
CAPRICORN (December 22 - January 19): There's chaos all around that must be dealt with. Constructive changes can only be implemented once you've dealt with your own internal conflict. You can't solve everything immediately but you can get the ball rolling.

AQUARIUS (January 20 - February 18): Review relationships and distance yourself from the games people play. Seek wise council then start over if necessary. Refuse to accept more of the same if it's not working for you.

PISCES (February 19 - March 20): You've planted ideas for improvement now it's time to attend to the day to day and allow things to develop. You may be keen to clear the clutter but pass things along only when you're certain you won't need them anymore.

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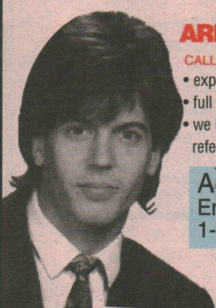
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