



August - September 2010

Recent Zone Activities

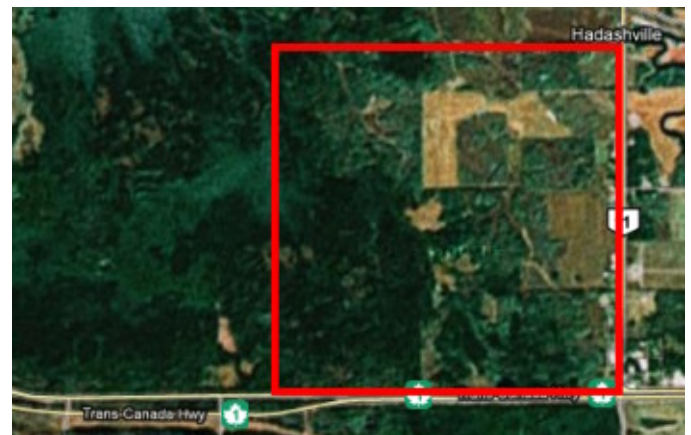
Hadashville 4 - 5 September

Excerpted from the search report

An 86 year old man failed to return from a hike in the woods near Hadashville on Thursday 2 September. On Saturday 4 September, CASARA Winnipeg was tasked to carry out CLAs over a 3 km square based at the intersection of Highways 1 and 11, west of Falcon Lake. Chuck Wilson, Alf Northam, and Doug Brugger departed just after noon. They flew for three hours without success. The incident commander advised that another flight was unlikely.

Just before 7 pm, the incident commander called again, requesting two flights over the area on Sunday. Ron Bay, Al Fraser, Doug Brugger, and Albert Hochbaum flew on Sunday morning, again without success. An afternoon flight was cancelled, but an evening flight was arranged to look for fires or lights. The evening crew was Jerry Roehr, Al Fraser, Doug Brugger, and Tom Park. The flight

departed at 10 pm, but had to return early with a snag.



The search area west of Hadashville.

The missing person was found alive the next day by a ground team.

Stead 1 September

Excerpted from the search report

On the morning of Wednesday 1 September, a 66 year old woman went missing while mushroom picking in Belair Provincial Forest near Stead, northeast of Winnipeg. By 3 pm, CASARA Winnipeg had launched an aircraft, with crew Jerry Roehr, David Latour, Al Fraser, and Bob Miller, to assist in the search. The aircraft flew for four hours without success. A second flight was requested, and

Bill Karras, Ron Bay, Kris Buschau-Lapointe, and Bill Evans departed at about 8 pm. The weather was poor, however, and in the gathering dark, nothing could be seen. The crew returned just before 10:30 pm.

The woman was found in relatively good health by a ground team on 3 September.

Western Canada SAREx 20 – 22 August

Fifty four CASARA Winnipeg members participated at some point during the exercise, as well as over a dozen volunteers from outside CASARA. We hosted over fifty CASARA members from BC, Alberta, Saskatchewan, and Manitoba. Thirteen airplanes participated, including two floatplanes. The planned participation of a Hercules aircraft was unfortunately cancelled due to a major search happening in BC at the same time as the exercise.



Over one hundred people jammed the Training Centre on Saturday morning as crews prepared for their flights.



Early arrivals received a tour of the CC-130 Hercules and the 435 Sqn hangar on Friday afternoon. Photo by Robert Dearden



Airplanes parked in front of the Training Centre on Saturday morning. Due to recent rains, some aircraft required a push to get going.

The weekend started with a meet and greet on Friday evening at the Canad Inns Garden City, and a group briefing followed. Crews had time afterwards to prepare charts and logs for their scheduled two flights on Saturday.



Bill Evans was the volunteer co-ordinator for the exercise. Anyone who needed a job was sent to Bill. Photo by Danielle Gustafson



Bill Karras briefs Tom Hislop, William Brown, Doug Brugger, and Grace Schedler (behind Bill K). Photo by Clarence Demchuk

Saturday morning got off to a slow start, as every crew departed after their scheduled time. Crews were assigned to search areas west of Gimli, or north of Lac du Bonnet, and most were diverted once they'd been airborne for a time. Gimli crews had a quiet lunch, but most crews who diverted to Lac du Bonnet had to home on an ELT, which

turned into a surprise first aid scenario. Having been instructed to turn off an ELT near Lac du Bonnet, crews landed at the airport to see a simulated crash scene, complete with casualties. The crews' response to the scenario was enlightening – more training in this area is clearly needed.



Helmut Giersch and Terry Calvert treat “casualty” Fernando Peters at Lac du Bonnet airport. Photo by Bonnie Camara

Afternoon flights were in the same pattern, with one more airplane sent to Lac du Bonnet for the casualty simulation. All aircraft returned on time, and participants had time for a bit of a rest at the hotel before the Saturday group dinner. Crews received their tasks for Sunday before calling it a night.



Part of the crowd at the Saturday evening dinner. Photo by Robert Dearden



Prematee Ellis, Peter Banman, and Patrick Buat rough it at a target site on Sunday. Photo by Robert Dearden

Poor weather to the west resulted in five crews deciding to return home instead of flying their Sunday tasks, but five other aircraft carried on with the exercise. The plan remained the same, each aircraft flew part of its assigned search area before being diverted to a sector search, expanding square search, or ELT search. All crews returned just after noon. Following a short group debrief, crews headed home.

We would like to particularly acknowledge those people and companies who made significant contributions to the success of this exercise (not in any order):

Kevin Champagne, Lac du Bonnet airport;
St Andrews Airport;
Interlake International Pilot Training Centre, Gimli
Murray Hyundai;
Skyline Restaurant;
Bill Evans, volunteer co-ordinator;
Jerry Roehr, treasurer;
Clarence Demchuk, CASARA Saskatchewan, chart preparation;
Mark Webster, target co-ordinator.

We also acknowledge the contributions of the non-CASARA members who participated.

There are additional photos at our on line photo page, at www.casaraman.org/1viz. If you can't see it, you can try www.picasaweb.google.com/casarawinnipeg.

Catfish Point, Lake Winnipeg 14 August

By Helmut Giersch



At 3:10 pm, I received a phone call, asking me to be at 16 Hangar within the hour. There were three more spotters present: Doug Brugger, Roger Samuel, and Peter Banman. Our task was to find an overdue 20 ft open boat with six people on

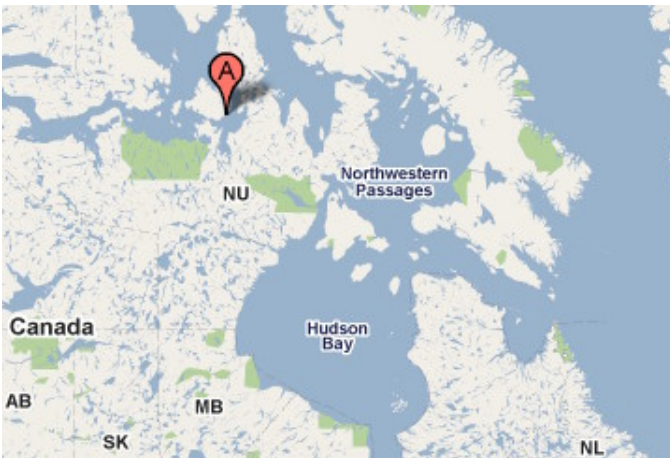
board. We took off from Winnipeg at 4:22 pm.

We arrived on search at 4:50 pm for a shore crawl from Matheson Island, N 51 43.7 W 97 02.03, then to conduct a CLA within and bound by the west side of Matheson Island and the west side of Berens Island, east to the shoreline of Berens Bay at an altitude from 300' to 1,000'. Visibility was sometimes very restricted due to low clouds and rain squalls. The missing boat was spotted by a Coast Guard vessel in the vicinity of Catfish Point, and towed in to Catfish Creek, N 52 08.21 W 97 00.21 to wait out bad weather. We were then asked to stand by at 5:25 pm to escort two vessels to their home port in Berens River for their safe passage while it was still daylight.

We landed in Winnipeg at 9:40 pm.

Gjoa Haven 13 August

Excerpted from Al Fraser's search report



Location of Gjoa Haven on King William Island

On Friday 13 August, JRCC requested four spotters for a Hercules search. Only two spotters could be provided in the short time frame available, and Al Fraser and Darlene Searcy made it to the aircraft just before engine start, at 2:30 pm. There was a family of four in a boat, missing near Gjoa Haven.

They were four days overdue, and the weather in the area was poor, with high winds and low ceilings.

After a four hour transit, the aircraft arrived on scene and carried out a shore crawl around the coast and the many islands. Everyone wore life jackets, as the aircraft was searching at 400' to 700' above the water.

After an hour and fifteen minutes, the missing family was spotted on the shore, with their boat and a tent. We dropped a radio and established communications, proving they were the objects of the search. They were okay, and just waiting for the weather to improve. They requested food, and so some military rations and a stove were dropped to them. They then turned off the radio. The aircraft returned to Winnipeg, landing at 1 am.

Churchill – Arviat Search 10 August

By Al Fraser

On Sunday August 10, Jim Bell received a call from JRCC, requesting four spotters to look for an overdue boat between Churchill and Arviat, NU. After making eleven calls, Jim was able to come up with two spotters who were to arrive at 16 hangar by 1 pm.

The boat was described as an 18' Lund boat with a green stripe, and two occupants. Helmut Geirsch and I arrived at 12:55, but the take off was delayed by a fuelling problem, so we didn't take off until 2:07 pm, to transit to Churchill and start a shore crawl at 1,000' / 1.

Shortly after starting the search, we saw hundreds of beluga whales in the shallow water off the shore, and at the same time there were a large number of polar

bears along the shore line and in the water. I have seen both of these animals while searching, but never in the numbers we saw that day.

While searching, we did see several boats that were similar to the boat we were looking for, but they either had the wrong number of people or the colour didn't match. We came down to 500' and circled a couple of them to check, but "no joy". As we approached Arviat we received a call to advise that the missing people had phoned and were okay. We suspect that one of the boats we circled was the missing boat, and they realised that we were looking for them so they contacted their family in Arviat.

Mission completed, we headed for home, and arrived back at CFB Winnipeg at 8:30 pm.

Norman Wells NWT Major Search 24 – 30 July

By Al Fraser

On Saturday July 24th, while preparing to launch two aircraft on a long range navigation exercise, Jim Bell received a call from Jerry Roehr asking Bell to find four spotters to go on a Herc SAR flight, to look for an overdue aircraft in Alberta. Jim started calling a number of people but was able to get only two, Doug Brugger and Moe Shpak, able to respond in time, so he cancelled the exercise and Robert Dearden and I went to pick up our gear, and met at 16 Hangar by 12:30 pm. We learned that the search would start at Norman Wells, NWT.

We took off at 12:57 (1757Z) and transited to Norman Wells, where at 2220Z we started a parallel track crawl, 1,500' / 6 toward Fort Simpson. The ceiling was low in some areas so we would have to do these areas again at a later time. While on search we learned that there was no fuel available at Fort Simpson, and it was not certain that we could get any at Norman Wells, so it was decided to go to Yellowknife and overnight there. We touched down at 0355Z, put the plane to bed and went to town to check in and get supper. JRCC notified Bell that the crew would not be returning on Saturday and might become a major search. Bell started contacting other spotters to be ready in the event they were needed.

On Sunday, July 25, we took off at 1944Z to transit to Norman Wells. Because of low ceilings in the area, it was decided to do a high altitude electronic search at 20,000' looking for an ELT signal. We flew from Norman Wells to Peace River and part way back with no hits. We were off search at 0400Z. There was still no fuel at Fort Simpson so we returned to Yellowknife, touching down at 0130Z.



Terrain in the search area. Photo by Robert Dearden

Now Monday, July 26th, the search has gone major and a headquarters will be set up in Norman Wells.

Another CASARA crew will be sent from Winnipeg with another Hercules and the search master and additional staff. At 1659Z, we took off from Yellowknife and started a parallel track at 1,500' / 6 over the areas we had missed the first day. We were off search at 1959Z and transited to Norman Wells, touching down at 2037Z. We reported to the search headquarters and were advised we would be staying in Norman Wells. We received keys to the Heritage Hotel for that night. After that, we took on more fuel and prepared to go out again to cover another area. Still on Monday, we took off at 2247Z and commenced a parallel track crawl, 1,500' / 6 at 2300Z. We had some call-arounds but no sightings.



Al Fraser spots on the Herc. Photo by Robert Dearden



Terrain in the search area. Photo by Robert Dearden

At 0335Z we went off search and returned to Norman Wells, where we met the other crew from Winnipeg. Kris Buschau-Lapointe drove us to look for our hotel. While looking, we saw a black bear checking out the garbage cans in town. Still daylight at midnight. There was nobody at the desk at the hotel but as we had been issued keys, we went to our assigned rooms and settled in. A long day...

On Tuesday, July 27th, Doug Brugger and Robert Dearden were assigned to another aircraft while Moe and I stayed with our original crew. We got a new aircraft as our original pilot returned to Winnipeg for another assignment. At 1813Z we took off and headed south. We were on scene at 1920Z and started a CLA at 500' / 1 over an area we previously covered at 1,500'. We had several call-arounds but no positive sightings. We touched down at 0027Z.

While having supper, there was a commotion at the back of the restaurant and, on investigation, I was informed that the bear we saw the previous night had ripped the lid off a locked freezer and was having a great feast. Shortly a conservation officer came through the building carrying a shot gun and the bear was dispatched. He was becoming a danger to the town's people.



Capt Tom Kolesnik, searchmaster, discusses procedures with Moe Shpak and Al Fraser - volunteer spotters from CASARA Winnipeg who are in Norman Wells assisting with search operations. Canadian Forces photo and caption

On Wednesday 28 July, we took off at 1522Z to cover a mountainous area to the west of missing aircraft's track. We were on scene at 1550Z and commenced a contour search of the area. This was a first for us from the prairies. Our wings seemed to almost touch the rocks and they move by very quickly. After the contour search was complete, we carried out a CLA at 500' / 1 over another area. At

1937Z, we went off search, and transited back to Norman Wells, touching down at 2007Z. We met with the other crew from Winnipeg and another group from Calgary, and discussed what we had done so far and were looking forward to covering a new area at 500' / 1 on Thursday.

Thursday, 29 July

The Coast Guard pilot had seen a site that looked positive, and we would be the first plane to investigate it. Our SARTechs looked at some photos of the area and decided it was too dangerous to parachute into, so they took some of their equipment and went with the helicopter. We changed planes and put all our kit on Rescue 342.



Canadian Coast Guard Bell 212 C-GCHT, which also participated in the search, and made the first report of the crash site. Photo by Robert Dearden

At 1502Z, we took off and were on scene twenty minutes later. We flew to the co-ordinates given, and found a water filled hole with some small bit of white and orange metal on one side of the hole. The colours matched the colour of the missing aircraft. We made a number of low passes over the site and then climbed to act as a communication platform and to wait for the helicopter to arrive. When it arrived, they found an area near the impact site that would support the machine, and the SARTechs began their investigation. It took a while but at 1636Z, they confirmed that it was the plane and headquarters was notified. At 1639Z, we went off search but remained on scene as a communication platform until the RCMP and coroner could arrive. While we waited, we flew to the west and did a contour search for one of the pilots to become current on that search pattern, then returned to 8,000' and continued to orbit. When the coroner and

RCMP arrived, we were released to return to base. We touched down at 2129Z.

We retired to the lunchroom to wait for further instructions. Some of the other spotters from Winnipeg joined us, and while we discussed what we had seen, we were told the son of the pilot was coming to see us. He personally thanked each individual, and for the joint effort in the search for his father. He then left to fly to the scene on a Herc.



Rescue 342 takes off from Norman Wells. Photo by Robert Dearden

At 2300Z, the search master advised that all Winnipeg personnel would return to Winnipeg that night. At 0135Z, Friday July 30th, we loaded all personnel, plus one spotter from Calgary, and all our kit. At 0158Z we took off, flew to the crash scene so all spotters could see the site, then turned for home. We landed in Winnipeg at 0634Z (1:34 am).



CASARA Winnipeg members Doug Brugger, Al Fraser, Kris Buschau-Lapointe, Gregory Chan, and Moe Shpak. Photo by Robert Dearden.

Training

There are no training notes this month.

Notices

Currency For Searches and the Currency Table

In order to fly on searches, you must be certified and current for the position in which you will fly. You are certified by the zone commander upon completion of the process required to achieve wings standard for each position. If you have been awarded spotter wings, for example, you are certified as a spotter.

Once you are certified, you must maintain currency by meeting the minimum requirements listed below, within the last 365 days:

SPOTTERS:

3 hours spotter academic training (eg, Spotter refresher or Level 1), and
2 flights of not less than 1 hour each.

NAVIGATORS:

4 hours navigation academic training (eg, Navigator refresher), and
4 flights of not less than 1 hour each, and
3 ELT homings at least one of which must be an aural null, and
4 search patterns appropriate to your area of operation (track crawl, CLA or parallel track, sector, and expanding square).

PILOTS:

3 hours of pilot academic training (eg, Pilot refresher), and
a minimum of 24 hours flying as PIC, made up of 6 flights of not less than 1 hour each that must be CASARA SAR flying, (training), and the remainder can be CASARA SAR training, or "other" flying, and
3 ELT homings at least one of which must be an aural null, and
4 search patterns appropriate to your area of operation (track crawl, CLA or parallel track, sector, and expanding square).

The currency table attached to the end of each newsletter identifies the requirements for currency for each position. S1 and S2 indicate the dates of your last two spotter flights, N1, N2, N3, and N4 indicate the dates of your last four navigator flights, etc. The numbers correspond to the number of flights required for each position. Pilots and navigators must also fly certain search patterns. The dates listed under each identify the last date you flew that search pattern.

Your Spotter Currency, Navigator Currency, and Pilot Currency dates reflect the last date you are current.

If you have any questions about your currency, please contact Jim Bell. You must not accept a search tasking if you are not current.

Coming Events

Meet at the Training Centre unless noted.
 Exercise end times are *estimates*.
 Changes are highlighted in yellow.

Remember to check the recorded message at
 338-7185 before coming out for an exercise.

Subject	Start Date	Start Time	End Date	End Time	Description
September					
LOWSAR	11-Sep-10	0700	11-Sep-10	1900	Rescheduled to 9 October - Co-ordinator - Jerry Roehr - No of Aircraft - 4 - Total Flying Hours - 20 - Description - Flights in support of spotter training for the Lake of the Woods Search and Rescue volunteer group at Kenora. Spotters aren't required, but we need volunteers for the search headquarters.
Spotter Exercise	25-Sep-10	0900	25-Sep-10	1300	Co-ordinator – Al Fraser - No of Aircraft - 3 - Total Flying Hours - 6 - Description - Spotting and call-around practice for spotters.
October					
Night Navigation Exercise	01-Oct-10	1800	01-Oct-10	2300	Co-ordinator – Bill Karras - No of Aircraft - 3 - Total Flying Hours - 9 - Description - Night flying and night navigation proficiency exercise. Spotters may participate on a space available basis.
LOWSAR	09-Oct-10	0700	09-Oct-10	1900	Rescheduled from 11 Sep - Co-ordinator - Jerry Roehr - No of Aircraft - 4 - Total Flying Hours - 20 - Description - Flights in support of spotter training for the Lake of the Woods Search and Rescue volunteer group at Kenora. Spotters aren't required, but we need volunteers for the search headquarters. Note that this is Thanksgiving weekend.
Tour of the Nav Canada Area Control Centre	12-Oct-10	18:30	12-Oct-10	21:30	Co-ordinator – Randy Wall – Description – Tour of the Winnipeg Area Control Centre, 777 Moray St, Winnipeg, MB R3J 3W8. Winnipeg ACC provides air traffic services to a large area across the prairies. You must register with Randy Wall at randy4@shaw.ca or by calling 799-2154, providing your vehicle licence plate number.
Level 1	16-Oct-10	0830	16-Oct-10	1600	Co-ordinator – Chuck Wilson - No of Aircraft - 2 - Total Flying Hours - 6 - Description - All new members must attend Level 1 before flying with us. The morning is a classroom session, and the afternoon is the first spotting practice flight. Confirm your attendance with the co-ordinator.
November					
Spotter Exercise	06-Nov-10	0900	06-Nov-10	1300	Co-ordinator – Trevor Mueller - No of Aircraft - 3 - Total Flying Hours - 6 - Description - Spotting and call-around practice for spotters.
ELT Search Exercise	13-Nov-10	0900	13-Nov-10	1200	Co-ordinator - TBA - No of Aircraft - 2 - Total Flying Hours - 3 - Description - ELT homing practice, using homers and / or aural null techniques.
Sector Search Exercise	20-Nov-10	0900	20-Nov-10	1300	Co-ordinator – Chuck Wilson - No of Aircraft - 2 - Total Flying Hours - 5 - Description - Practice in carrying out one of our more difficult search patterns.
December					
Creeping Line Ahead Exercise	04-Dec-10	0900	04-Dec-10	1300	Co-ordinator – Trevor Mueller - No of Aircraft - 2 - Total Flying Hours - 5 - Description - Practice in carrying out one of our more difficult search patterns.

Contacts

Zone Commander	Chuck Wilson	941-1193	cwcasara@mts.net
Deputy Zone Commander & Treasurer	Jerry Roehr	981-4239	roehr@mts.net
Secretary	Al Fraser	888-8274	jafraser@mts.net
Chief Pilot	Bill Karras	293-5976	bkarras@gmail.com
Assistant Chief Pilot & Safety Officer	John Hall	228-0072	jhcasara@skyweb.ca
Chief Navigator	Bill Hilash	782-5650	bill@hilash.com
Assistant Chief Navigator	vacant		
Chief Spotter	Trevor Mueller	582-4137	casaraman_cs_zone1@yahoo.ca
Assistant Chief Spotter	Bill Evans	269-8360	bilnadev@mts.net
Equipment Officer	Alf Northam	257-6162	anortham@mts.net
Training Officer & Newsletter Editor	Jim Bell	786-4809	jbell320@gmail.com
CASARA Winnipeg Office / Provincial Training Centre	601A Club Road, St Andrews MB R1A 3P6	338-2868	Fax 338-2868 – call before faxing
CASARA Training Message		338-7185	Don't leave messages on this line
CASARA Manitoba Website			www.casaraman.org

Valid on: 23-Sep-10		Spotter Currency	Nav Currency	Pilot Currency	Certification Training - Spotter	S1	S2	NVG Qualified?	Certification Training - Nav	N1	N2	N3	N4	ELT 1	ELT 2	Aural Null	Track Crawl	CLA	Exp Square	Sector	Certification Training - Pilot	P1	P2	P3	P4	P5	P6			
Pilots		25	5	7																										
Bay	Ron	U	29-Jan-11	19-Mar-11	20-Mar-10			Yes	20-Mar-10	1-Sep-10	21-Jun-10	6-Feb-10	30-Jan-10	18-Sep-10	21-Jun-10	18-Sep-10	5-Sep-10	5-Sep-10	9-Apr-10	6-Jul-10	20-Mar-10	18-Sep-10	5-Sep-10	22-Aug-10	16-Aug-10	6-Jul-10	6-Jul-10	Bay		
Bell	Jim	U	19-Mar-11	4-Dec-10	17-Apr-10				20-Mar-10	3-Jul-10	3-Jul-10	13-Jun-10	8-May-10	3-Jul-10	21-Jun-10	21-Jun-10	3-Jul-10	18-Jul-10	13-Jun-10	13-Jun-10	20-Mar-10	18-Jul-10	26-Jun-10	21-Jun-10	14-Mar-10	12-Mar-10	6-Jul-10	Bell		
Biber	Roland	U	U	U	20-Mar-10				20-Mar-10												20-Mar-10								Biber	
Carley	John	U	U	U	31-Oct-09				6-Feb-10					18-Sep-10	18-Sep-10	18-Sep-10	23-Mar-10	23-Mar-10	13-Nov-09	13-Nov-09	31-Oct-09	18-Sep-10	18-Sep-10	13-Nov-09	13-Nov-09			Carley		
Danyluk	David	U	U	U	20-Mar-10				20-Mar-10					17-Apr-10	17-Apr-10	17-Apr-10	17-Apr-10	13-Nov-09	13-Nov-09	13-Nov-09	20-Mar-10	17-Apr-10	17-Apr-10	13-Nov-09	13-Nov-09			Danyluk		
Hall	John	U	U	27-Nov-10	20-Mar-10			Yes	20-Mar-10					26-Jun-10	26-Jun-10	26-Jun-10	6-Jul-10	9-Apr-10	6-Jul-10	9-Apr-10	20-Mar-10	6-Jul-10	6-Jul-10	26-Jun-10	14-Jun-10	9-Apr-10	28-Nov-09	Hall		
Karras	Bill	U	U	29-Jan-11	20-Mar-10				20-Mar-10					12-Jul-10	12-Jul-10	13-Jun-10	3-Jul-10	30-Jan-10	13-Jun-10	13-Jun-10	20-Mar-10	1-Sep-10	12-Jul-10	3-Jul-10	3-Jul-10	13-Jun-10	30-Jan-10	Karras		
MacKenzie	Clinton	U	U	30-Oct-10	31-Oct-09				31-Oct-09					26-Jun-10	26-Jun-10	26-Jun-10	26-Jun-10	9-Apr-10	9-Apr-10	9-Apr-10	31-Oct-09	26-Jun-10	26-Jun-10	26-Jun-10	3-Apr-10	1-Apr-10	28-Nov-09	MacKenzie		
Roehr	Jerry	U	U	30-Oct-10	17-Apr-10				31-Oct-09					13-Jun-10	17-Apr-10	30-Jan-10	5-Sep-10	5-Sep-10	1-Sep-10	6-Jul-10	31-Oct-09	5-Sep-10	1-Sep-10	22-Aug-10	21-Aug-10	21-Aug-10	6-Jul-10	Roehr		
Wilson	Chuck	U	U	19-Mar-11	20-Mar-10			Yes	20-Mar-10					12-Jul-10	12-Jul-10	22-Nov-09	4-Sep-10	4-Sep-10	9-Apr-10	9-Apr-10	20-Mar-10	4-Sep-10	12-Jul-10	8-May-10	8-May-10	9-Apr-10	9-Apr-10	Wilson		
Wiher	Don	U	U	U	31-Oct-09				31-Oct-09								14-Nov-09				31-Oct-09	14-Nov-09						Wiher		
Navigators																														
Elison	Jim	U	U	U	31-Aug-09				6-Feb-10	6-Jul-10	6-Jul-10	9-Apr-10	9-Apr-10																Elison	
Fraser	Alan	16-Apr-11	5-Feb-11	U	17-Apr-10	11-Sep-10	1-Sep-10	Yes	17-Apr-10	5-Sep-10	5-Sep-10	18-Jul-10	17-Apr-10	13-Jun-10	9-Apr-10	9-Apr-10	17-Apr-10	5-Sep-10	9-Apr-10	13-Nov-09	6-Jul-10								Fraser	
Hlaah	Bill	U	U	U	20-Mar-10				20-Mar-10												20-Mar-10								Hlaah	
Latour	David	U	5-Feb-11	U	31-Oct-09				6-Feb-10	18-Sep-10	1-Sep-10	12-Jul-10	26-Jun-10	18-Sep-10	12-Jul-10	18-Sep-10		1-Sep-10	1-Sep-10	1-Apr-10	31-Oct-09								Latour	
Magee	Dale	U	U	U	20-Mar-10					18-Sep-10	14-Nov-09																		Magee	
Mueller	Trevor	10-Oct-10	U	U	20-Mar-10	18-Sep-10	11-Oct-09	Yes	20-Mar-10																				Mueller	
Northam	Alfred	16-Apr-11	19-Mar-11	U	17-Apr-10	29-Jul-10	28-Jul-10	Yes	20-Mar-10	18-Sep-10	18-Sep-10	4-Sep-10	6-Jul-10	18-Sep-10	18-Sep-10	18-Sep-10		4-Sep-10	9-Apr-10	9-Apr-10	6-Jul-10								Northam	
Osted	Hans	U	U	U	17-Apr-10																								Osted	
Rgoux	Kan	U	U	U	17-Apr-10			Yes		12-Jul-10	9-Apr-10	9-Apr-10	28-Nov-09	12-Jul-10	12-Jul-10			9-Apr-10	9-Apr-10	9-Apr-10	9-Apr-10								Rgoux	
Webster	Mark	U	U	U	20-Mar-10				20-Mar-10	16-Aug-10	11-Aug-10	9-Apr-10	9-Apr-10	9-Apr-10	9-Apr-10			16-Aug-10	9-Apr-10	9-Apr-10	9-Apr-10	20-Mar-10							Webster	
Spotters																														
Amnot	Dan	U	U	U	25-Sep-09																									
Banman	Peter	20-Dec-10	U	U	20-Mar-10	14-Aug-10	21-Dec-09																							
Black	Christopher	U	U	U				Yes		14-Mar-10	14-Mar-10	13-Mar-10	12-Mar-10																	
Boyd	Al	16-Apr-11	U	U	17-Apr-10	6-Jul-10	17-Apr-10																							
Brugger	Doug	19-Mar-11	U	U	20-Mar-10	9-Sep-10																								
Buat	Patrick	12-Mar-11	U	U	17-Apr-10	14-Mar-10	13-Mar-10	Yes	20-Mar-10	14-Mar-10	13-Mar-10	12-Mar-10																		
Buschau-Lapointe	Kris	16-Apr-11	U	U	17-Apr-10	1-Sep-10		Yes																						
Camara	Bonnie	U	U	U	22-Aug-10	28-Nov-09		Yes																						
Chan	Gregory	16-Oct-10	U	U	17-Oct-09	29-Jul-10	28-Jul-10																							
Dearden	Robert	19-Mar-11	U	U	20-Mar-10	29-Jul-10		Yes	20-Mar-10	26-Jun-10				26-Jun-10	26-Jun-10	26-Jun-10														
Desjardins	Gerry	16-Oct-10	U	U	31-Oct-09	1-Apr-10	17-Oct-09																							
Dudar	Stephen	U	U	U						22-Aug-10	21-Aug-10	21-Aug-10																		
Evans	Bill	16-Apr-11	U	U	17-Apr-10	18-Sep-10	9-Sep-10	Yes																						
Falkingham	Scott	16-Apr-11	U	U	17-Apr-10	21-Aug-10	21-Jun-10												3-Feb-10											
Giersch	Helmut	19-Mar-11	U	U	20-Mar-10	11-Sep-10	9-Sep-10	Yes	20-Mar-10																					
Gross	Ernie	U	U	U	18-Sep-10	18-Sep-10																								
Gustafson	Danielle	18-Oct-10	U	U	17-Oct-09	21-Aug-10	18-Jul-10																							
Hochbaum	Albert	19-Mar-11	U	U	20-Mar-10	5-Sep-10	21-Aug-10		20-Mar-10																					
James	Garth	U	U	U	17-Apr-10	17-Apr-10																								
Jenkins	Crawford	16-Oct-10	U	U	17-Oct-09	14-Nov-09	17-Oct-09																							
Miller	Bob	U	U	U	1-Sep-10	18-Jul-10		Yes																						
Nimik	Ted	U	U	U	5-Dec-09																									
Neal	Peggy	16-Apr-11	U	U	17-Apr-10	22-Aug-10	21-Aug-10																							
Park	Tom	19-Mar-11	U	U	20-Mar-10	5-Sep-10	12-Jul-10	Yes	20-Mar-10																					
Perks	Stanley	U	U	U	17-Apr-10																									
Peters	Fernando	16-Oct-10	U	U	17-Oct-09	9-Apr-10	17-Oct-09																							
Phillips	Gary	U	U	U	31-Oct-09	17-Oct-09																								
Porianilla	Pedro	U	U	U	17-Apr-10	30-Jan-10																								
Ritwage	Raymond	16-Apr-11	U	U	17-Apr-10	6-Jul-10	17-Apr-10																							
Samuel	Roger	16-Apr-11	U	U	17-Apr-10	14-Aug-10	6-Jul-10																							
Schedler	Grace	U	U	U	22-Aug-10	21-Aug-10		Yes																						
Schreiber	Edgar	U	U	U	31-Oct-09			Yes	31-Oct-09													31-Oct-09								
Searcy	Darlene	16-Apr-11	U	U	17-Apr-10	11-Sep-10																								