

# CASARA Winnipeg



March 2011

## Membership Renewal

Remember your renewal is due by the end of March. Mail a cheque for \$15 (unless it is waived), and your renewal forms, to: 30 Delbrook Crescent, Winnipeg, MB R2G 1A4, or drop it off at the Training Centre.

## Annual Wings Presentation Evening

Our 11<sup>th</sup> annual Wings Presentation will take place at Larters Golf and Country Club on **Friday 6 May**, starting at 7 pm. Doors will open at 6:30 pm. In addition to dinner, we will have a talk by Keith Olson, a retired Air Canada pilot who also flew for Lamb Air.

Tickets will be available starting in April, and often sell out. Tickets are \$32.50, and available from members of the zone executive.

We will also accept items for our silent auction. If you have anything to donate, please contact Jim Bell. You may also drop off items at the Training Centre, but if you do, please make sure they are well labelled.

## Recent Zone Activities

### Search Co-ordinator Course 18 – 20 March



Participants in the latest course included (from left): Chuck Wilson (instructor), David Latour (candidate), John Davidson (instructor), Ramona Clubb (candidate, Brandon Zone), Capt Jeff Hunter, 435 Sqn CASARA Liaison Officer (instructor), Kris Buschau-Lapointe (candidate), Mary Ritchie (candidate, Brandon Zone), Bev Williams (observer, Brandon Zone), Scott Falkingham (candidate), Al Fraser (observer), Jerry Roehr (instructor), Bill Evans (candidate), Jim Bell (course director). John Carley also attended part of the course.

The Search Co-ordinator Course is the highest level of search training provided by CASARA. The province runs a course once every year or two. The two and a half day course provides a basic understanding of the factors involved in running a search. Upon successful completion, candidates are qualified to assist in running searches or exercises.

## Winter Survival Exercise 5 & 6 March

By Bob Miller

Mar 7, 2011, 18:00 Hrs:

I have just finished a really nice supper prepared by my wife Penny (grilled chicken breast, mixed vegetables, baked potato and a garden salad). I am warm and cosy with the heat set at +20.5 degrees Celsius.

Forty eight hours ago my supper was quite different - a mixture of chicken noodle, beef and vegetable soups - and prepared by someone I was just getting to know – Riley, a student from Red River College's Aviation Management programme. The temperature was somewhere around -20 degrees Celsius. The soup, by the way, was hot and delicious.



*Participants are taken to their sites on sleds towed by snowmobiles. Photo by Danielle Gustafson*

I was part of group "C" on CASARA's 2011 winter survival exercise. My two other group mates in this simulation of a plane crash were also students from the Red River College course, Chantal and Anne. Our day began by meeting at the Training Centre at St Andrews Airport at 9 am. We were divided into groups of four, given an inspection of our gear to make sure we had no contraband (we could only have the items that were listed in the instructions for participants - what to wear and what to bring lists). The only thing missing from the airport security check was the body scanner.

We were then loaded into vehicles, blind folded and transported to an unknown location... just kidding, no blindfolds. The ride took about 1 hour. When we arrived at the destination, the first thing I noticed were the signs that warned us of the local wildlife. No, not some big party they had brought us here for. The list showed pictures of bears, wild boar, fox, coyotes, wolves, etc. Thank goodness bears hibernate in winter and so do mosquitoes. As far as the wild boars are concerned, as long as you can out run the rest of your group, you would be okay, and the rest of the animals I am told are more afraid of you than you are of them.

We were kindly taken out to our individual locations by snowmobiles pulling sleds. The ride was very similar to being in the bow of a fast moving motor boat in high white-capped waves. The day turned out to be around a balmy -13, with a beautiful blue sky and plenty of sunshine. We selected our camp location and proceeded to haul wood out of the bush. Riley set up three signal fire locations about 70 feet apart with the material ready to be lit in the event an aircraft flew over. Chantal and I had brought orange tape so Anne and I set out a large "C" in the area in front of our camp site in the low-lying trees. We all set up the lean-to shelter frame and once it was completed, Anne set about filling in the gaps with pine boughs collected from the lower parts of the pine trees which Riley had started to collect. Chantal kept hauling wood, sometimes some very large pieces. She also kept track of locations where it would take more than one person to

retrieve them and we would work together to remove those.

Our site was barely set up when we could hear a plane very near. Chantal ran from the bush to help us, Riley ran to the first signal fire, as Anne grabbed her signal mirror and began to try signalling. Riley managed to get two of his fires lit which were very effective with lots of smoke. Anne felt she had effectively signalled the plane and we were all waving our hands wildly as the plane flew almost right overhead. We did not notice any waving of the aircraft wings or flashing of the landing light but we felt they must have seen us, so we got back to the task of setting up camp. It didn't seem too long before another plane flew over, and we hadn't refuelled our signal fires, but Anne again tried her signal mirror, which seemed to be effective but again no certain response from the aircraft.



*Group A included Roger Samuel and Peggy Neal.*

We had a visit by the Park Police (no, it was really Tim Spiece, Bill Hilash, and Dale Magee, on snowmobiles of course). They felt that our site was okay, but expressed concern that we had not started our fire. Can you imagine, Park Police being annoyed that a camper hadn't started a fire? We felt that since it was such a nice winter day, our

time was better spent hauling wood and not burning all day, which meant we should have a lot more for the night. It was pointed out to us that winter weather can change very quickly and we might have had a very hard time getting a fire going in blizzard conditions.

We did then start our fire but continued to improve our shelter and collect wood until nightfall. We set up our latrine locations (women on the left trail, men on the right). The temperature started dropping quickly and we discussed the fire watch shift. We figured we would start at 10 pm, and do 2 hour shifts, which would take us to 6 am, then figure it out from there. Anne and Chantal tried getting some rest but found that the shelter provided very little comfort from the cold. Later in the evening every time Chantal would try the shelter, she would say she was going to try the refrigerator again. Anne seemed most affected by the dropping temperature and was finding it more difficult to cope. When the Park Police (aka Jim Bell, Bill Hilash, and Tim Spiece)

showed up again around 1 am, we decided that it was best that Anne be removed from the field to safer conditions. We felt bad for her but I think this provided us with a real life scenario. Anne's condition was getting serious. I'm not sure what we should have done for her except maybe big group hugs. This is something that I think needs more discussion and possible solutions. The remainder of the night left us with almost no rest, but we were comforted by the fire. I also know that if we had to spend more nights outside it could have gotten dangerous. I think I would have wanted to try a quinzee.

They next morning we had a fair amount of wood left, but we knew we would have to get back to collecting soon. We were notified that we would be extracted around 10 so we started taking down the camp, but kept the fire going until the last minute. We were glad to see our rescuers and were very appreciative of the breakfast at Bill Hilash's cabin.



*Breakfast for Roger Samuel, Danielle Gustafson, Peggy Neal, and two Red River students after the "rescue".*

The debriefing wasn't too long and admittedly I was glad to head home to my wife. It was a great experience and I want to thank everyone behind the scenes for the GREAT JOB you did. I also want to thank Riley, Anne, and Chantal for being an awesome team. To the Red River Students, I wish you good luck on your course.

## Sector Search Exercise 5 March



*Albert Hochbaum, Jim Ellison, Jerry Roehr, and Jim Peeling complete the debriefing form after their flight over the survival site.*

In support of the survival exercise, we flew two airplanes over the site. Aircraft were tasked to carry out a sector search over the site, and to identify as many sites as possible. Their flights also included a divert to find an ELT. The flights were successful, giving each survival site group an

opportunity to light their signal fires and smoke generators in a hurry.

The original plan included a third aircraft, but two mishaps prevented its departure. While preparing the airplane, one of the crew inadvertently hit himself below the eye on the trailing edge of the propeller, causing a small but nasty cut. He took himself out of the exercise, but was otherwise okay, and remained to the end. He was replaced by another person, but then the airplane failed to start, despite a battery boost, and an attempt at using the Harv's Air ground power unit – which, it turned out, had caught fire earlier in the week. That was enough bad

luck for the crew, and they decided to scrub.



We'd like to remind everyone that the propeller doesn't have to be turning to be dangerous. The wing trailing edge can also cause serious cuts.

# Rust Remover

By Jerry Roehr



Every year in late January or early February, pilots in Manitoba are eager to attend the "Rust Remover" seminar. This event is held in anticipation of the spring flying season and was held for the ninth time on February 3, 2011. It was sponsored by Winnipeg Zone of CASARA, COPA Flight 35, the RAA, and the Manitoba Aviation Council. The value of the seminar was evident as a record number of persons in attendance had to scout around for a parking spot at the Army, Navy, Air Force Hall on Portage Avenue.

CASARA Winnipeg was instrumental in arranging the presenters as it is part of our mandate to promote SAR awareness and aviation safe practices. Twenty one of the 148 persons registered listed their CASARA membership as their primary aviation organization. Pilots came from places like Carmen, Starbuck, and Shoal Lake. One pilot lived just around the corner from the venue and another travelled over 250 km.

While the sponsoring groups had the opportunity to make short presentations, the evening was devoted to three major different presentations. Tom Kresnyak from NAVCANADA was instrumental in having Robert Cleave and Kevin Dybka from the Winnipeg Flight Information Centre (FIC) explain in detail the various services FIC provides across the country. When the question was raised: "Who has a current Canadian Flight Supplement?", the group was delighted to learn that Mr Kresnyak had arranged for 50 free copies as well as 30 airspace charts.

Gilles Gobert from St Andrews Tower introduced Nick Hybschmann and Christopher Rieken, who were able to demonstrate a semi live version of the Extended Computer Display System (EXCDS), which is being incorporated into air traffic control in all the major centres. The old "strips" are gone and touch screens are in.

For the third major presentation, the audience welcomed back Mr Pete Firlotte, Civil Aviation Inspector, Transport Canada. In our region, we were able to convince the Regional Director that TC has a role to play in talking to pilots as part of the Safety Management System (SMS). Mr Firlotte was able to highlight a number of safety concerns and make pilots aware of things which may get them into trouble.

An invaluable part of the seminar was the time allotted for questions and answers. During the coffee breaks, homebuilders, commercial pilots, owners of maintenance facilities, and persons who maintain grass landing strips engaged in energetic discussion which elevated the noise level of the room considerably. Plans for next year's Rust Remover are being formulated now.

## Notices

### Membership Renewal

By now, you should have received your membership renewal forms in the mail. The membership fee is \$15, but the fee is waived for those who have been members for at least 20 years, and for those who joined after 31 October 2010. You **must submit the forms** regardless of whether you must pay the fee. Make your cheque payable to CASARA Winnipeg.

You will receive a print out from our database that contains the information we have for you – personal information such as date of birth, contact information, next of kin information, and pilot information. Review the contents of this form – mistakes do occur, and this is your chance to catch them. Make any changes or corrections on the form itself.

The CASARA Registration and Update Form 121 will be included in the mailing. You **must sign and date the medical self-declaration**, even if you are a pilot with a valid medical. You must also **sign and date the membership application section**.

**Please return these forms to us before 1 April. Send them to:**

**CASARA Winnipeg  
30 Delbrook Crescent  
Winnipeg, MB, R2G 1A4**

**or drop them off at the Training Centre.**

### CASARA Participation Schedule

The Participation Schedule consists of three sheets: Scheduling, Currency, and Availability. All information on the Availability sheet is now repeated on the Scheduling sheet, surrounded by tildes.

Members use the form as follows:

- enter your availability information on the on line form. Insert your CMS number, if known. You don't have to fill in availability for every exercise. The information you enter will appear on the Scheduling sheet, surrounded by tildes;
- no later than seven days before the exercise, your chief will designate those who will fly as spotters, navs, or pilots. Check the Scheduling sheet to see if you've been selected. Those selected will have the role identified on a coloured background;
- no later than four days before the exercise, the co-ordinator will select targets and headquarters staff, and put that information on the Scheduling sheet. You should also be advised by email or phone.

The Currency sheet is now part of the participation schedule spreadsheet. It contains the same information as the currency page in the newsletter, but will be kept up to date. You can see your last ground training, flights, and search patterns, as well as the date your currency lapses.

### 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:

Role	Academic Training	Number of Flights	Search Patterns	ELTs
Spotter	<b>3 hours</b> of Spotter specific classroom training	<b>2 flights</b> of not less than 1 hour each	No requirement	No requirement
Navigator	<b>4 hours</b> of Navigator specific classroom training	<b>4 flights</b> of not less than 1 hour each	<b>4 search patterns</b> appropriate to the area of operation (track crawl, CLA, sector, expanding square)	<b>3 ELT homings</b> of which 1 must be an aural null
Pilot	<b>3 hours</b> of Pilot specific classroom training	<b>6 flights</b> of not less than 1 hour each, with a <b>minimum of 24 flying hours PIC</b>	<b>4 search patterns</b> appropriate to the area of operation (track crawl, CLA, sector, expanding square)	<b>3 ELT homings</b> of which 1 must be an aural null

## 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.

March					
Physiology of Night Flying	29-Mar-11	1900	29-Mar-11	2200	Co-ordinator – Jim Bell – Description – Vision, night illusions, spatial disorientation, and other night flying concerns – Taught by David Latour. <b>Suitable for all aircrew. Spotters are encouraged to attend.</b>

### Training Schedule 2011 - 2012

Night Navigation Exercise	1-Apr-11	1930	1-Apr-11	2330	Co-ordinator - TBA - No of Aircraft - 3 - Total Flying Hours - 9 - Description - Night flying and night navigation proficiency exercise. Spotters may participate on a space available basis.
ELT Search Exercise	10-Apr-11	1200	10-Apr-11	1500	Co-ordinator - TBA - No of Aircraft - 2 - Total Flying Hours - 3 - Description - ELT homing practice, using homers and / or aural null techniques.
Level 2 / Spotter Refresher	16-Apr-11	900	16-Apr-11	1200	Co-ordinator - Trevor Mueller - No of Aircraft - 0 - Total Flying Hours - 0 - Description - Basic spotter training and refresher, acceptable for spotter currency
Spotter Exercise	16-Apr-11	1300	16-Apr-11	1600	Co-ordinator - TBA - No of Aircraft - 3 - Total Flying Hours - 6 - Description - Spotting and call-around practice for spotters.
Level 3 / Navigator Refresher	19-Apr-11	1900	19-Apr-11	2200	Co-ordinator - Bill Hilash - No of Aircraft - 0 - Total Flying Hours - 0 - Description - Navigator training and refresher, acceptable for navigator currency
Zone Annual General Meeting	20-Apr-11	1930	20-Apr-11	2100	Co-ordinator - Chuck Wilson - No of Aircraft - 0 - Total Flying Hours - 0 - Description - Hear reports of last year's activities and elect the zone commander. All members should attend this meeting. Be sure to pay your membership fee and bring in your renewal forms by this date.
Wings Presentation	6-May-11	1830	7-May-10	2200	Co-ordinator - Jerry Roehr - Description - Annual dinner and presentation of wings, service pins, and awards.
Level 4 / Pilot Refresher	10-May-11	1900	10-May-11	2200	Co-ordinator - Bill Karras - No of Aircraft - 0 - Total Flying Hours - 0 - Description - Pilot training and refresher, acceptable for pilot currency
Level 2 / Spotter Refresher	14-May-11	900	14-May-11	1200	Co-ordinator - Trevor Mueller - No of Aircraft - 0 - Total Flying Hours - 0 - Description - Basic spotter training and refresher, acceptable for spotter currency

Spotter Exercise	14-May-11	1300	14-May-11	1600	Co-ordinator - TBA - No of Aircraft - 3 - Total Flying Hours - 6 - Description - Spotting and call-around practice for spotters.
ELT Search Exercise	24-May-11	1800	24-May-11	2200	Co-ordinator - TBA - No of Aircraft - 2 - Total Flying Hours - 3 - Description - ELT homing practice, using homers and / or aural null techniques.
ELT Search Exercise	6-Jun-11	1800	6-Jun-11	2200	Co-ordinator - TBA - No of Aircraft - 2 - Total Flying Hours - 3 - Description - ELT homing practice, using homers and / or aural null techniques.
LOWSAR	11-Jun-11	700	11-Jun-11	1700	Co-ordinator - Jerry Roehr - No of Aircraft - 4 - Total Flying Hours - 22.5 - 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.
Level 3 / Navigator Refresher	14-Jun-11	1900	14-Jun-11	2200	Co-ordinator - Bill Hilash - No of Aircraft - 0 - Total Flying Hours - 0 - Description - Navigator training and refresher, acceptable for navigator currency
Northern Navigation Exercise	18-Jun-11	900	18-Jun-11	1700	Co-ordinator - TBA - No of Aircraft - 3 - Total Flying Hours - 15 - Description - Navigation proficiency trip around the north end of our zone. Spotters may participate on a space available basis.
Navigation Exercise	9-Jul-11	900	9-Jul-11	1500	Co-ordinator - TBA - No of Aircraft - 4 - Total Flying Hours - 10 - Description - Exercise to improve navigator proficiency.
ELT Search Exercise	11-Jul-11	1800	11-Jul-11	2200	Co-ordinator - TBA - No of Aircraft - 2 - Total Flying Hours - 3 - Description - ELT homing practice, using homers and / or aural null techniques.
ELT Search Exercise	8-Aug-11	1800	8-Aug-11	2200	Co-ordinator - TBA - No of Aircraft - 2 - Total Flying Hours - 3 - Description - ELT homing practice, using homers and / or aural null techniques.
Dead Reckoning Exercise	27-Aug-11	900	27-Aug-11	1400	Co-ordinator - TBA - No of Aircraft - 4 - Total Flying Hours - 8 - Description - Dead reckoning for pilots and navigators. Spotters may participate on a space available basis.
Level 2 / Spotter Refresher	10-Sep-11	900	10-Sep-11	1200	Co-ordinator - Trevor Mueller - No of Aircraft - 0 - Total Flying Hours - 0 - Description - Basic spotter training and refresher, acceptable for spotter currency
Spotter Exercise	10-Sep-11	1300	10-Sep-11	1600	Co-ordinator - TBA - No of Aircraft - 3 - Total Flying Hours - 6 - Description - Spotting and call-around practice for spotters.
ELT Search Exercise	17-Sep-11	900	17-Sep-11	1300	Co-ordinator - TBA - No of Aircraft - 2 - Total Flying Hours - 3 - Description - ELT homing practice, using homers and / or aural null techniques.
Level 3 / Navigator Refresher	20-Sep-11	1900	20-Sep-11	2200	Co-ordinator - Bill Hilash - No of Aircraft - 0 - Total Flying Hours - 0 - Description - Navigator training and refresher, acceptable for navigator currency
Night Navigation Exercise	1-Oct-11	1830	1-Oct-11	2330	Co-ordinator - TBA - No of Aircraft - 3 - Total Flying Hours - 9 - Description - Night flying and night navigation proficiency exercise. Spotters may participate on a space available basis.
ELT Search Exercise	16-Oct-11	900	16-Oct-11	1300	Co-ordinator - TBA - No of Aircraft - 2 - Total Flying Hours - 3 - Description - ELT homing practice, using homers and / or aural null techniques.
Spotter Exercise	22-Oct-11	900	22-Oct-11	1400	Co-ordinator - TBA - No of Aircraft - 3 - Total Flying Hours - 6 - Description - Spotting and call-around practice for spotters.
Level 2 / Spotter Refresher	6-Nov-11	900	6-Nov-11	1200	Co-ordinator - Trevor Mueller - No of Aircraft - 0 - Total Flying Hours - 0 - Description - Basic spotter training and refresher, acceptable for spotter currency
Spotter Exercise	6-Nov-11	1300	6-Nov-11	1600	Co-ordinator - TBA - No of Aircraft - 3 - Total Flying Hours - 6 - Description - Spotting and call-around practice for spotters.
Level 3 / Navigator Refresher	17-Nov-11	1900	17-Nov-11	2200	Co-ordinator - Bill Hilash - No of Aircraft - 0 - Total Flying Hours - 0 - Description - Navigator training and refresher, acceptable for navigator currency
Navigation Exercise	19-Nov-11	900	19-Nov-11	1500	Co-ordinator - TBA - No of Aircraft - 4 - Total Flying Hours - 10 - Description - Exercise to improve

					navigator proficiency.
Sector Search Exercise	3-Dec-11	900	3-Dec-11	1300	Co-ordinator - TBA - No of Aircraft - 2 - Total Flying Hours - 4 - Description - Practice in carrying out one of our more difficult search patterns.
ELT Search Exercise	4-Dec-11	900	4-Dec-11	1200	Co-ordinator - TBA - No of Aircraft - 2 - Total Flying Hours - 3 - Description - ELT homing practice, using homers and / or aural null techniques.
Level 3 / Navigator Refresher	17-Jan-12	1900	17-Jan-12	2200	Co-ordinator - Bill Hilash - No of Aircraft - 0 - Total Flying Hours - 0 - Description - Navigator training and refresher, acceptable for navigator currency
Level 2 / Spotter Refresher	21-Jan-12	900	21-Jan-12	1200	Co-ordinator - Trevor Mueller - No of Aircraft - 0 - Total Flying Hours - 0 - Description - Basic spotter training and refresher, acceptable for spotter currency
Spotter Exercise	21-Jan-12	1300	21-Jan-12	1600	Co-ordinator - TBA - No of Aircraft - 3 - Total Flying Hours - 6 - Description - Spotting and call-around practice for spotters. Incorporates the Delta Marsh overflight ex.
Spotter Exercise	28-Jan-12	1200	28-Jan-12	1600	Co-ordinator - TBA - No of Aircraft - 3 - Total Flying Hours - 6 - Description - Spotting and call-around practice for spotters. Incorporates the Delta Marsh overflight ex.
Rust Remover	2-Feb-12	1900	2-Feb-12	2230	Co-ordinator - Jerry Roehr - Description - Annual refresher session for the general aviation community. Open to everyone.
RAA Springfield Demo	4-Feb-12	1200	4-Feb-12	1500	Co-ordinator - Jerry Roehr - No of Aircraft - 1 - Total Flying Hours - TBA - Description - Support to the annual Lyncrest winter festival.
Level 3 / Navigator Refresher	20-Mar-12	1900	20-Mar-12	2200	Co-ordinator - Bill Hilash - No of Aircraft - 0 - Total Flying Hours - 0 - Description - Navigator training and refresher, acceptable for navigator currency

## Contacts

<b>Zone Commander</b>	<b>Chuck Wilson</b>	<b>941-1193</b>	<b><a href="mailto:cwcasara@mts.net">cwcasara@mts.net</a></b>
<b>Deputy Zone Commander &amp; Treasurer</b>	<b>Jerry Roehr</b>	<b>981-4239</b>	<b><a href="mailto:roehr@mts.net">roehr@mts.net</a></b>
<b>Secretary</b>	<b>Al Fraser</b>	<b>888-8274</b>	<b><a href="mailto:jafraser@mts.net">jafraser@mts.net</a></b>
<b>Chief Pilot</b>	<b>Bill Karras</b>	<b>293-5976</b>	<b><a href="mailto:bkarras@gmail.com">bkarras@gmail.com</a></b>
<b>Assistant Chief Pilot</b>	<b>vacant</b>		
<b>Chief Navigator</b>	<b>Bill Hilash</b>	<b>782-5650</b>	<b><a href="mailto:bill@hilash.com">bill@hilash.com</a></b>
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<b>CASARA Training Message</b>		<b>338-7185</b>	<b>Don't leave messages on this line</b>
<b>CASARA Manitoba Website</b>			<b><a href="http://www.casaraman.org">www.casaraman.org</a></b>