THE VOXAIR
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Construction Begins On New $7.5 Million Wing Headquarters And Office Complex

By Angela Johnston

Despite past funding problems, and a rocky course over three years, 17 Wing Winnipeg will soon be home to a new $7.5 million Wing Headquarters. With the contract to build the headquarters and office building recently awarded to Dominion Construction of Winnipeg, and the ceremonial sod turning on June 8, all seems to be a go for the newest addition to the Wing.

The new Wing Headquarters facility was the Wing's second construction priority, after the Logistics Complex, said Acting Wing Commander LCol Jim Kerr in an interview after the sod-turning. Still, the headquarters is a critical component of the overall consolidation plan between the north and south sides of CFB Winnipeg which will enter the final phases this summer, as 2 PPCLI leaves the city for CFB Shilo.

With the extra space that projects such as the Logistics Complex and Wing Headquarters provides, units such as the Regional Cadets Support Unit (Prairies), (RCSU(P)), and 38 Brigade HQ from the South Site will have room to move onto the North Site, said LCol Kerr. The CSU(P) will move into Building 52, and 38 Canadian Group Brigade Headquarters will place its command in the current Wing headquarters building. Former residents of the south side will be able to move to the north side by July or August of 2005.

LCol Kerr explained the reasoning behind the new Wing Headquarters. He said that since the expansion of the 1 Canadian Air Division (1 CAD) and other units since 1997, the roles and responsibilities of the Wing and 1 CAD had increased dramatically. In the existing headquarters space, he said, "…we've never been able to expand to meet these new requirements." 1 CAD acts as the central command for the air force and supports Canada's NORAD commitments.

To meet such new requirements, the new Wing Headquarters will be "purpose-built," said LCol Kerr, meaning that the building's design centres on its headquarters purpose, rather than the headquarters adjusting to existing building space.

Features of the new building include a welcoming foyer, a common lunchroom to meet, and a main conference room at the front of the building – avoiding human traffic through office space, such as is the case now. "We're learning from the shortcomings of the old current building," said LCol Kerr.

LCol Kerr also noted that the new headquarters would serve as a positive, striking symbol immediately upon entrance to the base. The new location for the Wing Headquarters will be almost directly after entrance to the Whytewold gate. "This is what we want people to see on entry," said LCol Kerr.

With a purpose to serve newly posted-in Wing personnel, LCol Kerr said that it is a logi-

Continued on page 2



Submitted by Capt Ed Roberds

The brand-new Wing Headquarters – expected to look like this – will greet personnel on the Wing immediately past the Whytewold gate.



Photo by Cpl Chris Ward, 17 Wing Imaging

Project manager Lee McCormick watches as Acting Wing Commander LCol Jim Kerr turns the sod as construction is about to begin.

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New Wing Headquarters continued from page 1

cal place to situate the new headquarters.

As the second priority for the overall consolidation, the headquarters building project encountered numerous obstacles over the past three years and was considered for cancellation.

Word of the approval of the newest project on the base came in March of this year, said LCol Kerr. With the awarding of the contract to Dominion Construction in April, "the project cleared its last hurdle," he said.

The 4,400 square-metre building will soon be home to personnel from the Wing Headquarters, and two units currently residing within 1 CAD HQ. It will house the Wing Headquarters, Director Civilian Human Resource Service Centre (Prairies), Wing Comptroller Branch and Regional Cadet Support Unit Headquarters.

The architect working in collaboration with Dominion is Ted LeBlond of Stantec Architecture. He said the new design includes an air force character, with a curved shape symbolic of a wing. The colours of the building will suggest an aircraft theme – "There will be lots of blue," he said, "… no green."

Lee McCormick is the new headquarters' project manager with Dominion Construction. He has experience with approximately twelve to 14 different military projects across the country, ranging from those in British Columbia, Alberta, Saskatchewan, Ontario, New Brunswick and Quebec. In Manitoba, he has worked in Shilo, and on the HMCS Chippawa.

McCormick said that the main challenge for the new Wing Headquarters would be the tight schedule in construction. With winter approaching, he said he hopes to have the building enclosed by first snowfall – October – so the construction team can work on interior aspects of the new building.

Mechanical and electrical aspects will be sub-contracted to Manitoba firms.

Personnel on the base can expect to see dramatic changes on the lot over the next few months. McCormick said that foundations, flooring, and roofing would be laid this summer. On the afternoon after the sod turning, small trees and shrubs were pulled out of the area.

For LCol Kerr, this project is very exciting. He said he is most excited that the new headquarters " is an original concept that started here, and turned into reality."

Planned completion for the headquarters – complete with parking and landscaping – is slated for July 15, 2005. Now that construction on the new Wing Headquarters has begun, LCol Kerr said the next two planned projects include a new multi-purpose facility addition to the existing Fitness and Recreation Centre, as well as a residential-commercial complex, respectively.

One Wing Walker, One 'Bulldog,' And One Semi With Flames

The Winnipeg International Airshow must be in town

By Angela Johnston

There are few events where men can pull off wearing a full-length red spandex jumpsuit: fortunately, the Winnipeg International Airshow is one of them. From wing-walkers, to jet truck drivers, to military personnel – the Airshow is host to all. This year, the annual event was held from June 5-6 at the Winnipeg International Airshow.



Photo by Angela Johnston

"Bulldog" pilot Jim LeRoy shows off his aircraft before the Airshow weekend begins.

Walking down a paved airline taxi, one approaches a small yellow plane with "Bulldog" emblazoned in bold black letters across the size. Three U.S. soldiers decked out in camouflage walk by, and their Canadian counterparts set up an olive green army tent off the runway. The Canadian air force flag flies in the distance.

There are circus tents striped with blue, red and yellow. In the distance a West Jet discount airline roars off from the airport. A red truck with images of lettuce and hamburgers with "Mighty Fast Foods" rolls by. Industrial orange plastic fencing surrounds the periphery of the grounds. The day is sunny, and the breeze is light.

In such ideal conditions, the stage seems to be set for an enjoyable airshow. The Winnipeg International Airshow is a non-profit association which has raised over $275,000 in support of children's charities, according to the 2004 Airshow brochure. It is also a high-profile venue through which military personnel can showcase to civilians their contributions to Canada.

While the military is very much involved in the Airshow, there are also various entertaining acts during the show. One such group is simply called the "Masters of Disasters," and includes a father and son team from New Mexico, a man who flies a plane called the "Bulldog," and a Jet Truck which runs at over 300 miles per hour.

Jim LeRoy, an engineer from Chicago, flies the Bulldog plane, and has been flying for 25 years. His plane is a re-vamped Pitts S2S. Simply put, in over 12 years, "Everything's different [on the plane]," said LeRoy on June 4, the day before the Airshow. "It does everything, he said, listing off various spins, loops, rolls and tumbles.

Aviation for LeRoy began as a hobby, but developed into a "full-time job," he said. "I come from an aviation family … I always identified with it." LeRoy attended an aerobatics school for a short while, and then bought his own airplane, performing at amateur contests. He now performs 25 to 30

Continued on page 4

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From Manitoba To The Mid East: Camp Mirage Welcomes New CO

By Jen Sharpe

Under the scorching rays of the Middle Eastern sun and the watchful eyes of heat-stress concerned medical personnel, CF Camp Mirage welcomed a new CO at a Change of Command ceremony last 27 May.

Due to late afternoon temperatures pushing 40 degrees Celsius, incoming CO Col Steff Kummel of 17 Wing Winnipeg and outgoing CO Col Andre Deschamps of 8 Wing Trenton kept speeches short on Parade Square. Commander Task Force Kabul Col Alain Tremblay also spoke at the ceremony, thanking Camp Mirage personnel for the essential support services they provide to CF troops in Afghanistan.

After the ceremony, Col Kummel explained that he is looking forward to simultaneously commanding Camp Mirage and 17 Wing Winnipeg, where he maintains his position as Wing Commander.

"I still work with the Wing and keep informed on what is going on, but I have a Deputy Wing Commander who is taking care of the day-to-day stuff," he said. "It was more challenging for me to get here because I was still running the Wing through my DAG—my Wing Commander duties never stopped."

Although the next six months will be very busy for the CO/WComd, he emphasized that he would "never say no to a Command position like this one (at Mirage)."

"Command positions are rare for Air Force Colonels because there aren't many Air Force deployments," Col Kummel explained. "Commanding a camp is very different from commanding a Wing: a camp is much more ops focused and there's a sense of urgency here. Training flights at a Wing don't have the same tremendous importance as the lifeline flights we are providing here."

Col Kummel has never commanded a deployed camp like Camp Mirage, but he is confident the next six months will go by smoothly and quickly. "Kudos to Col Deschamps for doing a great job here before I came. The Camp is in great shape and morale seems to be high."

Col Kummel's arrival in Mirage signifies the very beginning of Op Athena Roto 2. At Mirage, the CO is the first to come in so that he can get established before the rest of the Camp rotates out in June. Op Athena Roto 2—including CF personnel in Afghanistan—should be completely in place by the end of August.



Outgoing Camp Mirage CO Col Andre Deschamps stands before Commander TFK Col Alain Tremblay at Camp Mirage's Change of Command Ceremony 27 May 2004.



(left to right) Incoming Camp Mirage CO Col Steff Kummel, Commander TFK Col Alain Tremblay, and outgoing Camp Mirage CO Col Andre Deschamps make the CM Change of Command official on 27 May 2004.

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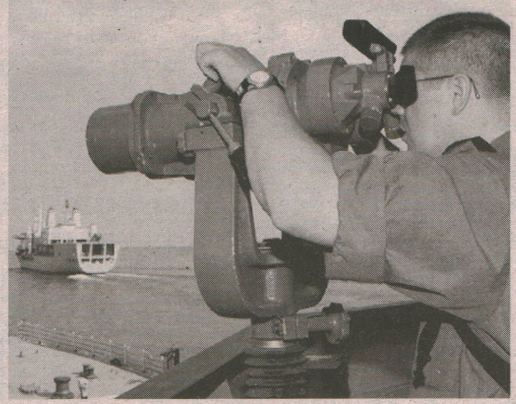

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Airshow continued from page 2

weekends in a year at various airshows.

LeRoy said he does not get nervous before performances anymore. "I do it so much that I want to feel adrenaline and butterflies … it [flying] can become very second nature to you." Still, LeRoy has not always been so fearless: during his first airshow, his foot was shaking on the rudder the entire time.

LeRoy is one-third of the "Masters of Disasters" show at the airshow. Another third of the routine includes Jimmy and Kyle Franklin, a father-son duo.



Photo by Angela Johnston

(From left to right) Son and father duo, wing walker Kyle Franklin and pilot Jimmy Franklin describe how aviation has become a family affair.

Jimmy and Kyle Franklin hail from Ruidoso, New Mexico, and form the X-team. The father and son team have a prolific history in aviation entertainment. Jimmy – the father – has been flying in airshows for over 30 years. His son, Kyle, 23, recently teamed up with Dad to perform a wing-walking routine.

Wing-walking is a foreign concept for some. Kyle puts it simply: "You hold on real tight." Jimmy adds, "Falling off is not part of the act." The pair wear co-ordinated red and black outfits – Kyle in a custom-designed wetsuit, Jimmy in flashy quasi-cowboy garb, complete with flares. "There isn't exactly 'Wing Walkers R Us,'" Kyle wryly comments. A niche market, indeed – Kyle said there are only six wing walkers in all of North America.

Jimmy must include the spandex suit in his performance, as the plane – a jet-powered Waco with over 2,000 horsepower – will often go over 300 km an hour. This freestyle performance is done sans parachute. Kyle runs through various tenets of his performance: he begins with the "Mercury," where he hangs on to the plane in the stylings of a hood ornament. Next comes the "Flag," where he extends over the cockpit. The routine ends with a signature Jimmy and Kyle Franklin handshake between father and son – while the plane is in flight.

Kyle began wing walking at age 14, having grown up around other wing walkers. "It's something I always wanted to try," he said. He may seem young, but not when one considers he first learned to fly at age 8.

His father grew up as a farmer and rancher in New Mexico, and was a self-taught pilot. "He used an airplane like most use a pick-up truck," said Kyle. Jimmy would fly between two separate lots to feed cattle, and transport materials. Jimmy bought his plane at 18, and began performing at 19.

The final star of the tripartite of Disaster is Kent Shockley, who drives the Shockwave Jet Truck. To understand the jet truck, imagine a semi with flames. The truck – which guzzles 120 gallons of fuel a run (truly a North American phenomenon) – races airplanes at runs over 300 miles per hour. It is the world's fastest truck.

Inside of Shockley's air-conditioned trailer, he offers the weary reporter a Twinkie, and drinks a Coke, complete with foam can cooler. Shockley is also part of a family legacy: his father, Les, used to drag race in the 1960s, and owns the jet truck.

Les worked on three different cars until the 1980s: "In 1984, we wanted to build the biggest thing we could drag down the highway," said Kent.

The truck, with over 36,000 horsepower, is certainly a dangerous machine, says Kent: "It's a machine … it has no conscience. It'll do what the driver tells it to do." Hopefully the driver tells it to keep on the runways and off of residential streets.

The three acts of the "Masters of Disasters" show each bring a different element to the Winnipeg International Airshow. Still, they are united by one element. Kyle Franklin sums up the essence of the Airshow: "You can never have enough power."

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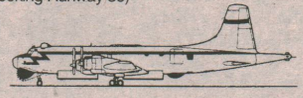

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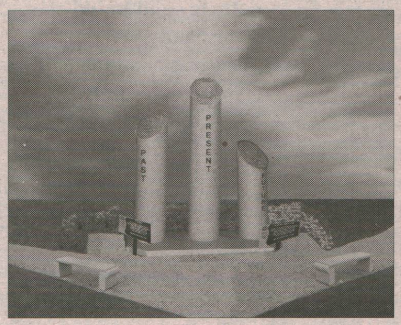
- Once across Broadway the Parade will follow the driveway counter-clockwise to head eastbound in front of the steps where the Saluting Base will be set up.
- Parade will then turn South past the Legislative Building back to the start/finish point along the East side of the building.

Upon completion of the Parade, participants and friends are invited back to ANAVETS 283, 3584 Portage Avenue, for refreshments.

Dress is either full uniform or blazers with medals for those wishing to take part in the parade.



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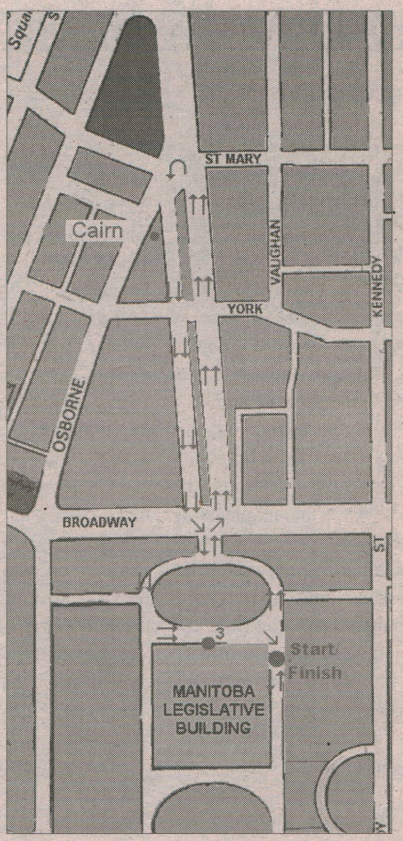

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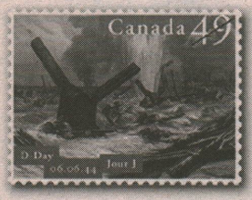
D Day - 6 June 1944

By Alf Brooks



Next month Canada Post issues a stamp to mark the sixtieth anniversary of the Allied landings on the beaches of Normandy, landings in which Canadians played a prominent part. The stamp pictures the ocean full of landing craft barriers and fountains of water from exploding shells, with a corner of the sand where many were to lose their lives.

I have visited the beaches of Normandy, and the cemetaries behind the beaches. There are also memorials and museums where this decisive part of World War II is remembered.

Last summer a friend of mine from Normandy visited with us. In Assiniboine Park across from the Pavilion there is a memorial to the Fort Garry Horse, a regiment that is remembered at Courseulles Sur Mer for its part in the battles of 6 June and after. My friend, knowing the role of the Fort Garry's in liberating his country, was visibly moved when he saw the memorial here in Winnipeg.

They remember.

Veteran, Youth Give Speech To Commemorate 60th D-Day Anniversary

Text of speech by:
D-Day and Battle of Normandy Veteran:
Paul Martin, C.D., Capt (Retd.)

Speaking notes by Paul Martin,
D-Day and Battle of Normandy Veteran on the occasion of the 60th Anniversary of D-Day and the Battle of Normandy

Sunday, June 6, 2004
(Winnipeg, MB)

On behalf of the Veterans, I express my gratitude to the Government of Canada, the Manitoba Provincial Government, the City of Winnipeg, the Joint Veterans Council and other sponsors, for organizing this 60th Anniversary of D-Day and the Battle of Normandy.

Sixty years ago, our mission was to breach the wall of oppression in Europe and establish a beach-head on the fortified beaches of Normandy – code name Juno Beach. The eyes of the world were upon us and nothing less than victory was expected of us. Little did we realize that history was being written.

Manitoba was well represented by the fighting forces of the Royal Winnipeg Rifles (Little Black Devils), the gallant warriors of the Fort Garry Horse Unit, the glorious Cameron Highlanders and the 12th Manitoba Dragoons. We were all the first to land on Juno Beach the 6th of June 1944, D-Day and the Normandy Campaign began.

There was no question of retreating and failure was not acceptable. The Beach-head was the beginning of victory in Europe. We, Manitobans, gave a good account of ourselves.

The reality of war became real on the beaches and we were in disbelief that so many of our buddies were cut down in the prime of life so rapidly. The victory proclamation was written in the blood of our fallen Canadian comrades. The price paid by Canadians on D-Day was 1,074 casualties and 359 killed in action.

The suffering didn't end on the Juno Beach – it went on and on. The dreaded accurate snipers picking us off from the back, the 88 M.M. weapon referred to as the "Moaning Minnie," the demoralizing shell, the rapid fire of their machine guns, the daily posting of the casualty list, the appointments to be part of the burial party. We experienced the baptism of fire – we became of age.

Our fallen comrades are resting on foreign soil never to walk our streets again, nor enjoy the laughter of their loved ones and never to enjoy our beautiful Manitoba sunsets.

In our grief, we are the voice of the dead. On a Cenotaph it is written "when you go back, tell them about us, we gave our today for your tomorrow." The sacrifice of our fallen comrades touched many lives – their families will never experience a farewell.

Sir Winston Churchill so aptly wrote on the R.A.F. in the Battle of Britain "so much is owed by so many to so few." Those words are applicable today to the valour of the Juno Beach fighting units.

It is written on the Tomb of the Unknown Soldier: "To save your world, these men were prepared to die – if they could see you now, would they ask WHY?"

There is much to be done and so little time. The torch of remembrance must be passed on to this young generation so that the sacrifice of so many will not be forgotten.

Text of speech by:
Manitoba Youth:
Bojan Dulabic, Maples Collegiate Unity Group

Speaking notes by Bojan Dulabic,
Member of Maples Collegiate Unity Group on the occasion of the 60th Anniversary of D-Day and the Battle of Normandy

Sunday, June 6, 2004
(Winnipeg, MB)

My name is Bojan Dulabic and I'm a grade 12 student at Maples Collegiate. I have been asked to participate at this remembrance ceremony and to say a few words about the importance of D-Day and the Battle of Normandy to the youth of today.

History recalls it as "the beginning of the end of the Second World War." It was the defining battle that decided the outcome of the war and brought victory to the free world.

What all this means to the youth of today is simple. It makes it possible for all of us to live the lifestyle that we do. It gives us the freedom to make decisions about our own lives. It makes it possible for us to choose what university we want to attend, what career we want to pursue and whom we want to marry, without it being forced upon us. We can choose to be silent and we can choose to be a voice, but the freedom to choose is the legacy of D-Day and the Battle of Normandy.

I'm originally from Bosnia, a country torn apart by a war. A country with corrupt leaders and with people who can't change anything because they have no rights. There is no perfect country in this world. However, in this country, Canada, an immigrant like me, who has been here only three years, has been given the incredible honour to participate in this ceremony and to represent the youth of today. Canada accepted me as an equal and gave me a home.

None of this would've been possible if those Canadian men and women in the Second World War hadn't sacrificed their lives for us and the generations to come. People who were my age made the brave decision to fight for us all, knowing that the price they could pay might be their own lives. There are no words that could express our appreciation fully. They may be lost but are never forgotten.

D-Day and the Battle of Normandy give us hope for something humanity has always been trying to achieve, the hope for peace. It shows us that we can accomplish anything, even defeat evil, as long as we work together and set our differences aside.

We, the youth of today, thank you.

402 Squadron Paints Dash 8 In Invasion Stripes For 60th D-Day Anniversary

Submitted by Sgt Pat McNorgan



The Dash 8, complete with Normandy invasion stripes, shows 402 "City of Winnipeg" Squadron's commemoration of D-Day.

This year, in honour of the 60th anniversary of D-Day, Winnipeg's 402 "City of Winnipeg" Squadron decided to commemorate the event in a unique way. Personnel from the squadron spent a Friday afternoon smoothing masking tape onto the wings and fuselage of a CT 142 Dash 8 to duplicate the Normandy invasion stripes similar to those used by the Squadron's Spitfires on D-Day.

During the Second World War, 402 was a fighter squadron based in Britain and later on the continent, said squadron historian Sgt Pat McNorgan.

On D-Day, Spitfire fighters from 402 Squadron played a significant role. It was a successful mission, said Sgt McNorgan, "They protected the allied troops from aerial attacks at Normandy."

After the historic storming of Normandy, the squadron deployed to the European continent to aid the allies as they pushed into Germany.

While Sgt McNorgan noted that the air force does not have as many D-Day events as the army, he said this year – the 60th anniversary – was particularly special. He said it is the last decade anniversary, which will be witnessed by many of the veterans. "This is a significant milestone," he said.

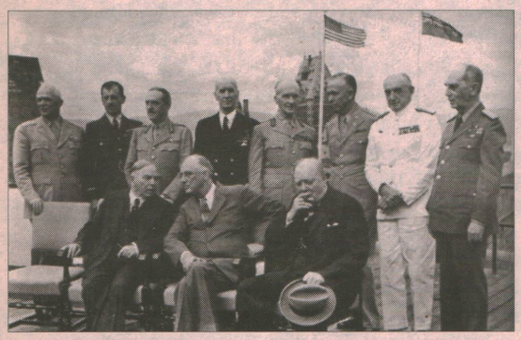
LCol Stew Schock, commanding officer of the squadron, and Capt Glenn Miller were on-hand at Hangar 16 on June 4 to answer questions while other squadron members prepared the plane's makeover. Five alternating black and white stripes were painted on the Dash 8.

LCol Shock said he thought it would be a nice thing for the veterans to see.

The plane was to perform a flypast at D-Day ceremonies in the city, but could not due to engine problems.

D-Day

By Chris Charland



The Quebec Conference - August, 1943 (front row L-R) Canadian Prime Minister Mackenzie King, U.S. President Franklin Delano Roosevelt, British Prime Minister Sir Winston Churchill. (back row L-R) General Henry 'Hap' Arnold (U.S.A.A.F.), Air Marshall Sir Charles Portal (Royal Air Force), Field Marshal Sir Alan Brooks (British Army), Admiral Ernest J. King (U. S. Navy), Field Marshal Sir John Dill (British Army), U.S. Army General George C. Marshall (U.S. Army), Admiral of the Fleet Sir Dudley Pound (Royal Navy) and Admiral William D. Leahy (U. S. Navy).

The Coming Storm

In February of 1943, a high-level conference took place at Casablanca, Morocco between the President of the United States, Franklin D. Roosevelt, British Prime Minister Winston Churchill and their respective advisors. They were there to discuss the future conduct of the war. It was decided that plans for the re-entry into Europe must be given top priority. The concentration of forces and materials needed for the forthcoming invasion commenced. In March 1943, U.S. Army General Dwight D. Eisenhower selected the British Army's Acting Lieutenant General Frederick Edgworth Morgan as Chief of Staff to the Supreme Allied Commander of the allied force that would invade northern Europe. Morgan is credited as being the original planner for the invasion of Europe. Lingering concerns and differences of opinion on Operation Neptune, the assault phase of Operation Overlord, were addressed at the Quebec Conference in August 1943. It was agreed that the invasion of France take place in May 1944.

On the 28th of November 1943, General Dwight D. Eisenhower, affectionately known as 'Ike', was appointed the Supreme Allied Commander. His duty was no less than to enter the continent of Europe in conjunction with all other allied nations, undertake operations aimed at the heart of Germany and destroy its forces. The proposed execution date of the 1st of June 1944, set the time for an invasion on a scale never attempted before. Due to unforeseen problems including extremely inclement weather, the date was set back to the 6th of June.

The entire daring escapade was a monumental logistics nightmare. In all, over 7,000 vessels carrying more than 150,000 troops would have to cross the English Channel to France undetected and arrive exactly on time to forge a beachhead. Once the details of invasion were coordinated, the land forces under Field Marshal Sir Bernard L. 'Monty' Montgomery put forth the logistical requirements. All allied air operations would be under the command of Royal Air Force, Air Chief Marshal Sir Trafford Leigh-Mallory

The build-up had to provide for the debarkation of reinforcements without interruption for five to six weeks after the landing…any delay would carry heavy consequences.

The initial landing was delayed due to menacing weather, which also indirectly caused the sinking of the minesweeper U.S.S. Osprey. Additionally, an American tank landing craft US LCT2498 broke down and subsequently capsized and sank in the vicious swell. Mother Nature, not the Germans, had dealt the first blows against Operation Overlord. Nevertheless, D-day arrived at the beaches of Normandy with full force on the morning of the 6th of June.

Pegasus Up

The crack 1st Canadian Parachute Battalion (1 Can Para) led by Lt Col G.F.P. Bradbrooke was part of the tough and tumble 3rd Brigade of the British 6th Airborne Division. The Canadian 'Red Devils' were to land one hour prior to the arrival of the rest of the brigade with the aim of securing the DZ (Drop Zone); capturing the enemy H.Q. (Headquarters) located at the site and destroy the local radio station at Varaville. After that, the Canadians were to destroy vehicle bridges over the Dives River and its tributaries at Varaville. Having done that, they were to proceed with neutralizing various fortified positions at the crossroads. Additional responsibilities included protecting the left (southern) flank of the 9th Battalion as the battalion assaulted the Merival gun battery. Upon completing that, the Canadians were to hold the position at the Le Mesnil crossroads which was deemed a strategic position located at the centre of the bridge. Remarkably, the Canadians had accomplished all they set out to do by mid-day of June the 6th.

The 3rd Div's Norman Adventure

The Canadian Army's 3rd Canadian Division, led by Major General R. F. 'Rod' Keller along with the 2nd Canadian Armored Brigade under the command of Brigadier R.A. Wyman, formed part of General Miles Dempsey's 2nd British Army. The Canadians, numbering just over 14,000, came ashore at Juno Beach. The five-mile wide Juno Beach was divided into two primary sectors, Mike and Nan. In turn, each of these was sub-divided into smaller sections denoted by the sector name followed by a colour. Many heroic deeds were performed on the first day at Juno Beach. The allies had come to expect nothing less. The relentless pursuit of the Canadian Army's objectives was measured in human currency. It was a costly toll. Of the 14,000 Canadians that stormed Juno Beach, 340 were killed, 574 were wounded and 49 were captured by

Continued on page 10

*** The 3rd Canadian Infantry Division was comprised of the following units:**

7th Canadian Infantry Brigade
Royal Winnipeg Rifles
Regina Rifle Regiment
Canadian Scottish Regiment

8th Canadian Infantry Brigade
Queen's Own Rifles of Canada
Le Régiment de la Chaudière
North Shore (New Brunswick) Regiment

9th Infantry Brigade
Light Infantry of Canada
Stormont, Dundas, and Glengarry Highlanders
Nova Scotia Highlanders
Cameron Highlanders of Ottawa (M.G.)

7th Reconnaissance Regiment
17th Duke of York's Royal Canadian Hussars

Divisional Royal Canadian Artillery
12th Field Regiment, Royal Canadian Artillery
13th Field Regiment, Royal Canadian Artillery
14th Field Regiment, Royal Canadian Artillery
19th Army Field Regiment, Royal Canadian Artillery
3rd Anti-Tank Regiment, Royal Canadian Artillery
4th Light Anti-Aircraft Regiment, Royal Canadian Artillery

Divisional Royal Canadian Engineers
5th Field Company, Royal Canadian Engineers
6th Field Company, Royal Canadian Engineers
16th Field Company, Royal Canadian Engineers
18th Field Company, Royal Canadian Engineers
3rd Canadian Field Park Company, Royal Canadian Engineers
3rd Canadian Divisional Bridge Platoon, Royal Canadian Engineers

Royal Canadian Corps of Signals
3rd Infantry Divisional Signals

Royal Canadian Army Service Corps
3rd Infantry Divisional Troops Company

Royal Canadian Army Medical Corps
No.14 Field Ambulance
No.22 Field Ambulance
No.23 Field Ambulance

2nd Canadian Armoured Brigade
6th Canadian Armoured Regiment (1st Hussars)
10th Canadian Armoured Regiment (Fort Garry Horse)
27th Armoured Regiment (Sherbrooke Fusiliers)

* Also providing vital support during the landings were units of the Royal Canadian Electrical and Mechanical Engineers and the Royal Canadian Ordnance Corps.

British units that support the Canadian landing on Juno Beach were:
No. 48 Royal Marine Commando
4th Special Service Brigade
26th Assault Squadron
80th Assault Squadron
5th Assault Regiment, Royal Engineers
6th Assault Regiment, Royal Engineers (equipped with the Churchill AVRE tank)
Detachments x 2 of the 22nd Dragoons, 79th Armoured Division (equipped with the Crab flail tanks)
3rd Battery 2nd Royal Marine Armoured Support Regiment (Centaurs)
4th Battery, 2nd Royal Marine Armoured Support Regiment (Centaurs)
'C' Squadron, Inns of Court Regiment (Armoured Reconnaissance vehicles)

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Annual Search And Rescue Exercise Bonds Military, Civilian Agencies

By Angela Johnston

Attending rodeos in the mountains can soon turn into a deadly affair. Such was the case for the "Stetsons" – Clyde, Bobby Joe, Sally and Billy – a mock family whose plane went missing between Grande Prairie Alta., and Prince George, B.C., en route between two rodeos. With neither aircraft nor rodeo hounds in sight, the scenario soon evolves into what will become 435 Squadron SAREX 2004 – an annual squadron-sized search and rescue exercise in the Canadian Rockies.

This year, approximately 50 personnel from 17 Wing Winnipeg's 435 Squadron were deployed to Grande Prairie from May 21 to 25 to participate in the large exercise. With combined efforts from many civilian agencies, and local Civil Air Search and Rescue Association (CASARA) members, SAREX organizer Capt Tom Kolesnik estimates at least 150 people were involved.

Such participation highlights how the military is able to work in tandem with civilian agencies during a major search in Western Canada.

According to Capt Kolesnik, over-arching elements of a search and rescue exercise of this magnitude include deployment of a search headquarters and military aircraft and their maintenance, day-to-day flying in search of the crash site, and rescue practice, such as parachuting to the site, assessing injuries of victims and medical evacuation.

When an aircraft first goes missing, the Joint Rescue Co-ordination Centre (JRCC) out of Trenton tasks military and CASARA resources to respond and search. If initial search efforts are unsuccessful then the JRCC tasks 435 Squadron to the area to set up a search headquarters in the region.

Tasked to the case is a search master. In this exercise, 435 Sqn's Maj Mitch Leenders acted as the primary search master, augmented by reservist Capt Dennis Zebiere and navigator Capt Brian Luszeck. Maj Leenders explains the job description for a search master: "[It] expands to about a billion different things… carrying out the search—that's the bottom line."

A search master will respond to each pulse of the search. He or she will coordinate aircraft, ground crews, local hospitals and police, as well as communicate with the next-of-kin and the press. Search masters are generally pilots or navigators, said Maj Leenders, who took the search master course only week before SAREX.

He sums up the initial stages of the search: "organized chaos."

Search areas are partitioned according to terrain, weather and the available aircraft. 435 Squadron typically searches with the CC-130 Hercules, but CASARA – the civilian search and rescue volunteers – will often supply a "myriad of other aircraft," said Maj Leenders. In this case, CASARA supplied five planes, including a several Cessna aircraft and a Piper 140.

The same search areas are scanned many times, with a decrease in altitude each time, said Maj Leenders. When searching in mountainous terrain, planes must "contour," which means that an aircraft begins at the top of a peak and gradually spirals down the mountain. Weather plays an intimate role during this procedure: "Any cloud cover can become a complete show stopper," said Maj Leenders.

Civilian units, such as CASARA and local emergency response teams, are immediately called in from the beginning, said Maj Leenders.

Bob Houston has been the Grande Prairie CASARA zone commander for four years and is a civilian Lieutenant in the Grande Prairie fire department as well as a private pilot. He said 21 members of the association participated in this year's SAREX, and included members from Yellowknife, N.W.T., Calgary, Fort McMurray and Red Deer, Alta.

CASARA is crucial to the search, said Houston. Often local CASARA representatives are near the search area and are familiar with the community.

CASARA representatives are generally pilots or navigators, or civilians with a keen sense in aviation. During a major search, CASARA members have few restrictions on their task. They could liaise with the local community, or act as spotters (for the crash site) on a Hercules, for instance. This year, members were "worked right into the whole exercise," said Houston, "It was great. All the members could fly as much as they wanted to."

Such training is valuable for CASARA members, who train with the military on a regular basis. Houston said it is useful for members "to be able to see how the whole thing evolves … it gives them the big picture."

This SAREX provided training to other civilian units, such as Grande Prairie regional EMS, who had never before been involved in any military exercise. Kathryn Hebner, a supervisor of quality improvement with the regional EMS, said up to 17 EMS members participated on one day of the exercise.

Hebner noted the value of such training: the EMS team is to "close the circuits" during a major search, performing triage and ground evacuation vis-à-vis the search and rescue technicians (SAR Techs). Of training Hebner noted, "This is a bigger level … Search and rescue training principles are basically the same [as EMS principles]."

During SAREX, EMS personnel provided both volunteer victims covered in paint, glue and injury make-up, as well as the ground team to rescue the injured. One volunteer stuck a moose femur to his leg, said Hebner, while another girl, in a confused daze, distractedly wandered away from the SAR Techs.

Hebner laughs and comments of the fake victims, "Those poor SAR Techs."

Back at the search headquarters, where Maj Leenders was stationed, many pressures begin to weigh on the search. "It all boils down to time pressure," he said. During this exercise, Maj Leenders worked up to twelve or thirteen hours a day. "You have to pace yourself," he said, "or else you'll soon become useless." Pacing is important for all of the headquarters staff, said Maj



Photo by Cpl Chris Ward, 17 Wing Imaging

Sgt Raiche, loadmaster with 435 Sqn, watches Cpl Whelan and Sgt Tremblay parachute into the crash site from the rear door of a C-130 Hercules airplane. Sgt Raiche is part of a SAR Crew that is participating in a Search And Rescue exercise that includes searching for a mock plane crash site and parachuting into a confined jump zone. 17 Wing Winnipeg's 435 Squadron Search And Rescue Exercise was held in Grande Prairie Alberta 21-24 May 2004. It consisted of several exercises including, water and land rescue, first aid, confined area jumping and air searches. Other participants in the exercise included members from 440 Sqn Yellowknife, Civil Air Search and Rescue Association (CASARA), Grande Prairie Regional Technical Search and Rescue Unit (TSR) and Grande Prairie Paramedics.

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Photo by Cpl Chris Ward, 17 Wing Imaging

435 Sqn maintenance crew member prepares C-130 Hercules for take off from Grande Prairie Airport.



Photo by Cpl Chris Ward, 17 Wing Imaging

SAR Techs, Grande Prairie TSR and Paramedics roll victim onto spine board at crash site during search and rescue exercise.

Leenders – one job of the search master is to ensure his or her staff is sufficiently rested to work properly.

Though SAR Techs also require sufficient rest, aircraft should be airborne at first light, said Maj Leenders, which means the entire crew must be up a few hours before the search. Night vision goggles are used well into the night.

A SAR Tech, who is often in the air, on the ground, or parachuting somewhere between, has a different perspective of the search than headquarters' staff. Sgt Gilles Tremblay has been a SAR Tech for nine years, and has participated in national and international search and rescue exercises.

Over the five-day exercise, SAR Techs scanned through the windows of a Hercules, and parachuted into a simulated crash site once a day, said Sgt Tremblay. Once on the ground, the SAR Techs also used GPS systems to locate the crash site.

This exercise went very well, he said, due mainly to good civilian participation – such as that from CASARA and Grande Prairie Regional EMS – good weather, well-maintained aircraft, and well-planned drop sites.

Moving over 100 people at once was of large value to Sgt Tremblay during SARX. While SAR Techs often practice skills such as parachuting, only during an annual event such as SAREX can a whole squadron be re-located. "Whether it's Grande Prairie, Inuvik, Yellowknife – we're going to deploy all available assets," he said.

The search continues until the search master receives a notice of crash location. The notice is transcribed in code, with complex strings of alphas and various colours so that local scanners – including the press – cannot pick up what the SAR Techs have found in the field.

In this scenario, the daughter was injured, the boys were seriously injured, and both the pilot and the father were dead. Not far from Grande Prairie, the plane was found near trees and a lake.

Maj Leenders describes the delicate nature of dealing with the next-of-kin in a death situation: "You want to get them to say the words first." He said that with such traumatic news, the situation will ultimately become like a mental anchor for the next-of-kin, "Those are incredible, indelible memories," he said. The impact of an authoritative figure telling a wife of her husband's death is known to be far greater than if the wife comes to that conclusion herself, said Maj Leenders.

After a crash site is found, the situation becomes an RCMP matter. The headquarters leaves, and the squadron returns to Winnipeg.

Planning for such an exercise can take months. In this case, Capts Dan Brennan, Tom Kolesnik and Rod Lanning drafted the scenario and inputs. While initial planning began in February, Capt Kolesnik flew out to Grande Prairie on March 27 to assess the potential for using the area.

"Grande Prairie provided a location in proximity to the mountains, but also with the foothills and flatlands," said Capt Kolesnik. Geography, combined with a strong local CASARA branch, proved for a good SAREX site.

"Instrumental to the success of the exercise was the support we received from Swanberg Air and their hangar space that we were given for free," said Capt Kolesnik. Swanberg Air is a local air carrier in Grande Prairie. Dixie Cameron, operations manager for Swanberg Air, aided Kolesnik in securing the hangar space.

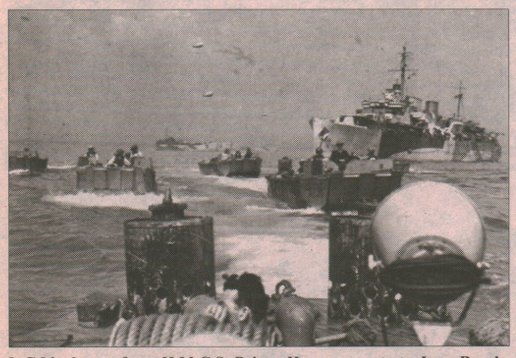
Leading up the exercise, Capt Kolesnik was responsible for communication with local agencies to coordinate operations plans, orders, fuel, space, security, and maintenance. Just prior to SAREX, the participation of a U.S. Air Force reserve HC-130 crew from Patrick AFB, Florida, was arranged. "Their participation added a unique international flavour to this year's SAREX," said Capt Kolesnik.

Former SAREXs have been in Albertan communities such as Red Deer, Lethbridge and Edmonton. The last SAREX in Grande Prairie was in 1999. While this is the only annual squadron sized SAREX, there will also be a national SAREX in Comox in September, and even an international SAREX in Alaska in November.



D-Day

continued from page 7



L.C.I.'s depart from H.M.C.S. Prince Henry enroute to Juno Beach. Note the balloons used to discourage low-flying enemy aircraft.



Leading Aircraftman Ken Allenby (next to fuselage) and Leading Aircraftman Stan Rivers (on starboard wing), both 'erks' with No. 411 'Grizzly' (F) Squadron apply generous amounts of paint to a Supermarine Spitfire L.F. Mk. IXb the day prior to the Normandy invasion. All allied aircraft operating over Normandy were given the cosmetic treatment to ensure there would be no problems mistaking them for enemy aircraft. The photo was taken at their home base, R.A.F. Station Tangmere, Sussex.

the defending Germans. This was small comfort considering planners had predicted a much higher casualty rate.

'Ready Aye Ready'

The Royal Canadian Navy was very active prior to and on the first day of Operation Overlord. A force of 19 corvettes was assigned to provide escort service to the many ships and floating docks heading for assembly points on the south coast of England, Eleven frigates, nine destroyers and five corvettes were seconded to the Royal Navy to provide an asdic (Anti-Submarine Detection Investigation Committee) screen around the western approaches to the English Channel one week prior to the invasion date. This was to guard against the constant German U-Boat threat.

Only hours before the invasion, Canadian 'Bangor' Class minesweepers cleared shipping lanes of mines and then ensured that the anchorage swept clear. The last part of their assignment was to sweep the lanes for the assault boats, right to the limit of the deep water. While under a moon lit sky, they crept within a mile and a half of shore, pretty well under the noses of the unsuspecting Germans. Thankfully they were not spotted.

The German coastal artillery guns would have made mincemeat of them.

The R.C.N.'s two landing ships, H.M.C.S. Prince Henry and H.M.C.S. Prince David carried fourteen landing craft (L.C.I. or Landing Craft Infantry) to a point where they could be launched for the run into the beachhead. In the British sector, Thirty 'Fleet' Class destroyers including H.M.C.S. Algonquin and H.M.C.S. Sioux, provided direct fire support for the landing craft carrying part of the 3rd Canadian Infantry Division after they were launched from the landing ships. Mines and other underwater obstructions were a constant threat to the landing craft. Not very many escaped without some sort of damage. Leading the second wave were 26 landing craft of the R.C.N.'s 260th, 262nd and 264th Flotillas. These flotillas were carrying a combined force of 4,617 soldiers, primarily from the 3rd Canadian Infantry Division. Six speedy and deadly MTB's (Motor Torpedo Boat) were assigned to patrol the Seine estuary. Corvettes of the R.C.N. would go on to escort additional convoys into Baie de la Seine during the rest of the day. Naval losses were described as "incredibly light", especially when you consider how many long range naval-guns and other weapons the Germans still had operational at the time of the landings.

Per Ardua Ad Astra

It was a maximum effort for the crews of Bomber Command's No. 6 (RCAF) Group on the night of the 5th/6th of June, 1944. A force of 190 aircraft comprised of Avro Lancaster and Handley Page Halifax four-engine heavy bombers flew 230 sorties in support of pre-invasion operations. A large number of targets were struck with particular attention to the German coastal artillery emplacements on the beachhead. In all over 870 tons of high explosives were dropped for the loss of one Canadian Halifax.

R.C.A.F. fighter and fighter-bomber squadrons went into action providing support to the Canadian ground forces as the invasion kicked into high gear. The deafening sounds of the aerial activity over Normandy resembled clouds of locust. The planes just kept coming and coming with no end in sight. An estimated 1,000 aircraft from 39 of the 42 Royal Canadian Air Force squadrons stationed in England would take part in the aerial support of the invasion with roles ranging bombing, air superiority, ground attack and photo reconnaissance. The R.C.A.F. lost a Vickers Wellington G.R. Mk. XIV (L/L), a Supermarine Spitfire Mk. IX, a Hawker Typhoon Mk. Ib and a North American Mustang Mk. I for a total of 14 dead. A further 23 R.C.A.F. members serving with Royal Air Force squadrons were also killed in action as a result of D-Day operations

In Conclusion

All in all, Canadian combatants from all three services gave an outstanding account of themselves on the first day of the battle. They would continue to distinguish themselves by dogged determination and selfless acts of heroism, helping write the final chapter and finally closing the book on the Third Reich's supposed one thousand-year reign.

The following 109 ships and vessels of His Majesty's Canadian Navy took part in the invasion of Normandy:

'Tribal' Class Destroyer
H.M.C.S. Haida
H.M.C.S. Huron

'V' Class Destroyer
H.M.C.S. Algonquin
H.M.C.S. Sioux

'River' Class Destroyer (British)
H.M.C.S. Gatineau
H.M.C.S. Kootenay
H.M.C.S. Qu'Appelle
H.M.C.S. Ottawa (II)
H.M.C.S. Chaudiere
H.M.C.S. Restigouche
H.M.C.S. Skeena
H.M.C.S. St. Laurent

'Mackenzie' Class Destroyer Escort
H.M.C.S. Saskatchewan

'River' Class Frigate
H.M.C.S. Meon
H.M.C.S. Teme

'River' Class Frigate (1942-1943 Program)
H.M.C.S. Matane
H.M.C.S. Outremont
H.M.C.S. Port Colberne
H.M.C.S. Saint John
H.M.C.S. Swansea

'Flower' Class Corvette (1939-1940)
H.M.C.S. Alberni
H.M.C.S. Baddeck
H.M.C.S. Camrose
H.M.C.S. Drumheller
H.M.C.S. Louisburg (II)
H.M.C.S. Lunenburg
H.M.C.S. Mayflower
H.M.C.S. Moose Jaw
H.M.C.S. Summerside
H.M.C.S. Prescott

Troop Landing Ship
H.M.C.S. Prince David
H.M.C.S. Prince Henry

Revised 'Flower' Class Corvette (1940-1941 Program)
H.M.C.S. Kitchener
H.M.C.S. Port Arthur
H.M.C.S. Woodstock

Revised 'Flower' Class Corvette
H.M.C.S. Mimico

'River' Class Frigate (1942 –1943 Program)
H.M.C.S. Cape Breton
H.M.C.S. Grou
H.M.C.S. Waskesiu

'Bangor' Class Minesweeper
H.M.C.S. Bayfield
H.M.C.S. Guysborough

'Bangor' Class Minesweeper (1941-1942 Program)
H.M.C.S. Kenora
H.M.C.S. Mulgrave

'Bangor' Class Minesweeper (1940-1941 Regular Program)
H.M.C.S. Vegreville

Revised 'Flower' Class Corvette (1942-1943 Program)
H.M.C.S. Lindsay

Revised 'Flower' Class Corvette (1940-1941 Program)
H.M.C.S. Calgary
H.M.C.S. Regina

29th Motor Torpedo Boat Flotilla
MTB's 459, 460, 461, 462, 463, 464, 465 and 466

65th Motor Torpedo Boat Flotilla
MTB's 726, 727, 735, 736, 743, 744, 745, 747, 748

260th L.C.I. L. Flotilla
L.C.I. L's 117, 121, 166, 177, 249, 266, 271, 277, 285, 298 and 301

262nd L.C.I.L. Flotilla
L.C.I.L's 115, 118, 125, 135, 250, 252, 262, 263, 270, 276, 299 and 306

264th L.C.I.L. Flotilla
L.C.I.L.'s 255, 288, 295, 302, 305, 310 and 311

528th Assault Flotilla
L.C.A.'s 736, 850, 856, 925, 1021, 1033, 1371 and 1372

529th Assault Flotilla
L.C.A.'s 1957, 1059, 1137, 1138, 1150, 1151, 1374 and 1375

The following Royal Canadian Air Force squadrons were involved in pre-invasion activities and in support of the actual invasion.

No. 39 (Reconnaissance) Wing - RCAF
No. 400 'City of Toronto' (FR) Squadron – North American Mustang Mk. I
No. 414 'Sarnia Imperials' (FR) Squadron - North American Mustang Mk. I
No. 430 'City of Sudbury' (FR) Squadron - North American Mustang Mk. I

No. 126 (Fighter) Wing - RCAF
No. 401 'Ram' (F) Squadron - Supermarine Spitfire Mk. IXb
No. 411 'Grizzly Bear' (F) Supermarine Spitfire Mk. IXb
No. 412 'Falcon' (F) Squadron - Supermarine Spitfire Mk. IXb

No. 127 (Fighter) Wing - RCAF
No. 403 'Wolf' (F) Squadron – Supermarine Spitfire Mk. IXb
No. 416 'Lynx' (F) Squadron – Supermarine Spitfire Mk. IXb
No. 421 'Red Indian' (F) Squadron – Supermarine Spitfire Mk. IXb

No. 143 (Fighter) Wing - RCAF
No. 438 'Wild Cat' (FB) Squadron - Hawker Typhoon Mk. Ib
No. 439 'Westmount' (FB) Squadron - Hawker Typhoon Mk. Ib
No. 440 'City of Ottawa' (FB) Squadron – Hawker Typhoon Mk. Ib

No. 144 (Fighter) Wing - RCAF
No. 441 'Silver Fox' (F) Supermarine Spitfire Mk. IXb
No. 442 'Caribou' (F) Squadron – Supermarine Spitfire Mk. IXb
No. 443 'Hornet' (F) Squadron – Supermarine Spitfire Mk. IXb

No. 148 (Night Fighter) Wing
No. 409 'Nighthawk' (NF) Squadron – de Havilland Mosquito N.F. Mk. XIII

No. 149 (Long Range Fighter) Wing
No. 410 'Cougar' (NF) Squadron - de Havilland Mosquito N.F. Mk. XIII

Air Defence of Great Britain
No. 406 'Lynx' (NF) Squadron – Bristol Beaufighter Mk. VIIF / de Havilland Mosquito N.F. Mk. XII

No. 11 (Fighter) Group
No. 418 'City of Edmonton' (I) Squadron – de Havilland Mosquito Mk. II
No. 402 'City of Winnipeg' (F) Squadron - Supermarine Spitfire Mk. Vc

No. 6 (RCAF) Group
No. 408 'Goose' (B) Squadron – Avro Lancaster B. Mk. II
No. 419 'Moose' (B) Squadron – Avro Lancaster B. Mk. X * Canadian-built Lancaster
No. 420 'Snowy Owl' (B) Squadron - – Handley Page Halifax B. Mk. III
No. 424 'Tiger' (B) Squadron - – Handley Page Halifax B. Mk. III
No. 425 'Alouette' (B) Squadron - – Handley Page Halifax B. Mk. III
No. 426 'Thunderbird' (B) Squadron - – Handley Page Halifax B. Mk. III
No. 427 'Lion' (B) Squadron – Handley Page Halifax B. Mk. III
No. 428 'Ghost' (B) Squadron – Handley Page Halifax B. Mk. II
No. 429 'Bison' (B) Squadron – Handley Page Halifax B. Mk. III
No. 431 'Iroquois' (B) Squadron – Handley Page Halifax B. Mk. III
No. 433 'Porcupine' (B) Squadron – Handley Page Halifax B. Mk. III
No. 434 'Bluenose' (B) Squadron – Handley Page Halifax B. Mk. III

No. 8 (PFF) Group
No. 405 'Vancouver' (B) Squadron – Avro Lancaster Mk. I and Mk. III
* They were a Pathfinder Force squadron

No. 15 (General Reconnaissance) Group
No. 422 'Flying Yachtsman' (GR) Squadron – Short Sunderland Mk. III
No. 423 (GR) Squadron – Short Sunderland Mk. III

No. 19 (General Reconnaissance) Group
No. 404 'Buffalo' (CF) Squadron – Bristol Beaufighter T.F. Mk. XC
No. 407 'Demon' (GR) Squadron – Vickers Wellington G.R. Mk. XIV (L/L)



Air Command Band Concerts

27 June 2004 - at 1930
At the Lyric Theatre, Assiniboine Park
(Kick-off concert for summer music series)

01 July 2004 - at 1200
Canada Day festivities, Lyric Theatre, Assiniboine Park

Admission is of course free!

Cinéma / Theatre

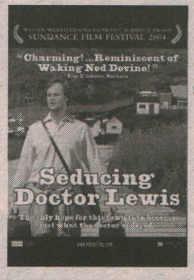
Just Across the Bridge • 2 Blocks North Wytewold & Ness
8:00pm Showtimes

Child/Senior $3.00
Adults/Youth $4.00

More movie listings can be found on the DIN. 888-6290 (Recording)

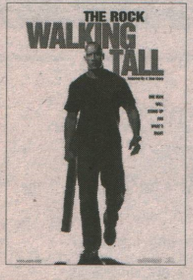


Fri-Sat **June 25-26**
Showtime: 8:00 pm
SCOOBY-DOO2 MONSTERS UNLEASHED
93 Mins (PG)

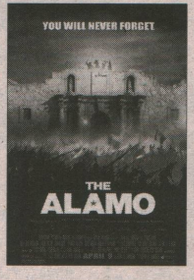


Sun-Mon **June 27-28**
Showtime: 8:00 pm
Seducing Doctor Lewis
122 Mins (PG)

Please Note: *We Will Be Closed Until Friday, July 9th 2004* *-MGMT*

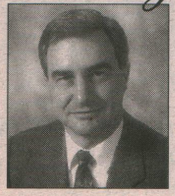


Fri-Sat **July 9-10**
Showtime: 8:00 pm
THE ROCK WALKING TALL
87 Mins (14A)



Sun-Mon **July 11-12**
Showtime: 8:00 pm
THE ALAMO
137 Mins (14A)

Meighen Haddad & Co.



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"May 1, I Quit!"

On May 31, participants and supporters of the "May 1, I Quit!" campaign, sponsored by the Health Promotions team, gathered to draw for prizes one month after the contest began. The program encouraged smokers to quit for one month; 28 smokers took the challenge at CFB Winnipeg. The prizes for the contest were made possible through donations both from Canex and SISIP. Prizes included one of four $1000 Canex gift certificates, one of 15 digital cameras, and one of 26 DVD players. Winnipeg had two winners.



Maj Anthony Ament, seen here with SISIP financial planner Gord Moore, won a DVD player through a local draw on the base. Maj Ament is still a successful quitter today.



Participants of the challenge required supporters to ensure that no smoking took place. Supporters were also eligible for prizes. MCpl Nadine Beaudin, seen here with Canex representative Muriel Runge, won a $100 gift certificate for the store.



Sylvain Lefevre, seen here with Wing Administration Officer LCol Shirley Neville, won a digital camera, and was also successful with the challenge.



Photo by OCdt Jon Scotton

Capt Karen Heinzel receives her promotion to Major, effective on July 8. 1CAD A4Log Supply wishes her well on her tour in the Sinai as the Force Foods Services Officer for Op Calumet.



Photo by OCdt Jon Scotton

WO Eric Park receives the Commander's Commendation as a member of the National Support Unit Supply Section for Op Apollo.

The Quest For Knowledge

Chief of Defense Staff receives honourary degree from U of M

By 2Lt Martell Thompson

Winnipeg native General Raymond Henault, Chief of Defence Staff was in Winnipeg on May 26, to receive an honourary degree from the University of Manitoba and provide the convocation address to the graduating class, which included forty-six members from the Canadian Forces University Program (CFUP).

The CFUP was formed in 1974 and represents a partnership between DND and the University of Manitoba to assist DND personnel in their pursuit of higher learning. The CFUP provides Regular, Reserve members, retired members, civilian employees of DND, and their families with an avenue to pursue a university education on a part-time basis.

"This program was 25-years ahead of other universities, including RMC, in terms of serving the military in this capacity," said Kenn Doerksen, CFUP co-ordinator.

Members of the graduating class were pleased to have an alumnus of the General's stature on hand to celebrate their achievements. The ranks of the alumni and those graduating range from Corporal to General and include such notables as Gen Henault who graduated in 1992 and Maj-Gen Lewis Mackenzie (Retired), a graduate in 1988.

Since its inception the CFUP has graduated 1290 students, while approximately 600 others have transferred their credits and graduated from other universities.

Those who have participated in the CFUP, cite its ability to deal with the travel requirements placed on CF personnel as one of the reasons for its success. Many students state the CFUP has alleviated the difficulties they encountered satisfying the residency requirements for graduation at other universities. Chief Petty Officer 2nd Class Bob Wilson says he has studied at universities from coast to coast and in the United States during his various postings.



"Without this program I wouldn't have completed this degree," said Chief Petty Officer, 2nd Class Wilson.

He added that, in this era of life- long learning, NCMs are required to keep up with advancements in technology, and the CFUP is playing a vital role by offering over 110 distance education courses. Students can complete these courses either by means of independent study, net-based study, or by attending classes.



LCol Michael Milligan, Commandant of the Canadian Forces School of Aerospace Studies, presents Capt Rob Cox, Officer Development Flight Instructor, with the first clasp to the Canadian Forces Decoration (CD) on June 9.



BGen Andrew Dichter, Deputy Commander of the Canadian NORAD Region, presents Maj Dwayne Lovegrove, Officer Development Flight Directing Staff, with the Air Medal on June 9. Maj Lovegrove was also awarded with the Meritorious Service Medal by LCol Michael Milligan on June 9 (not shown).



BGen Andrew Dichter, Deputy Commander of Canadian NORAD Region, presents Capt Michael Kleppe, Space Instructor, with his Meritorious Service medal on June 9.



LCol Michael Milligan, Commandant of the Canadian Forces School of Aerospace Studies, presents Maj Howard Thibault, Acting Officer Development Flight Commander, with the Queen's Golden Jubilee Medal on June 9.



LCol Michael Milligan, Commandant of the Canadian Forces School of Aerospace Studies, presents WO Gerry Sarrazin, School Warrant Officer, with his promotion to MWO, effective on July 1, on June 9.



BGen Andrew Dichter, Deputy Commander of Canadian NORAD Region, presents Capt Christopher Kean, Chief Electronic Warfare Training, with the Air Force Commendation Medal (First Oak Leaf cluster) & Aerial Achievement Medal (First Oak Leaf cluster) on June 9.

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Need a unique setting for a meeting, conference, wedding or birthday party? The rental space at the Western Canada Aviation Museum can accommodate small or large groups. No events planned? Then come just for the fun of it! See vintage aircraft, like our Avrocar flying saucer, explore interactive exhibits, learn through play in SKYWAYS and browse for books and gifts in the Windsock Shop.
Hangar T2, 958 Ferry Road - Winnipeg, Manitoba R3H 0Y8 - Tel (204) 786-5503 - Website www.wcam.mb.ca

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Military Family Resource Centre

Homeward Bound Reunion and Families

...now the deployment is over what next?

Join us for an informative evening learning and sharing skills. Deployment is full of challenges for the parent and partner alike that don't go away just because your loved one comes home. Take this opportunity to strengthen your military family with ideas and tools that will help your family breeze through the reunion cycle of deployment. Bring your questions and concerns! Share your personal coping strategies!...or just drop in to relax & listen. Reunion specific resources for children and adults will be on hand to pick up. Childcare is available on request. For more information about this workshop, please call Catherine 4506 or Diane 4508.

MFRC 102 Comet St
26 August 04, 7pm



MFRC Winnipeg.....creating opportunities for strengthening your Military Family

MFRC Coffee Break
July 8 2004, 10AM – 11AM
102 Comet St.
Come and join us
Great opportunity to meet people from your community
Children welcome



Pause Café du CRFM
8 juillet 2004, 10h- 11h
102 rue Comet
Venez rencontrer les gens de votre communauté.
Bienvenue aux petits



Calling All Teens

Are you interested in making some extra money over the summer? The MFRC Youth Programs, with the support of CFHA, will be cutting the grass of vacant PMQ's. We are looking for youth between the ages of 13 & 18 who would like to help us out. Orientation, safety guidelines and general information will be provided to all potential grass cutters before starting. There will be an orientation June 28th at 2pm. If you are interested in being a member of our Grass Cutting Team or you need more information, contact Diane at 4508.

Youth Summer Escape:
The MFRC Youth Centres will be open throughout the summer for teen drop-in. If you'd like to hang out with your friends during the summer, check us out. We have Internet, board games, basketball, karaoke, Playstation 2 and lots of other fun things to do. Hours of operation are Monday to Friday from 2pm to 4:30pm. See you there!



The Art Of The Care Package

There is no better feeling when you are away from your friends and family than the arrival of a "care package" from home. Put together with love, humor and imagination these treasures from home make life on deployment bearable. Not just for families... a care package from home units/sections will let deployed members know they are missed. Get together today... everyone in your section can toss an item in. For all the correct addresses, postal information and everything you need to wrap up your parcel , stop by the MFRC Parcel Centre at 102 Comet St.

- Travel size board games
- Magazines/Novels (paperback)
- Electronic hand-held games ie.GameBoy Color with games
- Film or disposable cameras
- Football/Basketball/Soccer Ball
- Playing cards. There are lots of different ones avail able, like UNO & Wizard
- Make-up CDs or cassette tapes of their favourite music.
- Videotape their favourite shows as long as they have access to a VCR.
- Deodorant/Shampoo/Soap/New toothbrush
- T-shirts, underwear, socks. Send every month or two as their stuff gets pretty grungy.
- Baby wipes for a quick clean up. Waterless hand sanitizer is great too.
- Sunglasses.
- Kid's artwork/crafts/Make up a t-shirt with the child's hand prints on it using fabric paint
- Videotape of family, friends, home, special events (birthdays, kid's sports games, school concerts), etc, if have access to a VCR.
- Tape a letter onto a cassette tape. (Borrow ours at the MFRC!)
- Tape your child reading Daddy (or Mommy) a bed time story.
- Pictures of the family /Put children's photos on a t-shirt. Can either buy special iron-on transfer paper & print from your computer or can get them made at a photo shop.
- Calendar: Make your own using family pictures or get one made up at your local photoshop. Remember to put important dates on it. You can al so include your work schedule & the kids schedules so your loved one knows when to call.
- Laundry Soap
- Small pillow/Sleeping bag liner (easier to wash)

Food Ideas

Remember when sending food items that they will probably want to share so send extra.

- Tuna (remember a can opener). Great source of protein.
- Instant coffee: there are lots of different flavours available/Hot chocolate
- Joe Louis, Vachon Cakes, Little Debbies, Prepackaged brownies or baked goods
- Nuts (shelled). Peanuts, cashews, almonds, Raisins, dried fruit
- Rice Krispy Treats (homemade or store bought)
- Candy (make sure it won't melt & make a mess of the package)
- Chips: individual sizes are great as they won't have to worry about them being stale.
- Crackers, Granola Bars, Fruit Bars
- Powdered juice, Gatorade, Kool-Aid. Remember a jug to store it in & make sure it is presweetened. You don't want to have to send sugar too.
- Pudding: send the tubes or send them some plastic spoons
- Applesauce: individual size Fruit cups
- Popcorn: send lots for sharing Bits & Bites
- Cup O'Noodles (made with boiling water) Easy Mac (no milk needed)
- Cereal: try the indiviual size for freshness & variety Instant Oatmeal
- Cookies: for homemade cookies put in a slice of bread to help keep them fresh. Can pack them in air popped popcorn to keep them from breaking during shipping
- Powdered Milk
- Beef Jerky

With many thanks to the MSN Military Wives Support Network

MFRC Contact List

You may reach the MFRC by dialing: (204) 833-2500 and enter the 4-digit local of the person you are trying to reach.

Administration	Mona Currie	4500
Teen Centre		4502
MFRC Library		4503
Executive Director	Don Brennan	4504
Deployment Services	C. Chatterley	4506
Volunteer Services	Nicole Johnson	4507
Youth/Adult Services	Diane Brine	4508
Information & Referral	Linda Belisle	4509
Children's Programs/ Emergency Childcare	W. Richardson	2491 or 6846
Employment Assistance	John Chabih	4511
Special Needs/ PIC Social Worker	Haley Schroeder	4512
Francophone Services	Louise Cameron	4515
Thunder Bay MFRC	Donna Hrycyszyn (807) 345-5116	

The MFRC is pleased to announce we are now members of the Fort Whyte centre & THE MANITOBA MUSEUM

To be able to sign out these memberships, you must be a current member of the Toy Lending Library. Membership for the Toy Lending Library is only $10.00 a year. For more information or to reserve the passes please call 833-2500 ext 4500.

CountryFest

July 1-5th

Local Concert supports Military Families!!!!



Call today to get a free Friday pass or discount weekend pass!

- For all CF members ..a special price of $115.
- For families of deployed personnel...a free pass for Friday.

Call 1-800-361-7300

and have your service # available for confirmation.
For more info call Catherine at Loc. 4506.

MFRC FUNDRAISER BBQ

Beginning Friday 30 April 2004 the MFRC will be hosting a BBQ outside our 102 Comet Street location every Friday from 1130 hrs to 1300 hrs (weather permitting). Come by and treat yourself to a hamburger, hot dog or smokie, socialize with others and support the MFRC's programs.

COST:
Smokie or Hamburger and a drink $3.00
Hot Dog and a Drink $2.00



(All proceeds will be donated to MFRC Programs)

Together *in* Church



CATHOLIC

Chaplains

Father Tim Nelligan
(Roman Catholic)
Office 833-2500 ext. 5272

Father Terry Cherwick
(Ukrainian Catholic)
Office 833-2500 ext. 5417

Secretary
Carol Cochrane
Office 833-2500 ext. 5087

Masses
(English only)
Sat - 1630 hrs & Sun - 0900 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 20 minutes before mass and by apointment. Contact the Chaplins' 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 Bob Brinn
(United Church)
Office 833-2500 ext 5349

Chaplain Lenora Grauer
(Evangelical Lutheran)
Office-833-2500 ext 5785

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

Secretary
Carol Cochrane
Office 833-2500 ext. 5087

Sunday Services
English Only 1100 hrs

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 Guild
The Guild meets the first Sunday of the month at 1800 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 WOps Duty Centre, 833-2700, or 2 PPCLI Duty Centre, ph. 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.



Photo by 17 Wing Imaging

Lori Ann Mundt, fitness co-ordinator with 17 Wing PSP, seen here with MGen Marc Dumais, Commander of 1 Canadian Air Division, and Master Seaman Joanna Jarrett, is presented with an award at the CF Liaison Council Manitoba and North West Ontario Employer Recognition Ceremony on June 1. Recipients for these awards – civilians – are nominated by reservists for recognizing the importance of reservist work and allowing leave for training.

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Sat 6:30 pm

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Every Tues & Wed
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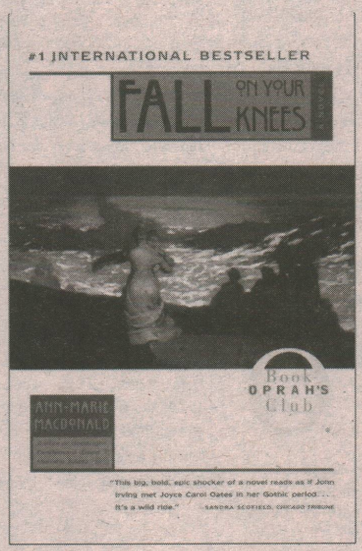
Dancing To Live Bands
Fri & Sat
9:00 pm - 1:00 am

Meat Draws
Every Fri 5 pm - 7 pm
Every Sat 12 - 4 pm

Off The Shelf
Book Reviews



Fall on Your Knees,
Author: Ann Marie MacDonald

"Stunning, brilliant, beautiful, even magnetic; It made me laugh, cry, it even made me angry. Keep reading past the first chapter for you will be in for a surprise with an ending that has a twist, you would not expect".

– Judy Martin

Drop off your Off the Shelf quote about a book you're reading to the 17 Wing Recreational Library, Bldg. 33

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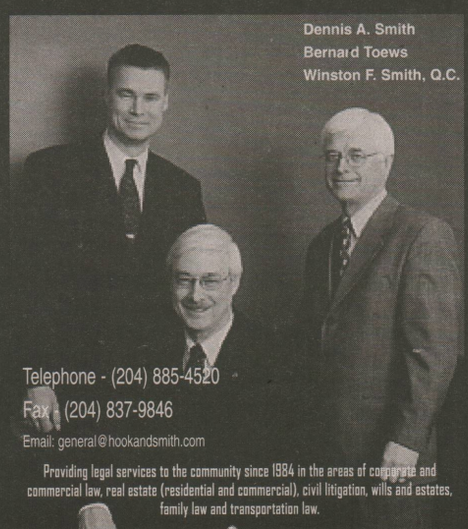
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• Pleasure items? • Life Insurance?
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BLDG 90 (REC CENTRE) • WHYTEWOLD RD
MONDAY TO FRIDAY: 8:30 AM TO 5:00 PM
Phone: 889-2204

Classifieds

For Sale

Garden Shed
(wooden) 10 X12 ft with floor, good condition, $475, Call Doug at 832-2439

Wooden fence
4 ft high x 120 ft long, with 3 gates $75, Call Doug at 832-2439

Wireless Nanny Camera
Brand new in box, Up to 200 feet range! Just find a spot and plug the receiver into your VCR!!! Priced at 200US, I will sell for 85.00CDN. (I have 6) Call 896-9144

Browning 308 Cal Rifle
W/ scope and 2 boxes of shells, $450, Call 489-8096

2000 Ford Explorer 4x4 Sport Truck, $12,400, Call 489-8096

1994 Northwood 14 ft Boat
Carpeted w/ 2 swivel seats, dry storage & livewell, 1994 Shorelander trailer with rollers, 1993 short shaft 20 HP Mercury outboard w/2 plastic 25 Liter tanks & 54LB thrust transom-mounted electric trolling motor, Removeable WaveWackers on stern, Sale incl. EagleII Fishfinder & battery, Many extras, Priced to sell at $3500.00 obo, Call 837-8326 for more info

"Come One Come All"
Multi family yard sale, In row house area across from the gate, 26-27 June 2004, 8am - 5pm

1983 Chevy Van 1/2 Ton Work Van
Camper top, Runs well, $1000 OBO, Call 487-7847 /lve msg

Mega Block Galore
"Overflowing 2 cube", $20 and it's yours!!, Call 487-7847

200 Foot Chain Link Fence
W/ hardware & 2 gates, $350.00 for all, Call Tara at 487-4879

21" 3.5HP Craftsman Lawnmower w/ Rear Bag, Good Condition, $50.00, Call 488-4952 or loc 5922

Free To Good Home
Women's gabardine size 22 tall 6943, 2 ladies rain coats sizes 6742 & 7042, 1 pr work boots/ double soled/ size 7 (worn parades only), Call Mary at loc 4165

Twin/double bunkbed with mattresses, $300.00, Call Dan or Kristin at 489-0177

General Electric - Quiet Power Plus Portable Dishwasher, $400.00, Call Dan or Kristin at 489-0177

Wood Garden Shed - 10' x 12', $250.00, Call Dan or Kristin at 489-0177

Metal Garden Shed - 10' x 8', $300.00, Call Dan or Kristin at 489-0177

1989 Toyota Tercel - 5-Door Hatchback, 260,000 km: $1500.00 (OBO), Call Dan or Kristin at 489-0177

Do you need your lawn cut or looked after for the summer??
Call David at 488-4952. Sorry, South Side PMQ's only.

Male Labrador Retriever puppy, 10 wks old. Golden. Please call 299-2039 after 5pm or on weekends.

XBOX LIVE
brand new, $90 call 831-9658 after 4:30.

Kids bunk bed with futon couch, (metal frame) on bottom (folds into dbl bed) (futon matt incl, but not bed matt.) $ 300, For more info on items or to view pls call 489-8720 and lve msg.

Futon couch
(wood frame) matt incl $150, For more info on items or to view pls call 489-8720 and lve msg.

Little Tikes Cozy Cottage Bed (full size) matt not incl $50, For more info on items or to view pls call 489-8720 and lve msg.

Baby change table (white with primary color knobs) $20, For more info on items or to view pls call 489-8720 and lve msg.

Kids small wooden desk with matching bookshelf, $50 (OBO), For more info on items or to view pls call 489-8720 and lve msg.

Kenmore Dishwasher
(approx 5 yrs old) excellent condition $275, For more info on items or to view pls call 489-8720 and lve msg.

Sofa table
$25, For more info on items or to view pls call 489-8720 and lve msg.

Trailer Hitch for towing (Chevy Lumina Van or Transport Van only) $250 (OBO), For more info on items or to view pls call 489-8720 and lve msg.

1993 Special Edition Hyundai Excel, 4 spd, w/ low kms, White w/ grey interior in excellent condition, New tires & battery, Asking $1200, Call 284-1335

Wicker cabinet with doors
$10, For more info on items or to view pls call 489-8720 and lve msg.

White Frigidaire 14 cu ft Fridge, Less than 6 months old, used barely 3 months, Must sell due to relocation of grandparent to care home, Full warranty in new condition, $475.00, Call Randy at 487-0232 after 6pm.

150cm Snowboard w/ Bindings
Over $300.00 new, asking $45.00, Must go, Call Randy at 487-0232 after 6pm.

Delta 16" Band Saw
In excellent working condition, Lots of extras including 4 blades, Must sell, Best offer takes it, Call Randy at 487-0232 after 6pm.

Dog House
Insulated removable roof, wired for heat lamp, Exc. cond., $50.00, Call 292-9937

Golf Clubs
Left hand 3-9 Cast, Wilson Pro Staff, $50, Call 885-2448

1998 Harley Davidson Motorcycle
Sportster 883, V.G.C., Lots of chrome accessories, Leather saddlebags, Full windsheild, Storage cover, Screamin Eagle pipes, Safetied recently, $8500, Call 897-2855

1998 30ft "Trail-Lite" Travel Trailer, 2 doors, Fibreglass walls, UVW only 4350lbs, Island queen size bed in separate bedroom, microwave, Hot water shower w/ sit tub, Lots of closet space, 3 burner stove w/ oven, equalizer hitch, V.G.C., $16,900.00, Call 897-2855

Daybed, White metal frame with mattress, $50, Call 832-7317 aft 5 pm

1986 Ford Mustang GT 5.0
5 speed, Fully loaded, New exaust, K&N cone filter, New headers etc, like new interior, pearl white exterior, $6500 OBO, Call Becky 831-8347 or Cell 479-5335

Dog Run Fence
6ft high, 10 ft wide, 30 ft long, $450. Also large aluminum shed $75, Call 889-0650

Apartment Sale
JVC stereo, VCR & Cart, Hardwood: dine rm table & chairs; buffet & hutch, Mini-fridge, Entertainment Centre, Gison EBO & more. Call Shane 477-4946

1981 Yamaha motorcycle 185 cc
Very good condition, $575, Call 284-4343

Male Air Force Mess kit
Fits person 5'5" to 5'7" 160 - 175 lbs, other paraphernalia with mess kit sold separately. $150, Call 284-4343

Woodstove
$20, Call 832-7317 after 5 pm

PEREGO Folding Stroller
w/ storage basket and protective cover, $30, Call 832-7317 after 5 pm

Boy's 20" Coaster Bike
$20, Call 832-7317 after 5 pm

Packing Boxes
Like new, several sizes, $2.50 each, quantity discount, Call 292-9937

TAROSCOPES

BY NANCY

ARIES (March 21 – April 19): Say yes to an opportunity to demonstrate or share your thoughts about your area of expertise because when you teach, you learn. Your work is recognized with a raise, gift, reward or a special acknowledgement that makes you realize your efforts were not wasted.

TAURUS (April 20 – May 20): Comparison shop until you've seen lots of options. A desire to improve your surroundings has you fixing up your home. Getting ready for a new initiative or life phase you purchase something special, just for yourself as well, to mark the occasion.

GEMINI (May 21 – June 21): Get organized and include healthy eating and exercise in your planning. These give you the energy to do what you love after completing the necessary chores. You give to others easily, now give to yourself. Joining a group could ensure you stick to new resolutions.

CANCER (June 22 – July 22): Respect that you've worked hard so that you could enjoy a comfortable living. Let go of worries and allow yourself to enjoy the fruits of your labor. Then plant new seeds and cultivate new relationships. They'll grow and this in turn helps all your relationships.

LEO (July 23 – August 22): Sometimes hardships and issues come our way so that we can gain strengths and learn new skills. Having to do without, or skip a few play dates isn't always a bad idea. Focus your attention and most of your resources on one thing. Hold off on the luxuries for now. It will be worth it.

VIRGO (August 23 – September 22): Someone's harsh words could squash your enthusiasm. Try not to give in to the urge to make excuses or explain yourself; it's pointless. Compare notes with a colleague after a presentation, to ensure yours are complete. This is not the best time to make decisions.

LIBRA (September 23 – October 23): This is a good time to re-enter a forfeited field, especially if it involves furthering your education. Resurrecting an old passion isn't easy but you can do it. You already have what it takes – specifically the talent; you just have to decide to do it and then get going.

SCORPIO (October 24 – November 21): Your studies are nearing completion with positive results. Collect as much data as possible but put your own spin on things. Joining others to get a job done enhances the final product but take pride in your individual efforts and achievements as well.

SAGITARIUS (November 22 – December 21): Having power sometimes means you must be the bearer of bad tidings. Learn how to do this with wisdom and respect or you will be blamed for all kinds of ills. Focus on improving morale for this is a key indicator of how future projects will unfold.

CAPRICORN (December 22 – January 19): Consider giving a donation of time or cash to an educational institution. Giving heals your heart, especially if you know improvements will benefit many. Sharing your skills, knowledge, and professional integrity provides an example for others.

AQUARIUS (January 20 – February 18): If you've been hoping your popularity will improve, the time has come. You receive two offers or invitations. This means you have to decide which one really suits you. Use your head, your heart and the guidance of wise friends not short sighted fun seekers.

PISCES (February 19 – March 20): Rewards result from your hard work but they're slow in coming. Take the time to clarify what you want; then make room for doing what you love, in your home and in your calendar. There are new experiences waiting if you're willing to give in to love and life.

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