



Royal Canadian Mounted Police

Gendarmerie royale du Canada

File No N° de dossier	Security Classification Designation Classification designation sécuritaire	Total Pages Pages totales
BN 2012-04	Protected "A"	1

BRIEFING NOTE TO THE COMMISSIONER

NOTE D'INFORMATION AU COMMISSAIRE

Burton WINTERS - Deceased Missing Person

ISSUE:

- To provide information on RCMP PROS File: 2012-109461 - Burton Winters (1997-07-11) missing person investigation Makkovik, NL, 2012-01-29.

BACKGROUND:

- On 29 January 2012 at 1930hrs, RCMP were contacted by Burton Winters father, Rodney JACQUE, that his son had not been seen since 1330hrs that day. Burton had left on snowmobile to travel to his grandmother's house. A check was conducted by RCMP and family throughout the community to locate Burton without success. The concern was that Burton was not experienced to be "on the land" and had no survival gear with him when he left.
- At 2237 hrs the Operational NCO for the district was notified of the incident and Operational Support Services were contacted at 2244 hrs, to obtain air support for the following morning.
- Initially ground search and rescue teams were deployed to different areas around the community to locate Burton. A local hunter advised that earlier this day around 1400hrs he had identified fresh snowmobile tracks headed towards the edge of the sea ice. Searchers followed this track, however, due to poor ice conditions were forced to turn back. The search continued until 0230hrs on 30 January 2012, at which time it was halted until it could be resumed at day light.
- On the morning of 30 January 2012 the ground search efforts continued, however, the existing weather conditions at 0900hrs precluded the use of air support from provincial emergency services. At 0940hrs Provincial emergency services advised the RCMP that the Joint Rescue Center had been contacted, however, their resources were not available at this time.
- A change in the weather later that morning at 1040hrs allowed for provincial emergency air services to join the search providing air support by Universal helicopter, precluding a further request to DND. The air support detected snowmobile tracks heading towards open water. This area was examined by searchers using a boat, however, nothing was discovered.
- The search continued until later that afternoon when the weather deteriorated further, and the search was stopped that night with an understanding it would resume the following morning.

Approved by: Sgt. P. Alkay W Division Criminal Operations	Date 2012-02-03	Recommended by: Supt. Mark McEwan W Division Criminal Operations W Division	Date 2012-02-03
Approved by: Supt. A. Graham Acting C.O. W Division	Date 2012-02-03	Reviewed by: Steve Graham Deputy Commissioner East / Sous-commissaire est	Date 2012-02-03



Royal
Canadian
Mounted
Police

Gendarmerie
royale
du
Canada

File No. N° de dossier	Security Classification/Designation Classification/désignation sécurité	Total Pages Pages totales
BN 2012-04	Protected "A"	1

**BRIEFING NOTE TO
THE COMMISSIONER**

**NOTE D'INFORMATION
AU COMMISSAIRE**

- On 31 January 2012, the search resumed and later that afternoon RCMP Air Services discovered a snowmobile on the ice approximately 2.5 km from open water that was too dangerous to reach by land. There was no sign of Burton. This information allowed for another request for further air service support through provincial emergency services which received support from 444 Squadron from Goose Bay who searched through the night assisted by an Aurora aircraft using forward looking infrared (FLIR) equipment. The search continued until the early morning hours when it was concluded with the understanding it would continue in the morning with further air support.
- On the morning of 1 February 2012, the search for Burton continued supported by provincial emergency air services. The effort continued until just before noon when Burton's body was discovered on the ice by the Universal Helicopter (provincial emergency services) approximately 12 kms from his snowmobile, and 22-23kms from the community. His body was recovered and transported to the local medical clinic where he was pronounced dead later that afternoon.

CURRENT STATUS:

- The family has been updated by the i/c of Makkovik detachment throughout the search.
- The body of Burton Winters has been flown to St. John's, NL for an autopsy.

STRATEGIC CONSIDERATIONS:

- The response to this search continues to be examined by agencies involved, and the Government.

STRATEGIC COMMUNICATIONS:

- "B" Division Media Relations Unit is aware of this matter and is preparing a media strategy for the media inquiries.

Submitted by - Rédigé par Sgt. P.J. McKay "B" Division Criminal Operations	Date 2012-02-03	Recommended by - Recommandé par Supt. Mark McGowan N/CIC Criminal Operations "B" Division	Date 2012-02-03
Approved by - Approuvé par Supt. A. Boland Acting CO "B" Division	Date 2012-02-03	Reviewed by - Examiné par Steve Graham Deputy Commissioner East / Sous-commissaire est	Date 2012-02-03

RCMP-GRC/B Division

2012/02/06 08:43 by 000050478

2012/02/06 08:43

RECORD REMOVED MISSING
REM: BODY RECOVERED**MISSING** CASE: 2012109461
APID: WINTERSBUR970714
WINTERS, BURTON
SEX: MALE DOB: 1997-07-14 AGE: 14MISSING PERSON INFORMATION INACTIVATED
WILL PURGE ON 2012-08-06
EMANCIPATION DATE: 2015-07-14RECORD OWNER
NF10027 HOPEDALE DET 709-933-3820 2012-01-30 14:43RECORD(S) INACTIVATED
WILL PURGE ON 2012-08-06

WINTERS, BURTON

SEX: MALE DOB: 1997-07-14 AGE: 14
ADDR: 17 ANDERSEN, MAKKOVIK NL CANADA
APID: WINTERSBUR970714OTHER INFO: INUIT
2012020607433420120206074335

RCMP-GRC/B Division

2012/01/30 15:43 by 000050478

2012/01/30 15:43

CORE RECORD

WINTERS, BURTON

MISSING 1

SEX: MALE DOB: 1997-07-14 AGE: 14
ADDR: 17 ANDERSEN, MAKKOVIK NL CANADA
APID: WINTERSBUR970714

OTHER INFO: INUIT

RECORD ADDED MISSING

M (MISSING) ASSIGNED TO MISSING TYPE

MISSING

WANDERED OFF

NO PREVIOUS HISTORY

MISSING FROM OTHER (SEE REMARKS)

DENTAL CHART - UNAVAILABLE

HANDICAP - OTHER DEPENDENCY (SEE REMARKS)

LAST SEEN ON: 2012-01-29

DATE & TIME MISSING PERSON REPORTED: 2012-01-30 15:41

EMANCIPATION DATE: 2015-07-14

REMARKS

1) WANDERED OFF ON SNOWMOBILE

CASE: 2012109461 EXP: 2013-01-30

RECORD OWNER

NF10027 HOPEDALE DET 709-933-3820 2012-01-30 14:43

PERSON CORE RECORD ACTIVATED
2012013014432420120130144325

RCMP-GRC/B Division

2012/01/30 15:39 by 000050478

2012/01/30 15:39

RECORD ADDED CORE

WINTERS, BURTON

SEX: MALE DOB: 1997-07-14 AGE: 14
ADDR: 17 ANDERSEN, MAKKOVIK NL CANADA
APID: WINTERSBUR970714

OTHER INFO: INUIT
2012013014394920120130143949

CWT MOKAMI TRAVEL
PO BOX 491 STATION C
GOOSE BAY LABRADOR AOP 1C0
PHONE: 709 896-2477 FAX: 709 896-5557

PNR LOC: WZ3PVQ
CLIENT NR:

DATE: 04 FEB 2012
INVOICE: ITIN

TO:
ROYAL CANADIAN MOUNTED POLICE
PO BOX 1480 STATION B
GOOSE BAY NL
AOP1E0

FOR:
OBRIEN/VIVIEN MS

--ITINERARY/INVOICE--

FROM	TO	CARRIER	FLT/CL	DATE	DEP	ARR	ST
GOOSE BAY FOUR STOPS EQUIPMENT-DHC6 TWIN OTTER	MAKKOVIK	LABRADOR	206 Y	05 FEB 12	1010A	120P	OK
						FLYING TIME- 3:10	

05 FEB 12 SUNDAY	OTHER LOCATION-GOOSE BAY	OTHER TICKET -1803791643		286.00			
	OTHER TAX			20.00			
	HST			39.78			

PLEASE SEE DETAILS BELOW
T.O. 01804 AUTHORIZED BY CPL VARDY

TICKET -1803791643	286.00
OTHER TAX	20.00
HST	39.78

RCMP GRC TRANSPORT REQUISITION **BON DE TRANSPORT** 01804

FROM - DE: **GOOSE BAY** TO - A: **MAKKOUK**

CARRIER - TRANSPORTEUR: **AIR LABRADOR** MODE: boat bateau rail train air avion bus autobus

DESCRIPTION	1 WAY ALLER	RET. CRC.	CLASS - CLASSE	RATE - TARIF	AMOUNT MONTANT
VIVIAN O'BRIEN	✓				

APPROVED - APPROUVE: *Richard Jell* DATE: **2012/02/08** COLLATOR CODE - CODE DE COLLATION: **B0172**

CERTIFIED SERVICE REC'D / ATTESTATION DU SERVICE RECU: **MAKKOUK**

RETURN THIS COPY WITH YOUR INVOICE TO:
 RETOURNER CETTE COPIE AVEC VOTRE FACTURE A:

Labrador District
 Royal Canadian Mounted Police
 P.O. Box 1480, Stn "B"
 Happy Valley - Goose Bay
 A0P 1E0

TRAVEL AUTHORIZATION - AUTORISATION DE VOYAGE

Requested by - Demandé par
Cpl. KG VARDY

HRMIS/Employee No
Matr./n° de l'employé
000042985

ORIGINATING UNIT **Labrador District** Date **2012-02-03** Division **B** Sub-Division/Directorate - Sous-division/Direction **Labrador District**

Proposed travel from - Voyage proposé **Makkovik** Travel to - A destination de **Makkovik** Det./Branch - Dét./Service **Makkovik**

Type of travel - Genre de voyage Domestic - Au pays Foreign - À l'étranger Administrative - Administratif Operational - Opérationnel

Telephone - Téléphone **709 923 2317**

Date of departure - Date du départ **2012-02-05** Duration days - Durée

Purpose of trip - But du voyage **Vivian O'BRIEN is to travel to Makkovik to do a Critical Incident Debrief**

Financial Coding - Codes financiers **GL account - Compte général** Internal order - Ordre interne **Funds commitment - Engagement de fonds**

Cost center - Centre de coût **For Civilian witness Travel Only - Pour témoin civil seulement** Name of passenger - Nom du passager **TAN, NUMBER N° N.A.V.**

File No. - N° du dossier **Section changed under - Imputé à la section**

Name of traveler - Nom du voyageur	Rank/Class. Grade/class.	Number of tickets			One way	Return	Stopover - Escalas	Place - Lieu	Official		TAN, NUMBER N° N.A.V.
		Adult	Child	Elderly					Official	Personal	
Vivian O'BRIEN		1							<input checked="" type="checkbox"/>	<input type="checkbox"/>	
									<input type="checkbox"/>	<input type="checkbox"/>	
									<input type="checkbox"/>	<input type="checkbox"/>	
									<input type="checkbox"/>	<input type="checkbox"/>	
									<input type="checkbox"/>	<input type="checkbox"/>	

PROJECTED EXPENSES - DÉPENSES PRÉVUES

TRANSPORTATION - TRANSPORT

COMMERCIAL Taxi Car rental Other (specify)

Air Rail Business class Coach/Economy

Avion Train Classe affaire Classe touristique/économique

GOVERNMENT Air Motor vehicle Other (specify)

GOUVERNEMENT Avion Véhicule automobile Autre (préciser)

Private vehicle allowance Requested usage by

Indemnité de véhicule particulier Usage demandé par

② \$ miles le mille miles le mille km le km km le km

ACCOMMODATION - LOGEMENT

Government - Gouvernement Private - Particulier

days - jours

MEAL/INCIDENTAL EXPENSES - REPAS/FAUX FRAIS

Breakfast Lunch Dinner

Petit déjeuner Déjeuner Dîners

Incidental Faux frais

\$0.00

OR - OU **COMPOSITE ALLOWANCE - INDEMNITÉ GLOBALE**

days - jours

RATE - TAUX

days - jours

\$0.00

ADVANCE REQUIRED - AVANCE DEMANDÉE

Yes - Oui Amount - Montant Date required - Pour le

Travel card holder - Titulaire de carte de voyage

Yes - Oui No - Non

Total projected expenses

Total des dépenses prévues

\$0.00

NOTE - NOTA

Additional cost for personal supplies is member's responsibility. Le montant des dépenses des articles personnels est la responsabilité du membre.

Branch, Section or Unit Co. (position approved by Comm. or Div. Co.) Sec. Adm. Man VI

Chief de section ou de service (poste approuvé par le Comm. ou par le c. div.) Consulter le chap du Man. d'adm

Recommended by (Name and Title) **Cpl. Kimbal VARDY**

Signature

Approved pursuant to Sub Section 32(1) of the Financial Administration Act, funds are available and unencumbered

Approuvé en vertu du paragraphe 32(1) de la loi sur la gestion des finances publiques, les fonds sont disponibles et libérés de tout engagement.

Name and Title - Nom et titre

Signature

**ASSISTANCE REQUEST
TECHNOLOGICAL CRIME**

**DEMANDE D'ASSISTANCE
CRIMINALITÉ TECHNOLOGIQUE**

Include one copy of form 1625 - Inclure une copie de formule 1625

Requesting unit - Service demandeur Royal Canadian Mounted Police, Makkovik Detachment		Security Class./Designation Class./désignation sécuritaire Protected B
Investigator - Enquêteur CST STEPHEN HOWLETT	Reg. no. - Matr. 55881	File Restricted - Dossier restreint No
Requesting unit occ. no. - N° d'inc. du service demandeur MAKKOVIK	Requesting unit ORI Indicatif (OR/IND) du service demandeur NF10027	Collator Code - Code d'intérêt B0171
Nature of the event - Nature de l'incident MISSING PERSONS	Address - Adresse MAKKOVIK, NEWFOUNDLAND AND LABRADOR	Telephone No. - N° de téléphone 709 923 2317
Main subject (Ex. SUB/BUS) - Sujet principal (Ex. SUJ-COM) BUTON RODNEY WINTERS	Reported on Date du rapport d'incident 2012-01-29	Requailing unit/OSR code Code RSO du service demandeur
	Date of birth Date de naissance 1997-07-14	

To be completed by ITC Section - À être rempli par la Section de la criminalité technologique

Name of technician - Nom du technicien	Reg. No. - Matr.	Diary date/urgency Date d'ap./urgence
	Telephone No. - N° de téléphone	

DETAILS (Include investigation details, reasons for seizure and information sought, include search strings, the address where the search was/will be conducted and details of the premises. Please be as specific as possible.)

RENSEIGNEMENTS COMPLÉMENTAIRES (Préciser les détails de l'enquête, les raisons de la saisie, les renseignements recherchés, la chaîne de recherche, l'adresse de la perquisition et les détails sur l'endroit. Soyez aussi précis que possible.)

On Sunday Jan 30th, 2012 at 19:30 the Royal Canadian Mounted Police in Makkovik received a complaint from Rodney JACQUE who advised that his son, Burton WINTERS, has not been seen since 13:30 this afternoon. It was reported that WINTERS left on snowmobile to go to his grandmothers house however he did not arrive. Police checked all family and friends house to no avail. Search and Rescue were deployed in different areas around Makkovik and Postville with no luck. It was reported that WINTERS left on a 2008 Tundra, 300, snowmobile, Yellow in color. It's unclear as to how much gas WINTERS had at the time however police are speculating there was 3/4 tank. WINTERS does not have any history in regards to mental illness. WINTERS is not experienced on the land and police do not anticipate that he had any survival supplies. It was reported that WINTERS had been spoken to by his parents earlier in the day in regards to being up late the night before on his computer, it didn't appear that WINTERS was upset regarding same. Ryan POTTLE (Local Hunter) advised that on today's date at approximately 14:00 HRS he identified a fresh snowmobile track on the ice heading toward the Shinna (Edge of Sea Ice). Search and Rescue followed the track however due to bad ice conditions had to turn back. The track was lost however it appeared to be going in the direction of the bad ice. Local hunters could not identify who the track belonged to however all agreed that whoever it was obviously did not know the area. It was reported that WINTER had been up until 4:00 AM the night before he went missing, police were advised he had been on computer. Same has been seized to identify any information, chals, etc, that would reveal anything about WINTERS state of mind leading up to the day he went missing.

CONTO Page 2
SUITE page 2

Exhibits obtained as a result of Search Warrant? - Pièce(s) à conviction obtenue(s) par suite du mandat de perquisition?

No Yes
Date of Warrant - Date du mandat Issuing office - Bureau de délivrance

Property disposal receipt

Occurrence #

Property disposed

Description	Tag #	Disposed on	Disposition	Reference	Remarks
Computers, parts or accessories: Laptop computer DELL P221 (LAPTOP)	2012109461PE1	2012/02/10	16-30-3-4 1C-30 Returned to owner		Returned to Rodney JACQUE

1 Total property disposed

Date: 2012/02/10

Authorizing officer's signature:

Authorizing officer's name/badge: #000042985 VARDY, K.

Member signature:

Member name/badge: #000042985 VARDY, K. 3-4

[Handwritten signature: Rodney Vardy]

[Handwritten signature: Rodney Vardy]

[Handwritten signature: Rodney Vardy]

[Handwritten signature: Rodney Vardy]



Gendarmerie royale
du Canada

Royal Canadian
Mounted Police

**CONSENTEMENT À UNE PERQUISITION
CONSENT TO SEARCH**

Je,
I,

Natalie Jacque and Rodney Jacque

donne volontairement mon consentement et autorise
do hereby voluntarily give my consent and authorize

Royal Canadian Mounted Police, "B" Division Tech Crime

à perquisitionner Dell Computer (Laptop)
to search

situé(s) à
situated at

any information that would offer assistance pertaining to the missing persons
pour les biens/articles suivants
for the following goods/items

Investigation ongoing in Makkovik

Le (La) Dell Computer
The

devant être perquisitionné(e) appartient à Burton Winters
to be searched belongs to

et j'en ai le contrôle à titre de
and I have control over it as

December, 2011
depuis
since

Owner / Parents
(propriétaire, locataire, emprunteur)
(owner, tenant, borrower)

Je comprends qu'il s'agit d'une enquête sur une affaire de
I understand that you are investigating an allegation of

Je donne mon consentement à cette perquisition en
Je donne mon consentement à cette perquisition en

I give my consent to this search knowing that:

1. Que je ne suis pas obligé à donner mon consentement à cette perquisition;
2. Que je garde le droit de retirer mon consentement à n'importe quel moment durant la perquisition.

1. I am under no obligation to consent to this search;
2. If I consent to the search, I maintain my right to withdraw that consent at any time during the search.

Je comprends parfaitement que si les articles ou les biens susmentionnés sont trouvés, ou si d'autres articles ou biens pouvant constituer la preuve qu'il y a eu infraction criminelle en vertu d'une loi fédérale ou provinciale sont trouvés, on pourrait les saisir, je pourrais être arrêté et on pourrait intenter des poursuites criminelles contre moi.

I fully understand that if any of the goods listed above are found, or if anything else is found that would constitute evidence of a criminal offence under federal or provincial law, that the items may be seized, and that I may be arrested, charged and prosecuted.

J'ai le droit d'avoir recours sans délai et en privé à l'assistance de l'avocat de mon choix. Sans égard à mes moyens financiers, j'ai également le droit d'avoir recours immédiatement aux conseils préliminaires et gratuits d'un avocat :

I have the right to retain and instruct counsel of my choice without delay and in private. Regardless of my financial situation, I also have the right to free and immediate preliminary advice from a duty counsel:

- du Service de garde du Barreau du Québec, au numéro sans frais 1 866 866-0011, ou;
- de l'Aide Juridique, au numéro sans frais 1 800 842-2213

- from the Service de garde du Barreau du Québec, at the toll free number 1 866-866-0011, or;
- from Aide Juridique (Legal Aid), at the toll free number 1 800 842-2213

Je désire / ne désire pas consulter un avocat de garde ou un autre avocat.

I wish / do not wish to speak to a duty counsel or any other lawyer.

Je donne mon consentement volontairement, sans avoir été harcelé ni menacé. Aucun privilège ne m'a été accordé par la police ou quelqu'un d'autre en donnant mon consentement.

I give this consent voluntarily and have not been coerced, threatened, or promised any advantage by the police or anyone else.

Initiales
Initials
RJ
RJ
RJ

RJ
RJ

**ASSISTANCE REQUEST
TECHNOLOGICAL CRIME**

**DEMANDE D'ASSISTANCE
CRIMINALITÉ TECHNOLOGIQUE**

Include one copy of form 1625 - Inclure une copie de formule 1625

Requesting unit - Service demandeur Royal Canadian Mounted Police, Makkovik Detachment		Security Class / Designation Class / désignation sécuritaire Protected B
Investigator - Enquêteur CST STEPHEN HOWLETT	Reg. no. - Matr. 55881	File Restricted - Dossier restreint No
Requesting unit occ. no. - N° d'inc. du service demandeur MAKKOVIK	Requesting unit ORI / Indicateur (OR/IND) du service demandeur NF10027	Callator Code - Code d'intercl. B0171
Nature of the event - Nature de l'incident MISSING PERSONS		Telephone No. - N° de téléphone 709 923 2317
Main subject (Ex. SUB/BUS) - Sujet principal (Ex. SUJ-COM) BUTON RODNEY WINTERS	Address - Adresse MAKKOVIK, NEWFOUNDLAND AND LABRADOR	Reported on / Date du rapport d'incident 2012-01-29
		Date of birth / Date de naissance 1997-07-14

To be completed by ITC Section - À être rempli par la Section de la criminalité technologique

Name of technician - Nom du technicien	Reg. No. - Matr.	Diary date/emergency / Date d'aj./urgence
		Telephone No. - N° de téléphone

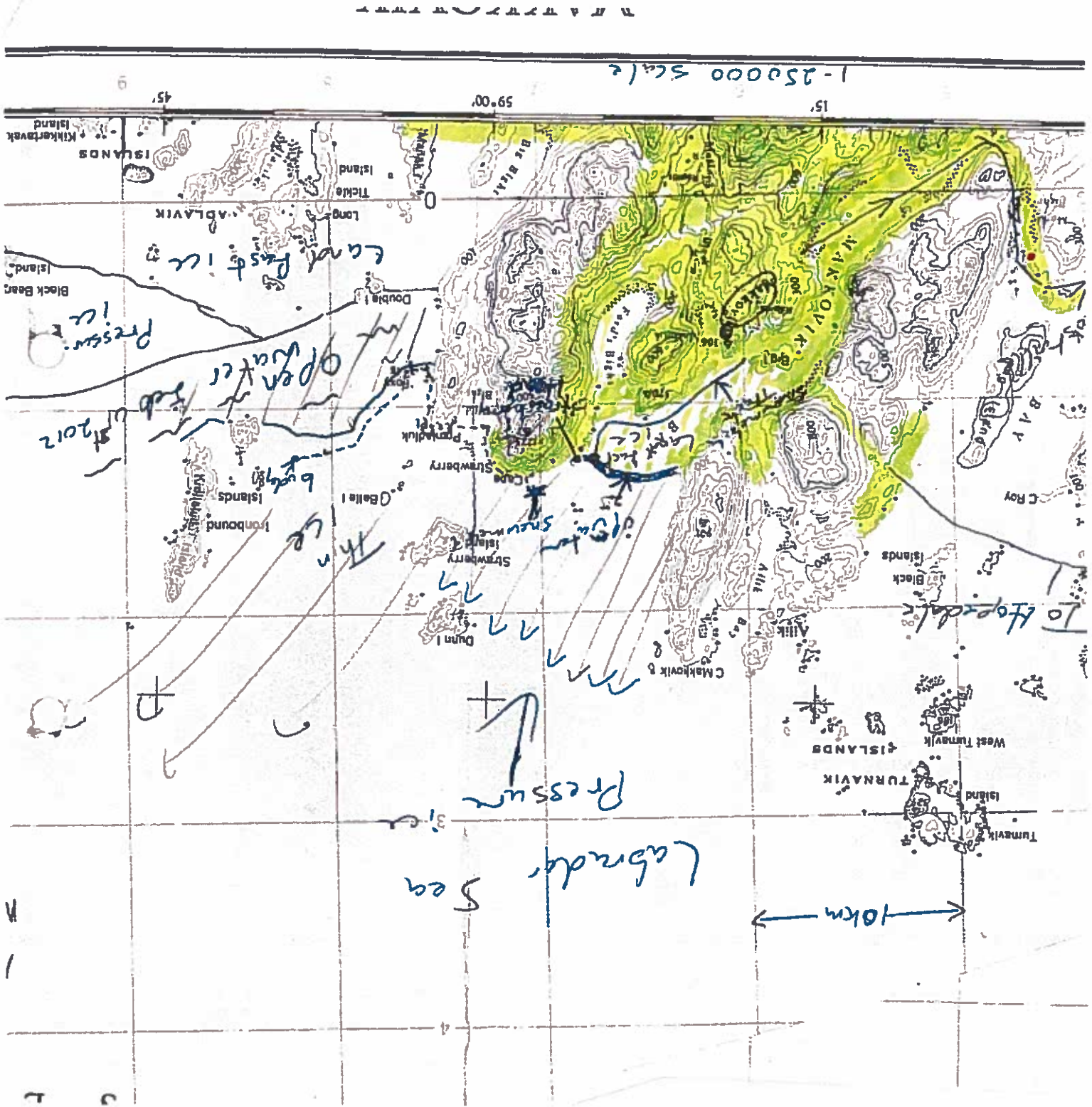
DETAILS (Include investigation details, reasons for seizure and information sought, include search strings, the address where the search was/will be conducted and details of the premises. Please be as specific as possible.)

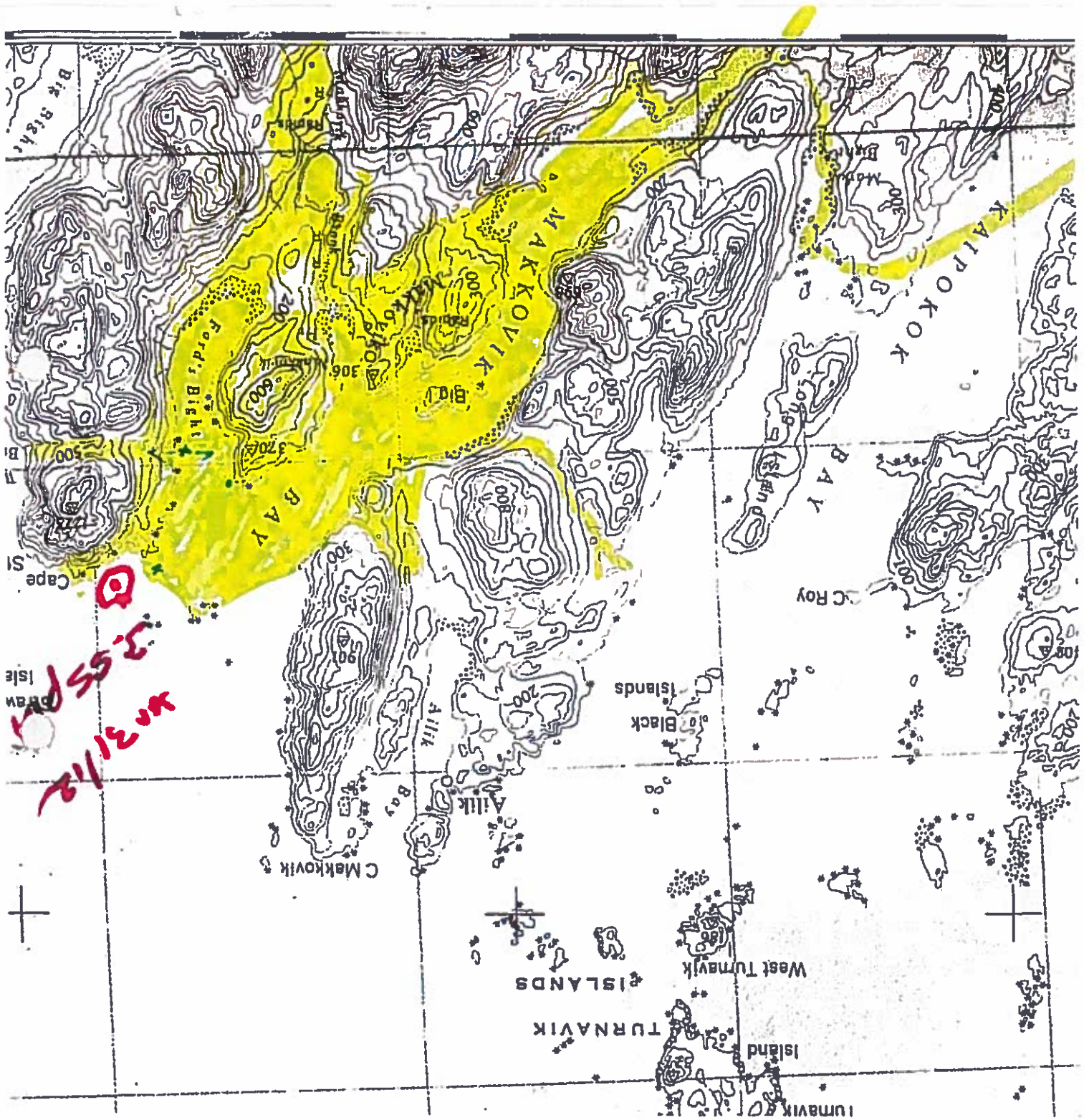
RENSEIGNEMENTS COMPLÉMENTAIRES (Préciser les détails de l'enquête, les raisons de la saisie, les renseignements recherchés, la chaîne de recherche, l'adresse de la perquisition et les détails sur l'endroit. Soyez aussi précis que possible.)

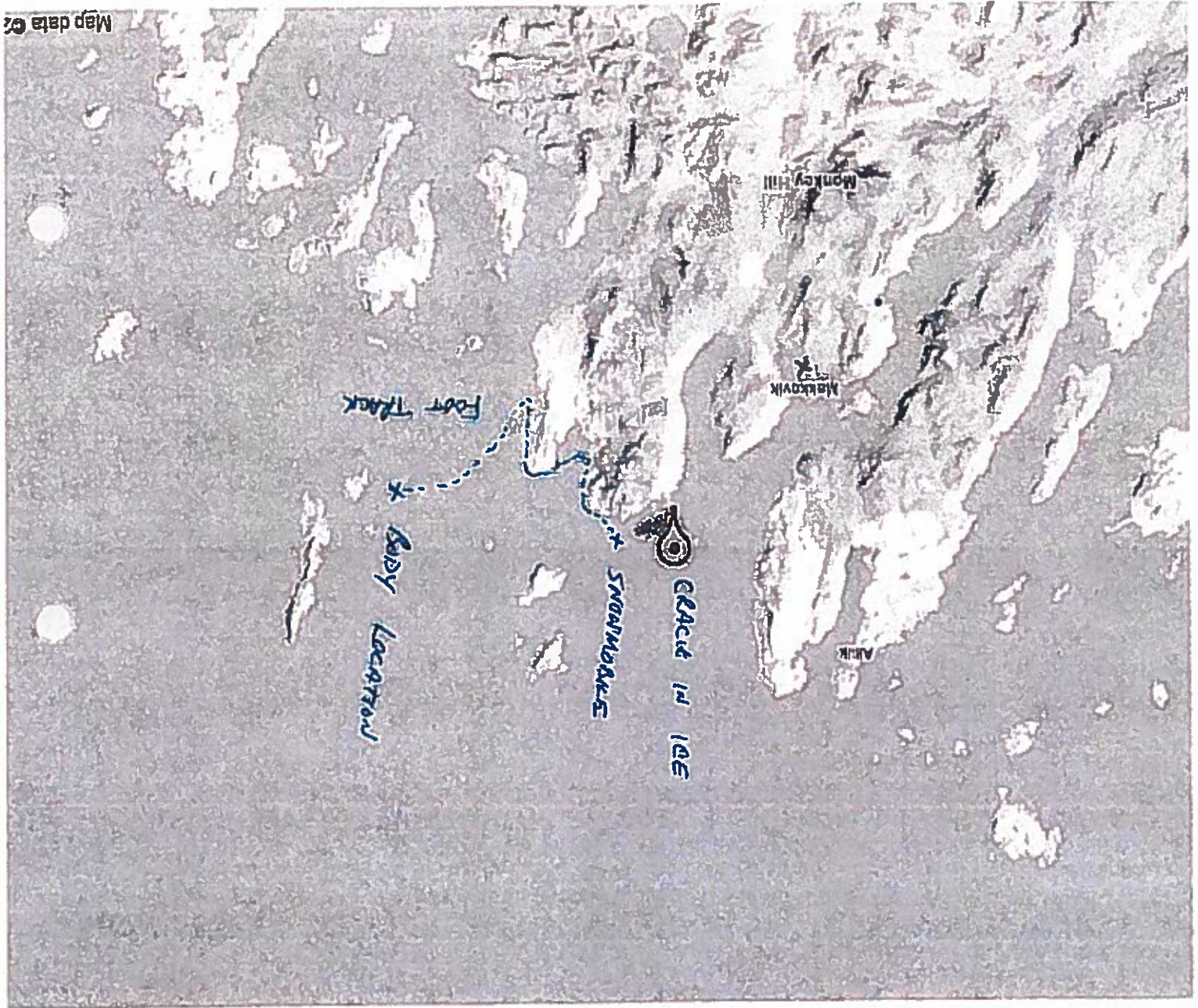
On Sunday Jan 30th, 2012 at 19:30 the Royal Canadian Mounted Police in Makkovik received a complaint from Rodney JACQUE who advised that his son, Burton WINTERS, has not been seen since 13:30 this afternoon. It was reported that WINTERS left on snowmobile to go to his grandmothers house however he did not arrive. Police checked all family and friends house to no avail. Search and Rescue were deployed in different areas around Makkovik and Postville with no luck. It was reported that WINTERS left on a 2008 Tundra, 300, snowmobile, Yellow in color. It's unclear as to how much gas WINTERS had at the time however police are speculating there was 3/4 tank. WINTERS does not have any history in regards to mental illness. WINTERS is not experienced on the land and police do not anticipate that he had any survival supplies. It was reported that WINTERS had been spoken to by his parents earlier in the day in regards to being up late the night before on his computer, it didn't appear that WINTERS was upset regarding same. Ryan POTTLE (Local Hunter) advised that on today's date at approximately 14:00 HRS he identified a fresh snowmobile track on the ice heading toward the Shinna (Edge of Sea Ice). Search and Rescue followed the track however due to bad ice conditions had to turn back. The track was lost however it appeared to be going in the direction of the bad ice. Local hunters could not identify who the track belonged to however all agreed that whoever it was obviously did not know the area. It was reported that WINTER had been up until 4:00 AM the night before he went missing, police were advised he had been on computer. Same has been seized to identify any information, chats, etc, that would reveal anything about WINTERS state of mind leading up to the day he went missing.

Exhibits(s) obtained as a result of Search Warrant? - Pièce(s) à conviction obtenue(s) par suite du mandat de perquisition?

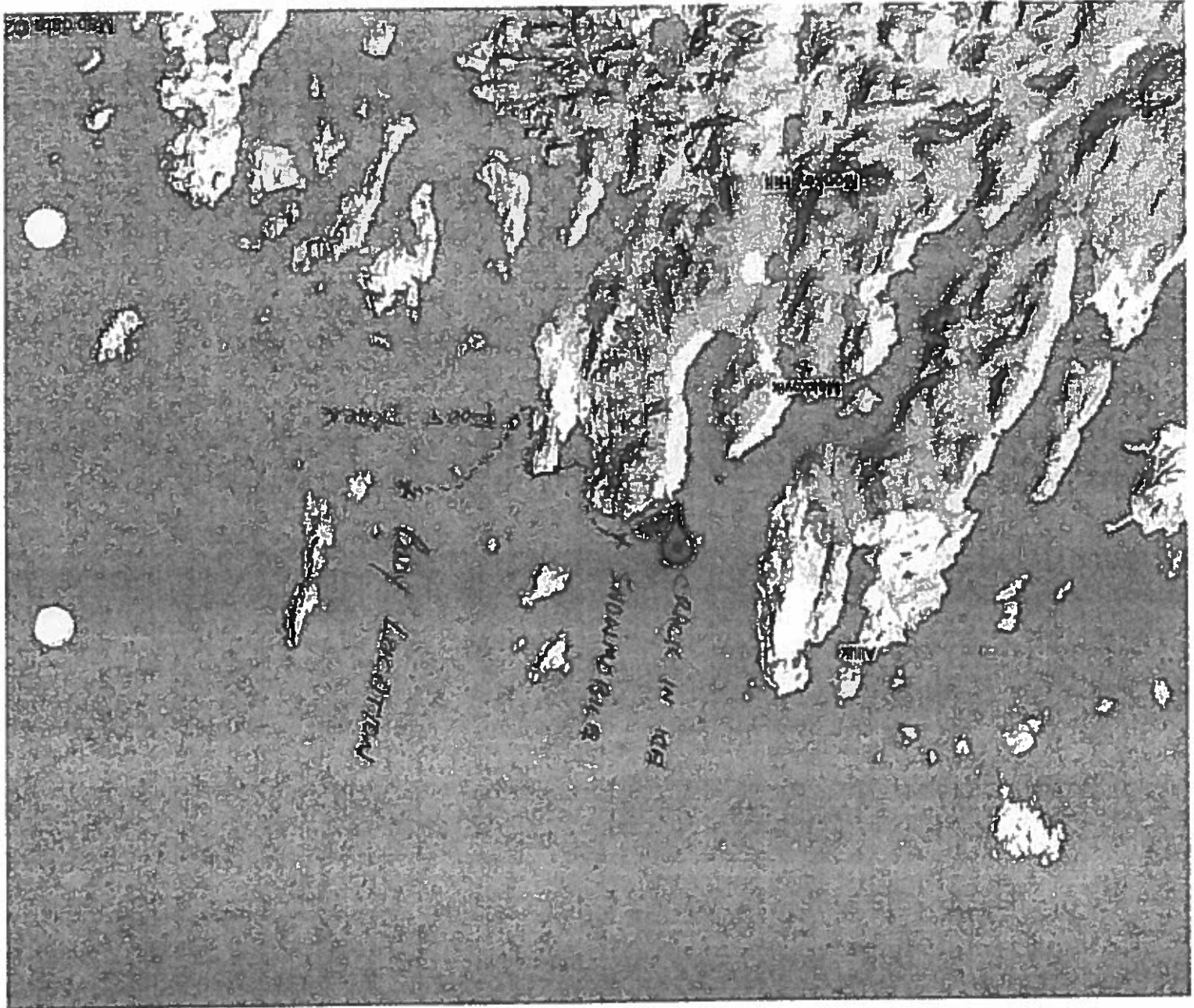
No / Non Yes / Oui Issuing office - Bureau de délivrance













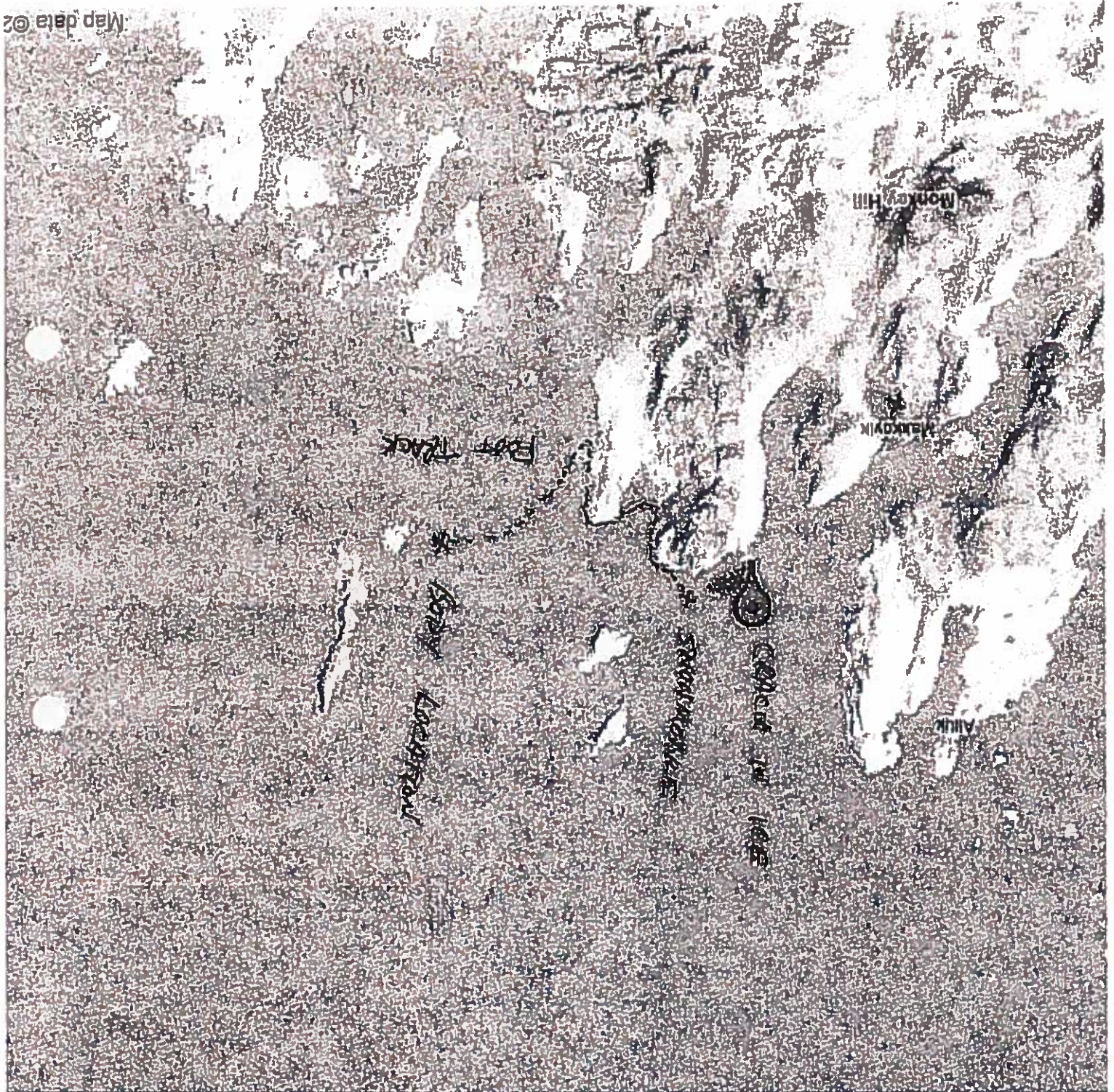
My Location

My Location

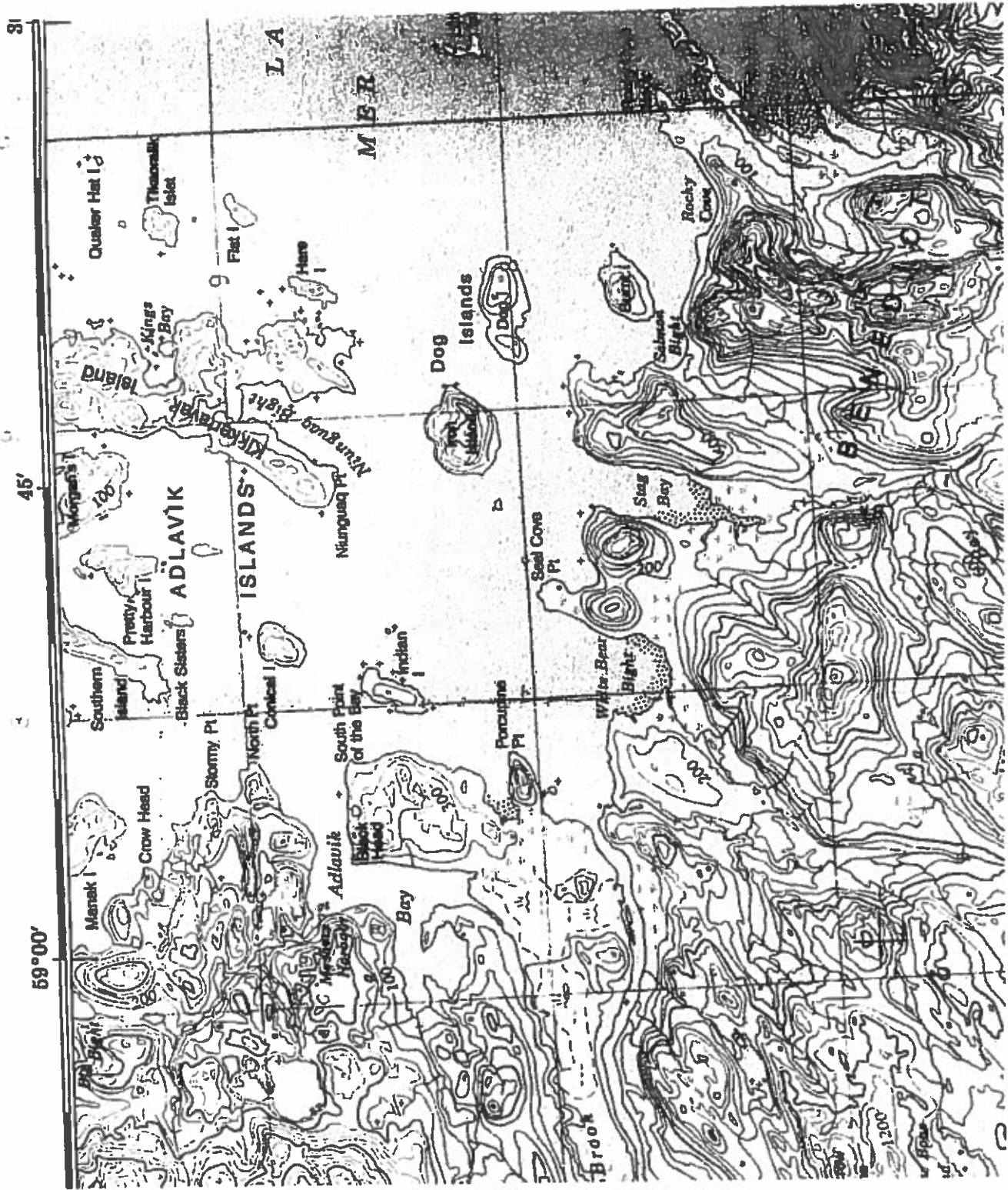
Roy: This is the default SPOT Check-in/ OK message. Please update.

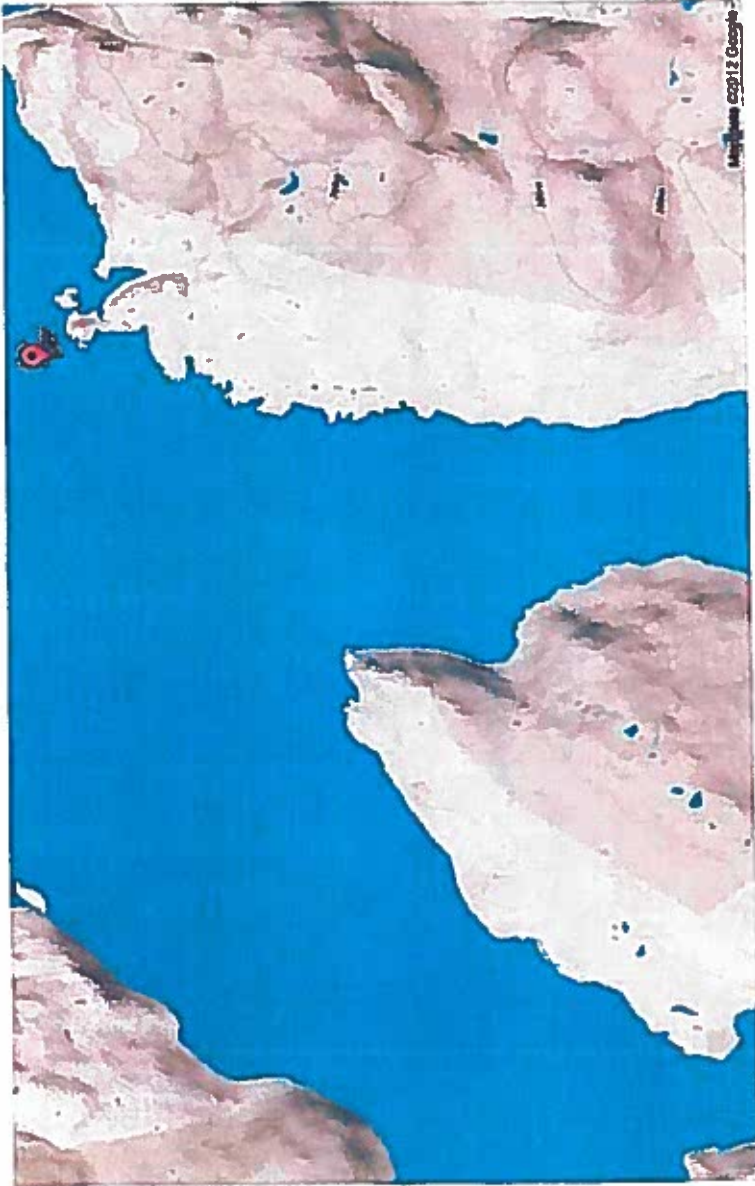
55.14714 latitude, -59.07016 longitude

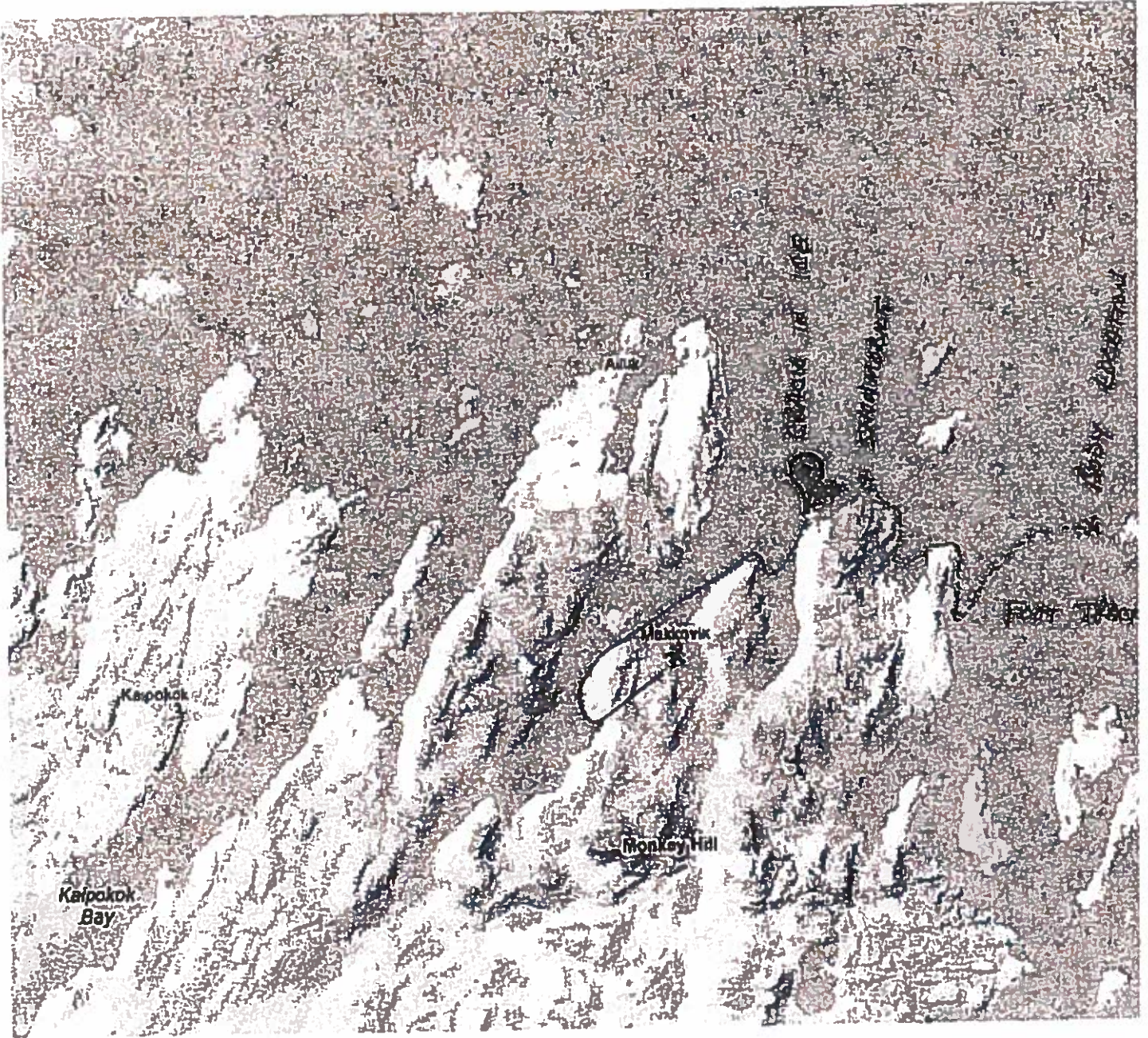




Canada







Office of the Chief Medical Examiner
Level I, Room 1562
Health Sciences Centre
300 Prince Philip Drive
St. John's NL A1B 3V6
Tel: (709) 777-6402
Fax: (709) 777-6975
e-mail: ocme@gov.nl.ca

FAX COVER SHEET

DATE: February 3, 2012

TO: Cst. S. Howlett, RCMP Makkovik

FROM: Dr. S. Avis

OF PAGES INCLUDING COVER: 2

Message:

Re: Sudden death: Burton Rodney Winters

Copy of Death Certificate attached signed by Dr. S.P. Avis listing:

Cause of death: Hypothermia
Manner of death: Accident

Post-mortem blood ethanol: negative.

Any questions, please call our office.

02/03/2012 16:11:08 709-777-6975

CCNL

Newfoundland
Labrador

Government of Newfoundland and Labrador
Government Services
Vital Statistics Division
REGISTRATION OF DEATH

1. Registration Number
10
Department Use Only

Privacy Notice
Personal information contained on this form is collected under the authority of the Vital Statistics Act (2002), and will be used to register the death, update or amend other vital event records, and provide extracts or search notices for administrative, statistical, research, medical and law enforcement purposes.
If you have any questions about the collection or use of this information, please contact a Vital Statistics Client Representative at the following location: ->

Vital Statistics Division
Government Service Centre
6 Mount Pleasant, P.O. Box 8700
St. John's, NL, Canada A1B 4J1
T (709) 759-3366 F (709) 729-0940

**THIS IS A PERMANENT LEGAL RECORD. PLEASE PRINT PLAINLY AND COMPLETE ALL ITEMS.
THIS RECORD MUST BE COMPLETED AND FILED WITH THE REGISTRAR GENERAL.**

INFORMATION ON DECEASED

2. Surname: Winters
All Given Name(s): Burton Rodney
4. Date of Birth: 1968 Dec 17
3. Surname: Burton
All Given Name(s) at birth if different from above:
5. Sex: M F Unknown
6. Age: _____ If under 1 year, months _____ days _____ If under 24 hours, hours _____ minutes _____
7. Health Care Number: _____ 8. Chart #: _____ 9. Birthplace (Town / Prov. / Country): _____
10. Usual Home Address (If rural give exact location e.g. street name not R.O. Box) / City / Town / Province / Country: _____ Postal Code: _____
11. Current Legal Marital Status:
 Never Married Legally Married and not separated Legally Married but Separated Divorced Widowed Unknown
12. If married, widowed, divorced or separated give full name of spouse; including maiden surname if spouse is female.

PARENTAL INFORMATION

13. Surname and Given Name(s) of Father/Other Parent: _____ 14. Birthplace of Father/Other Parent (Town / Prov. / Country): _____
15. Maiden Surname and Given Name(s) of Mother: _____ 16. Birthplace of Mother (Town / Prov. / Country): _____

INFORMANT

17. Name of Informant: _____ 18. Relationship to Decedent:
 Spouse Child Parent Other (specify): _____
19. Complete Mailing Address: _____ Postal Code: _____ Telephone #: _____

PLACE OF DEATH

20. Locality of Death:
 Hospital Private Home Other Health Care Facility Other (specify): Sea Ice Unknown
21. Hospital or Health Care Facility Name: _____ Hospital Code: _____ 22. Place of Occurrence (City, Municipality/Place): Marathon Prov. NL

MEDICAL CERTIFICATION - See Instructions on Reverse

23. Date of Death: MM DD YYYY
24. If specific date of Death Unknown, Estimated Date: January 29 2012
25. Time of Death (only if Infant up to 1 year): _____
26. Was this death due to a medical termination of pregnancy? Yes No
27. If deceased is a female, did the death occur:
 During pregnancy Or between 43 days and 365 days thereafter Or within 42 days thereafter

28. Cause of Death: (PLEASE PRINT)
Immediate cause of death: Hypothermia
Antecedent causes, if any, giving rise to the immediate cause (a), above, stating the underlying cause last:
Other significant conditions contributing to the death but not resulting in the underlying cause given in Part I:
If newborn death due to prematurity, please state gestational age: _____ weeks _____ days

29. a) Autopsy: Yes No
b) If yes does the certified cause of death take into account information obtained at the time of autopsy? Yes No
c) Further information expected on nature/nature of death? Yes No Unknown

30. a) Is this death due to:
 Natural cause Accident Suicide Homicide Undetermined (specify): _____
b) If not due to natural causes: Locality of injury (e.g. home, highway): _____ c) Date of injury: MM DD YYYY
d) How did injury occur? (Describe circumstances): _____

31. Is the medical examiner required to be notified about this death as indicated in the Fatalities Investigations Act? Yes No

32. Designation:
 Last Attending Physician Medical examiner Other (specify): _____
Print name and address of last attending physician or medical examiner: Dr. S. Pharis, 16C ST. JOHN'S
I certify that the above named person died on the date and from the causes stated herein.
Signature: _____ Date certified: January 31 2012

DISPOSITION - FUNERAL HOME

34. Disposition:
 Burial Cremation Unknown
 Other (specify): _____
35. Burial Permit Num: _____ 36. Date of Burial or Cremation: MM DD YYYY
37. Print: Name & Address of Cemetery / Place of Disposition: _____ Remarks: _____

38. Print: Name & Address of Funeral Home or Person in Charge of Remains: _____ Postal Code: _____ Prov. NL: _____

0-2300-12 1 2010-10-00

DISTRIBUTION: 2 White copies (Original) Vital Statistics (via Funeral Home) Goldenrod - Vital Statistics (via health care facility) Pink - Health Care Facility

PLEASE PRESS FIRMLY - MULTIPLE COPY FORM

UNCLASSIFIED (PROTECTED B with Enclosures)



National Defence

Défense nationale

Strategic Joint Staff
Director of Staff
National Defence Headquarters
Ottawa, Ontario
K1A 0K2

État-major interarmées stratégique
Directeur de l'état-major
Quartier général de la Défense nationale
Ottawa, (Ontario)
K1A 0K2

3120-1(WH Ops 1-1)

7 February 2012

Chief of Defence Staff

INVESTIGATION INTO THE
CF RESPONSE TO INCIDENT IN MAKKOVIK

- Reference: A. CDS verbal direction to DOS SJS to initiate investigation, 2 February 2012
 B. JTFA Brief Note on Makkovik Missing Persons Event, 3 February 12 (enclosed)
 C. JTFA Brief Note on MAKKOVIK Missing Person Event – Detailed Timeline of Events, 5 February 12 (enclosed)
 D. Search and Rescue (SAR) Incident Log – Incident # H2012-00140 – 30 Jan 2012 1309Z (0909hrs AST) to 5 Feb 2012 1050Z (0650hrs AST)
 E. 3350-Domestic SAR (A&LL) Lesson Findings Report – Search and Rescue Mission Delays 10 August 2009 (enclosed)
 F. 301324Z Jan 12 – Significant Incident Report (5 CRPG Gander) (enclosed – Protected B)
 G. 311332Z Jan 12 – Significant Incident Report – Update (5 CRPG Gander) (enclosed – Protected B)

INTRODUCTION

1. In accordance with CDS direction (reference A), an investigation into the Canadian Forces (CF) response to the tragic incident in Makkovik, NL was initiated on 2 February 2012. This report details the findings of the investigation.
2. The Strategic Joint Staff (SJS) conducted the investigation in conjunction with all relevant organizations within the Canadian Forces including: Canada Command (Canada COM), the Royal Canadian Air Force (RCAF), 5 Canadian Ranger Patrol Group (5 CRPG), and all relevant subordinate formations and Units. The SJS investigation followed on the investigation conducted by Joint Task Force Atlantic (JTFA) at the regional level (references B, C and D enclosed). The aims of the SJS led investigation were:
 - a. To establish the facts of the incident and the Canadian Forces response;

1/10

Canada

UNCLASSIFIED (PROTECTED B with Enclosures)

UNCLASSIFIED (PROTECTED B with Enclosures)

- b. To compare the Canadian Forces response to the established procedures and protocols;
- c. To highlight any deviations from established practices;
- d. To make findings on the appropriateness of actions under taken by the Canadian Forces; and
- e. To make, as needed, appropriate recommendations for further action.

SUMMARY OF THE INCIDENT

3. On Sun 29 Jan 12 at 1900hrs Atlantic Standard Time (AST) a 14-year old male, Burton Winters, was reported missing from Makkovik, NL. He had last been seen approximately 5 ½ hours earlier (at 1330hrs AST 29 Jan 12) departing his Grandmother's house, alone and on snowmobile. The teenager was a Junior Canadian Ranger (JCR) and had been involved in a JCR outing earlier in the day, but he had returned from the outing prior to being reported missing. In accordance with normal procedure the Royal Canadian Mounted Police (RCMP) treated this as a 'missing persons' case and initiated a Ground Search and Rescue (GSAR) effort on Sun 29 Jan 12 at 1930hrs AST (6 hours after he was last seen). Of note, the local RCMP in Makkovik has the mandate to lead all GSAR efforts within its jurisdiction, including the decision to request CF assistance.

4. From the initiation of the GSAR effort at 1930hrs AST on Sun 29 Jan 12, 10 Rangers and 2 Ranger Group Staff members from 5 Canadian Ranger Patrol Group (5 CRPG) assisted the RCMP with the GSAR effort. Initially they were acting as local volunteers, but a formal tasking to assist was issued at 0935hrs AST Mon 30 Jan 12. Throughout the operation, the Ranger Platoon Second-in-Command (2I/C) worked in the RCMP detachment headquarters in Makkovik assisting in coordinating the local rescue efforts as well as providing periodic updates to the Canadian Forces chain of command. Reports from the Patrol 2I/C during the day of Mon 30 Jan indicated that local weather conditions were poor and that aircraft were not able to conduct the search.

5. The Joint Rescue Coordination Centre (JRCC) Halifax was first contacted by Fire and Emergency Services- Newfoundland and Labrador (FES-NL) on Mon 30 Jan 12 at 0912hrs AST (almost 20hours since he was last seen and over 13 hours since he was reported missing). FES-NL requested CF assistance in a 'missing persons' case to conduct an air search. This request to the JRCC came after FES-NL had first tried to secure civil aviation assets; however, the civil assets reported they were unable to assist due to weather conditions in

2/10

UNCLASSIFIED (PROTECTED B with Enclosures)

UNCLASSIFIED (PROTECTED B with Enclosures)

Makkovik. Similarly, the CF reported that it was unable to respond because of weather (for the status of CF aircraft availability please see Annex A Serial 8). FES-NL advised by JRCC that if CF assistance is still required when the weather in Makkovik improves sufficiently to permit safe aircraft use, to call back. This "call back" procedure is the standard protocol followed by the JRCC and all provincial and territorial emergency management organizations. This protocol is in place because of the high volume of both GSAR and maritime and aeronautical SAR events in Canada. By using the "call back" procedure rather than having a continuing dialogue regarding all SAR events each organization is able to focus on the specific events which require their direct attention and ignore those that are being handed by other agencies. In this case, FES-NL did not call back on Mon 30 Jan because they had successfully engaged contracted aviation assets for the daytime search. The civilian aircraft engaged use different rules to determine safe weather operating limits for air search. Universal Helicopters elected to fly in marginal conditions to Makkovik and then conducted air search operations, which were hampered by conditions that continually varied between suitable and unsuitable conditions. Approximately 8 hours after the first notification of the incident, at 1718hrs on Mon 30 Jan 12, FES-NL still had not called back to request CF assistance. Consequently, in accordance with normal procedures JRCC closed the case (Note: in a typical week JRCC Halifax can be required to follow more than 30 active cases, this high case load requires that cases that are not active be closed to ensure resources can be applied to active cases) (Annex A Serial 12).

6. On the morning of Tues 31 Jan 12, 5 CRPG reporting indicates that the RMCP led GSAR effort had changed from a search operation to a recovery operation (Annex A Serial 15). The recovery effort was focused on snowmobile tracks that were found leading to a patch of open water. The searchers believed that the missing youth had fallen through the ice. The RCMP arranged for an underwater camera to be flown in to assist in the underwater search at the site. However, while attempting to land at the site the helicopter crew spotted an abandoned snowmobile on the sea ice farther off. Ground crews were not able reach the snowmobile. At this time, it could not be determined if the youth was in the area, consequently, the recovery operation reverted back to a search operation. Later that same day (Tues 31 Jan 12) at 1643hrs JRCC Halifax received indications through the military chain of command that FES-NL may submit a second request for assistance. The JRCC immediately re-opened the case and checked on the availability of CH146 Griffons in Goose Bay (note: the JRCC receives constant reporting on the status of primary SAR assets – CH149 and CC130 – and therefore did not have to check their status). At 1654hrs AST JRCC Halifax received a second call from FES-NL indicating that the Burton Winters' snowmobile had been found, weather had improved to permit search by aircraft, and that CF assistance was required to continue the search (see Annex C, Figures 2 and 3). On Tues 31 Jan 12 the CF responded with a CH146 Griffon from 444 Sqn in Goose Bay, arriving on scene at 2045hrs AST equipped with

3/10

UNCLASSIFIED (PROTECTED B with Enclosures)

UNCLASSIFIED (PROTECTED B with Enclosures)

night vision capability. It should be noted that the 444 Sqn CH146 Griffons in Goose Bay do not have a mandate to maintain a SAR readiness posture (i.e. 30 min notice to move during the day or 2 hours notice to move at night), nor do they have a mandate to maintain a "Ready 12" response time (i.e. 12 hours notice to move). Despite not having a mandated SAR response time, 444 Squadron responded extremely quickly by recalling the crew and getting Griffon airborne within 2 hours and 5 minutes of receiving the tasking; a significant achievement (Annex A Serials 19-23).

7. Shortly, after the Griffon launched the JRCC staff contacted representatives of Civil Air Search and Rescue Association (CASARA) in Goose Bay to determine if they were available to assist civilian authorities with the search. CASARA Goose Bay had 6 volunteer spotters able to assist the next day. At 2101hrs on Tues 31 Jan 12, this information was passed to FES-NL with JRCC Halifax's recommendation to use the CASARA expertise. At this time FES-NL confirmed that they had arranged civilian aircraft for the daytime search on Wed 1 Feb. As an aside, FES-NL did not use the CASARA spotters during the search (Annex A Serials 21-22, 24, and 30).

8. At 2218hrs on Tues 31 Jan JRCC contacted 14 Wing Greenwood Operations to see if a CP140 Aurora, which was operating in the vicinity of Labrador could be re-tasked to assist in the search. While the CP140 Aurora is a secondary SAR asset it is equipped with an electro-optical/infrared (EOIR) camera system, which can assist in nighttime searches. Within 30 minutes the aircraft was re-tasked to the search, arriving on station at 2342hrs on Tues 31 Jan 12 (Annex A Serials 25-27) and staying until it was forced to return to Greenwood due to fuel considerations.

9. By Wed 1 Feb 12 at 0105hrs AST both the CP140 Aurora and CH146 Griffon had completed their assigned search areas. The Griffon Flight Engineer spotted human tracks in the snow leaving from the snowmobile. However, the aircraft was not able to follow these tracks beyond 150 feet from the snowmobile as the terrain presented by sea ice was harsh and varying and fresh snow obscured the tracks (Annex A Serial 28-29).

10. During daylight hours on Wed 1 Feb 12 the GSAR effort continued using civilian helicopters; FES-NL did not request CF assistance with the daylight search on Wed 1 Feb 12. On this day, a ground search team including Canadian Ranger support, assisted by civil aircraft were able to re-locate the teenager's footprints and track them. After following the teenager's footprints, the GSAR team found his body on the sea ice at approximately 1842hrs AST on Wed 1 Feb 12, 10.2km from the snowmobile (see Annex C, Figure 2).

11. The detailed timeline of events is included in Annex A. This timeline was derived from: the JRCC Halifax SAR log; Significant Incident Reports (SIRs); the

4/10
UNCLASSIFIED (PROTECTED B with Enclosures)

UNCLASSIFIED (PROTECTED B with Enclosures)

JTFA brief note detailing the regional level investigation; phone, email and voice conversations with officials from JTFA, Canada COM and the Canadian Forces Integrated Command Center (CFICC); and open media sources.

NATIONAL SEARCH AND RESCUE PROGRAM (NSP)

12. The National Search and Rescue Program (NSP) is the name given to the collection of Search and Rescue services provided by all agencies and individuals in Canada, regardless of type of activity or jurisdiction. Search and rescue services fall into three categories: ground, marine, and aeronautical. The three categories overlap to some extent; nevertheless, the NSP provides the framework for managing this by establishing federal, provincial and territorial responsibilities.

13. Under the NSP, Ground Search and Rescue (GSAR) is conducted under the legal authority of the individual provinces and territories. The RCMP is the operational authority for GSAR in parts of Newfoundland and Labrador. Fire and Emergency Services - Newfoundland and Labrador (FES NL) are called upon to assist the police forces (Royal Newfoundland Constabulary & Royal Canadian Mounted Police) in ground search and rescue activities. This assistance is usually in the form of air services support for lost and missing persons. The primary asset for this service is contracted civil aviation assets such as Universal Helicopters, Cougar Helicopters, etc.

14. The CF and Canadian Coast Guard share the responsibility to respond to aircraft incidents and all marine incidents in waters under federal jurisdiction. The Commander JTFA is designated as the Commander of the Halifax Search and Rescue Region (SRR) with responsibility for the aeronautical and marine search and rescue duties. These functions are executed through the Halifax Joint Rescue Coordination Centre (JRCC) in Halifax. JRCC Halifax is manned by both CF and Canadian Coast Guard personnel who coordinate the employment of primary SAR resources. JRCC Halifax may provide assistance to provincial and territorial authorities in the region upon request using primary or secondary SAR assets provided the primary mission of aeronautical and marine SAR is not impacted.

15. While, GSAR is not within the normal mandate of the JRCCs or the CF, the JRCCs are typically informed of GSAR events, when GSAR authorities are able to do or when GSAR authorities require assistance. Typically, before approaching the CF for assistance provincial or territorial emergency management offices (FES-NL in this case) will request support from the Civil Air Search and Rescue Association (CASARA) or contracted civil aviation provider (as in this specific case). CASARA is a Canada-wide volunteer aviation association that operates in all thirteen (13) provinces and territories. CASARA routinely provides air search support services to the National Search and Rescue

5/10

UNCLASSIFIED (PROTECTED B with Enclosures)

UNCLASSIFIED (PROTECTED B with Enclosures)

Program. Organized in this way, the NSP ensures that civilian aviation assets are the first assets called to assist in GSAR events. This ensures that CF assets remain available for aeronautical and maritime SAR events. When provincial or territorial emergency management offices request CF assistance it is normally via direct communications with the applicable JRCC. Although ground searches for missing persons are not a mandate of the JRCCs, all requests for assistance are considered and support is provided when and where possible. Decisions are based on an analysis of many factors including the availability and proximity of assets, and the ability of rescue crews to operate safely in given weather conditions.

USE OF CF AIR ASSETS

16. In this specific case, FES-NL first requested assistance from local civilian aviation assets and Universal Helicopters in Goose Bay who were initially unable to respond due to weather considerations. When FES-NL requested assistance from the CF on 30 Jan 12, the CF was also unable to respond. The reasons for this are related to both weather and serviceability. The rules regarding the acceptable limits for the operation of CF aircraft in operations are governed by 1 Canadian Air Division Orders and regulations governing Instrument Flight Rules (IFR). The weather conditions in Makkovik did not meet the minimum conditions. Simply put, the IFR regulations would not have permitted crews to file an IFR flight plan with Makkovik as a legal destination. Consequently, even if the CH146 Griffon was serviceable, it could not have flown to Makkovik at the time of the first request from FES-NL. When the weather improved and permitted flight operations in Makkovik, FES-NL requested support from civilian air assets, which were able to then respond, as is consistent with the protocols regarding GSAR. FES-NL did not subsequently call the JRCC to request CF assistance either on 30 Jan or early in the day on 31 Jan because it already had civilian helicopters at its disposal and they were proving sufficient to the task. At 1654hrs on 31 Jan 12, FES-NL contacted the JRCC a second time to assist in continuing the search after civilian aviation assets had to return to base after a full day of searching. Furthermore, the civilian helicopters were not able to conduct night search operations. At this time CF assistance was required and requested, and the CF responded.

17. The JRCC, considering the availability of and distance of both primary and secondary SAR assets from Makkovik, decided to task secondary SAR assets with the search instead of primary SAR assets, such as the CH149 Cormorant (Gander, NL) or CC130 Hercules (Greenwood, NS). All Canadian Forces aircraft retain a secondary SAR role but do not maintain the same SAR readiness posture as primary SAR assets unless specifically ordered to do so. JRCC staff take a number of factors into consideration when determining which assets to task for any particular SAR event including, but not limited to: weather, serviceability of assets, distance to search area, capabilities of the platform

6/10

UNCLASSIFIED (PROTECTED B with Enclosures)

UNCLASSIFIED (PROTECTED B with Enclosures)

versus the capabilities required for the event. In this particular case, the JRCC determined that the assets best positioned, with the right capabilities to respond to the incident in Makkovik were secondary SAR assets. Consequently, the JRCC tasked a CH146 Griffon from 444 Sqn Goose Bay and a CP140 Aurora from 405 Sqn in Greenwood (already airborne and in the vicinity of Labrador) to respond. Due to their proximity to Makkovik at the time of tasking, both were able to respond faster than could either the primary SAR assets. Additionally, both aircraft were equipped to conduct night search operations, although this capability had not been specifically requested by FES-NL. Furthermore, by using the secondary SAR assets in this manner primary SAR assets were retained ready to respond to a second incident should it have occurred. (Please see Annex C Figure 1 for a map outlining aircraft positions at the time of tasking)

INVOLVEMENT OF THE CANADIAN RANGERS

18. Ten Rangers from the Makkovik Canadian Ranger Patrol (CRP) plus two Group Staff members were involved in the GSAR efforts from the outset on 29 Jan to its tragic conclusion on 1 Feb. Initially they were acting as local volunteers, but received a formal tasking at 0935hrs AST Mon 30 Jan 12. 5 Canadian Ranger Patrol Group (CRPG) Staff were advised of the missing teenager, who was also a Junior Canadian Ranger, by e-mail 30 Jan 12 from the Makkovik CRP Second-in-Command. The text indicated that local CRP members had been on a search for a missing youth the previous night without success and that local air support had been arranged, and the search would continue at first light. Additional information was sought, confirming that the individual was still missing. It was also confirmed that local weather conditions had deteriorated and aircraft could not fly in the vicinity of Makkovik. 5 CRPG released the initial Significant Incident Report (SIR) to Land Forces Atlantic Area (LFAA) headquarters 1100hrs AST 30 Jan 12 (Annex A Serial 7).

19. Search efforts were focused on snowmobile tracks that were leading to a patch of open water. The searchers believed that the missing youth had crashed through the ice on his machine, as no other signs of him had been found. On the afternoon 31 Jan 12, the RCMP brought in a team to conduct an underwater search with cameras. As the civilian flight was landing, an abandoned snowmobile was spotted out on the sea ice, approximately 11km from the town. Ground searchers were immediately dispatched to the location to follow up. They were not able to get to the snowmobile, and it could not be determined if the driver was in the area.

20. On 31 Jan, the Commanding Officer (CO) of 5 CRPG received a call from Master-Corporal (MCpl) Anderson, the Ranger Patrol 2I/C. He advised that weather conditions had improved and that they were having difficulty securing air support from FES-NL for the search. MCpl Anderson wanted to know if the headquarters could assist. 5 CRPG then contacted the Regional Joint

7/10

UNCLASSIFIED (PROTECTED B with Enclosures)

UNCLASSIFIED (PROTECTED B with Enclosures)

Operations Center (RJOC) Atlantic to confirm procedures, and advised the local RCMP Incident Commander to pass the request through FES-NL and onto JRCC. These actions by 5 CPRG helped facilitate the second request to the CF on 31 Jan 12, which the CF was subsequently able to fulfill because weather permitted air operations. These operations led to the finding of track from the teenager leading away from the snowmobile.

FINDINGS

21. In accordance with its aims set out in para 2 a through d, the investigations finds as follows:

- a. Establish the Facts. The timeline in Annex A provided a detailed account of the facts of this incident. The initial response by FES-NL was to call for a ground search and rescue, operations led by the RCMP in the local community. The CF's first notification of the incident occurred on 30 Jan 12 at 0912hrs AST, almost 20hrs after the boy was last seen and over 13 hours since he was reported missing. Weather in Makkovik did not permit CF assets to respond to the initial request for search assistance. When weather improved later that day, FES-NL elected to secure civilian air resources, in accordance with normal procedures for a GSAR event. On 30 Jan the RCMP effort shifted from a search operation to a recovery operation, focusing on the prospect that Burton Winters had fallen into the ocean at an open patch of water in the ice cover. It was during the attempted landing of a civilian aircraft with an underwater camera to search under the ice that the snowmobile was located some distance from the open water and the search operation was resumed. Following the resumption of the search, the CF received a second request at 1654hrs on 31 Jan 12, 51hrs after the boy was last seen, and immediately responded by re-opening the case and deploying two secondary SAR assets. First a CH146 Griffon helicopter from Goose Bay was tasked, and then a CP140 Aurora, already airborne near Labrador, was re-tasked to participate. Both aircraft searched their assigned areas using night search capabilities not otherwise available. The CH146 Griffon was the first to discover the teenager's footprints departing from the snowmobile. Although CF assets were at times unavailable over the course of the GSAR effort, aircraft serviceability was not a limiting factor in the CF response. Specifically, during the periods when aircraft were unavailable due to unavailability, the weather would not have permitted a CF response anyway. Finally, throughout the entire search the 12 members from 5 Canadian Ranger Patrol Group (5 CPRG) assisted in the ground search efforts. They acted in their capacity

8/10

UNCLASSIFIED (PROTECTED B with Enclosures)

UNCLASSIFIED (PROTECTED B with Enclosures)

as local volunteers, assisting in both the search itself and coordinating the larger search effort. Their tireless contributions assisted in the conduct of the search and helped local officials secure CF air assets when needed to replace civilian ones;

- b. Comparison to Established Procedures and Protocol. The CF response to this event was in accordance with current established practices for a GSAR event. When the weather permitted, and when FES-NL requested assistance, the JRCC tasked CF assets to assist, taskings which they subsequently undertook. On both 30 and 31 Jan the JRCC used protocols established with provincial and territorial authorities and did not call FES-NL back to inquire as to whether CF assistance was required in the search. In accordance with these protocols, the supported emergency management office initiates the request and all subsequent follow-up activity to ensure personnel and communication lines are not occupied with needless activity. These protocols are time tested and part of Canada's very effective National Search and Rescue Program. Separate from the JRCC response, 12 members of 5 CRPG participated in the GSAR effort as volunteers;
- c. Deviations from Established Practices. Secondary SAR assets were used for these taskings instead of primary ones. However, this decision, coupled with the efforts of the 444 Sqn helicopter from Goose Bay and the flexibility of the 405 Sqn crew from Greenwood, enabled the provision of SAR assistance faster than would have been the case had primary SAR assets been deployed. Additionally, this sound use of secondary SAR assets preserved the availability of primary SAR assets for any potential maritime and aeronautical SAR incidents; and
- d. Appropriateness of Actions Undertaken by the CF. The CF response was effective and contributed to the search effort, which resulted in the discovery of the teenager's body. The information indicates that commanders and staff made sound decisions in accordance with standard operating procedures using the best information that was available as events unfolded.

RECOMMENDATIONS

22. On behalf of all CF members who were employed in the rescue effort, I offer our most sincere condolences to the Winters family as they deal with this tragic event. Junior Ranger Burton Winters was one of our own. Despite this heartrending outcome, throughout this incident when CF assistance was requested, the CF responded as it should have. I therefore recommend that no

9/10

UNCLASSIFIED (PROTECTED B with Enclosures)

UNCLASSIFIED (PROTECTED B with Enclosures)

further investigative action is required. As part of CF Transformation work, you may wish to review and adjust as necessary our SAR posture, procedures and readiness with a view to ensuring it remains responsive for Canadians.



J.H. Vance
Major-General

ANNEXES

- Annex A: Detailed Timeline of Events
- Annex B: Timeline Summary of Key Events and Key Deductions
- Annex C: Maps and Imagery of Makkovik and Region

10/10

UNCLASSIFIED (PROTECTED B with Enclosures)

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)



National Defence

Strategic Joint Staff
Director of Staff
National Defence Headquarters
Ottawa, Ontario
K1A 0K2

Défense nationale

État-major interarmées stratégique
Directeur de l'état-major
Quartier général de la Défense nationale
Ottawa, (Ontario)
K1A 0K2

3120-1(Ops HO 1-1)

Le 7 février 2012

Chef d'état-major de la Défense

**ENQUÊTE SUR
L'INTERVENTION MENÉE PAR LES FC EN RÉACTION À UN INCIDENT À
MAKKOVIK**

Références :

- A. Ordre donné par le CEMD au DEM EMIS d'entreprendre une enquête, le 2 février 2012
- B. Note de la FOIA sur le rapport de personne disparue à Makkovik, le 3 février 2012 (ci-jointe)
- C. Note de la FOIA sur le rapport de personne disparue à MAKKOVIK – Échéancier détaillé des événements, le 5 février 2012 (ci-jointe)
- D. Journal des incidents de recherche et de sauvetage (SAR) – Incident n°H2012-00140 – du 30 janvier 2012 1309Z (9 h 09 [heure de l'Atlantique]) au 5 février 2012 1050Z (6 h 50 [heure de l'Atlantique])
- E. Mission nationale SAR 3350 (analyse et leçons retenues), Compte rendu des constatations de la leçon – retards éprouvés dans le cadre de la mission SAR, le 10 août 2009 (ci-joint)
- F. 301324Z, janvier 2012 – Rapport d'incidents d'importance (5 GPRC Gander) (ci-joint – Protégé B)
- G. 311332Z, janvier 2012 – Rapport d'incidents d'importance – Mise à jour (5 GPRC Gander) (ci-joint – Protégé B)

INTRODUCTION

1. Conformément à l'ordre donné par le chef d'état-major de la Défense (CEMD) (référence A), une enquête a été lancée sur l'intervention menée par les Forces canadiennes (FC) en réponse à l'incident tragique qui a eu lieu à Makkovik (T.-N.-L.) le 2 février 2012. Le présent rapport fait état des conclusions de l'enquête.

2. L'État-major interarmées stratégique (EMIS) a mené l'enquête en collaboration avec toutes les organisations concernées au sein des FC, notamment le Commandement Canada (COM Canada), l'Aviation royale canadienne (ARC) et le 5^e Groupe de patrouilles des Rangers

1/12

Canada

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

canadiens (5 GPRC), ainsi qu'avec toutes les formations et unités subalternes concernées. L'enquête de l'EMIS donnait suite à l'enquête menée par la Force opérationnelle interarmées (Atlantique) (FOIA) à l'échelon régional (références B, C et D ci-jointes). L'enquête de l'EMIS avait pour objectif :

- a. d'établir les faits de l'incident et de l'intervention des FC;
- b. d'évaluer l'intervention des FC en fonction des procédures et des protocoles en place;
- c. de mettre en évidence toute dérogation aux pratiques établies;
- d. de faire des constatations sur la pertinence des mesures prises par les FC;
- e. de formuler, au besoin, des recommandations appropriées si d'autres mesures s'imposent.

RÉSUMÉ DE L'INCIDENT

3. Le dimanche 29 janvier 2012, à 19 h (heure de l'Atlantique), un garçon de 14 ans, Burton Winters, a été porté disparu à Makkovik (T.-N.-L.). Il avait été vu pour la dernière fois environ cinq heures et demie plus tôt (à 13 h 30 [heure de l'Atlantique], le 29 janvier 2012), au moment de quitter la résidence de sa grand-mère, seul, à motoneige. L'adolescent faisait partie des Rangers juniors canadiens (RJC). Il avait pris part à une activité des RJC plus tôt durant la journée, mais il était retourné chez lui avant d'être porté disparu. Selon la procédure habituelle, la Gendarmerie royale du Canada (GRC) a traité cette affaire comme un cas de personnes disparues et a entrepris des opérations de recherche et de sauvetage au sol (RSS) le dimanche 29 janvier 2012, à 19 h 30 (heure de l'Atlantique), soit six heures après que l'adolescent a été vu pour la dernière fois. Il importe de noter que les agents locaux de la GRC à Makkovik ont pour mandat de diriger toutes les opérations de RSS menées dans leur territoire; il revient notamment à eux de décider s'ils solliciteront l'aide des FC.

4. Dix Rangers et deux membres du 5 GPRC ont prêté main-forte à la GRC dans le cadre des opérations de RSS, et ce, dès le début de celles-ci, à 19 h 30 (heure de l'Atlantique), le dimanche 29 janvier 2012. Ces personnes agissaient initialement à titre de bénévoles locaux jusqu'à ce qu'une tâche officielle d'aide ait été diffusée à 9 h 35 (heure de l'Atlantique), le lundi 30 janvier 2012. Tout au long de l'opération, le commandant adjoint du peloton des Rangers a travaillé depuis le quartier général du détachement de la GRC à Makkovik pour aider à coordonner les opérations de sauvetage locales et à fournir des mises à jour périodiques à la chaîne de commandement des FC. Selon les informations fournies par le

2/12

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

commandant adjoint du peloton le lundi 30 janvier 2012, les conditions météorologiques locales étaient mauvaises, et aucun aéronef n'était en mesure de participer aux opérations.

5. Le Centre conjoint de coordination des opérations de sauvetage (CCCOS) à Halifax a été avisé pour la première fois de la situation par les Services d'incendie et d'urgence de T.-N.-L. (SIU T.-N.-L.) le lundi 30 janvier 2012, à 9 h 12 (heure de l'Atlantique) (presque 20 heures après que le jeune garçon a été vu pour la dernière fois et plus de 13 heures après qu'il a été porté disparu). Les SIU T.-N.-L. ont informé les FC du cas de « personne disparue » et ont sollicité leur aide afin que soit effectuée une recherche aérienne. Les SIU T.-N.-L. ont sollicité l'aide du CCCOS après avoir tenté de trouver un aéronef civil; toutefois, aucun aéronef ne pouvait être utilisé en raison des mauvaises conditions météorologiques à Makkovik. Pareillement, les FC ont répondu qu'elles ne pouvaient fournir l'aide demandée en raison des conditions météorologiques (pour plus de détails sur la disponibilité des aéronefs des FC, veuillez consulter l'annexe A – colonne 8). Le CCCOS a avisé les SIU T.-N.-L. de rappeler les FC si les conditions météorologiques à Makkovik s'amélioraient suffisamment pour permettre l'utilisation sécuritaire d'un aéronef et si leur aide était toujours requise. La procédure de « rappel » est le protocole suivi par le CCCOS et toutes les organisations provinciales et territoriales de gestion d'urgences. Ce protocole est en place en raison du grand nombre d'opérations terrestres, maritimes et aéronautiques de recherche et de sauvetage effectuées au Canada. La procédure de « rappel », contrairement au maintien du dialogue, permet à chaque organisation de se concentrer sur les opérations qui nécessitent leur attention directe et d'ignorer celles qui sont traitées par d'autres organismes. Dans ce cas-ci, les SIU T.-N.-L. n'avaient pas rappelé le lundi 30 janvier 2012, car ils avaient réussi à trouver un aéronef pour effectuer la recherche aérienne durant la journée. Universal Helicopters, la société qui a accepté la demande d'aide des SIU, utilise différentes règles pour déterminer les conditions dans lesquelles il est sécuritaire d'effectuer une recherche aérienne. Elle a donc choisi de voler dans des conditions météorologiques marginales jusqu'à Makkovik pour effectuer l'opération, et ses efforts ont été entravés par des conditions qui variaient constamment – parfois bonnes, parfois mauvaises. Environ huit heures après la première notification de l'incident, à 17 h 18, le lundi 30 janvier 2012, les SIU T.-N.-L. n'avaient toujours pas rappelé les FC pour solliciter leur aide. Pas conséquent, conformément aux procédures établies, le CCCOS a clos le dossier. (Note : Au cours d'une semaine typique, le CCCOS à Halifax peut être appelé à suivre plus de 30 cas actifs. Comme sa charge de travail est élevée, il doit clore les dossiers non actifs pour s'assurer d'affecter les ressources aux dossiers actifs.) (Annexe A, colonne 12).

6. Le matin du mardi 31 janvier 2012, le rapport du 5 GPRC a indiqué que les RSS dirigées par la GRC avaient changé pour devenir une opération de
3/12

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

récupération au lieu d'une opération de recherche (ligne 15 à l'annexe A). Les opérations étaient axées sur une zone d'eau libre vers laquelle menaient des traces de motoneige. Les secouristes étaient convaincus que la glace avait cédé sous le poids de l'adolescent et que celui-ci était tombé dans l'océan. La GRC a fait le nécessaire pour qu'une caméra sous-marine soit envoyée par avion pour faire des recherches sous l'eau à cet endroit. Cependant, alors que l'hélicoptère tentait de se poser sur les lieux, l'équipage a aperçu une motoneige abandonnée sur la glace un peu plus loin. Les secouristes au sol n'ont pas été en mesure de l'atteindre. Il a été impossible alors de déterminer si le jeune se trouvait dans les environs. Par conséquent, l'opération est redevenue une opération de sauvetage. Plus tard, le même jour (mardi 31 janvier) à 16 h 43, le CCCOS Halifax a eu des indications par l'intermédiaire de la chaîne de commandement militaire que les SIU T.-N.-L. allaient peut-être faire une deuxième demande d'assistance. Le CCCOS a immédiatement rouvert le dossier et s'est informé de la disponibilité des CH146 *Griffon* à Goose Bay (nota : Le CCCOS est constamment informé de l'état des principales ressources SAR – les CH149 et les CC130 – il n'avait donc pas besoin de vérifier leur disponibilité). À 16 h 54 (HNA), le CCCOS Halifax a reçu un deuxième appel des SIU T.-N.-L. qui lui ont annoncé que la motoneige de Burton Winters avait été retrouvée, que le temps s'était amélioré permettant la poursuite des recherches par aéronef, et qu'ils avaient besoin de l'aide des FC pour continuer les recherches (voir les figures 2 et 3 à l'annexe C). Le mardi 31 janvier 2012, les FC sont intervenues avec un CH146 *Griffon* du 444^e Escadron de Goose Bay, qui est arrivé sur les lieux à 20 h 45 (HNA). L'hélicoptère avait une capacité de vision nocturne. Il faut savoir que les CH146 *Griffon* du 444 Esc à Goose Bay n'ont pas le mandat de maintenir un état de préparation SAR (c'est-à-dire être prêts à décoller suivant un préavis de 30 minutes pendant la journée ou un préavis de deux heures la nuit). Ils n'ont pas non plus le mandat de maintenir un état d'intervention « Ready 12 » (c.-à-d. être prêts à décoller dans les 12 heures). Donc, bien qu'il n'ait pas respecté les délais d'intervention SAR, le 444^e Escadron est intervenu extrêmement rapidement, rappelant l'équipage et faisant décoller le *Griffon* dans les 2 heures et 5 minutes qui ont suivi la réception de l'ordre de mission, ce qui constitue une réalisation remarquable (lignes 19-23 à l'annexe A).

7. Peu de temps après le décollage du *Griffon*, le personnel du CCCOS est entré en communication avec des représentants de l'Association civile de recherche et de sauvetage aériens (ACRSA) à Goose Bay pour savoir s'ils étaient à même d'aider les autorités civiles pour les recherches. L'ACRSA de Goose Bay avait six observateurs bénévoles prêts à aider le lendemain. À 21 h 01, le mardi 31 janvier 2012, l'information a été communiquée aux SIU T.-N.-L. et le CCCOS Halifax a recommandé que l'on utilise l'expertise de l'ACRSA. Les SIU T.-N.-L. ont alors confirmé qu'ils avaient obtenu les services d'un aéronef civil pour les recherches qui seraient menées pendant la journée du

4/12

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

mercredi 1^{er} février. Par ailleurs, les SIU T.-N.-L. n'ont pas utilisé les observateurs de l'ACRSA pendant les recherches (lignes 21-22, 24, et 30 à l'annexe A).

8. À 22 h 18, le mardi 31 janvier, le CCCOS a communiqué avec le service des opérations de la 14^e Escadre Greenwood pour savoir si un CP140 *Aurora*, qui était en mission à proximité du Labrador, pourrait recevoir une nouvelle mission et participer aux recherches. Bien que le CP140 *Aurora* soit une ressource SAR secondaire, il est équipé d'une caméra électro-optique infrarouge, qui est un atout pour les recherches de nuit. Dans les 30 minutes qui ont suivi, l'avion a reçu comme nouvelle mission de participer aux recherches. Il est arrivé sur zone à 23 h 42 le mardi 31 janvier 2012 (lignes 25-27 à l'annexe A) et y est resté jusqu'au moment où il a dû repartir pour Greenwood en raison de son niveau de carburant.

9. Le mercredi 1^{er} février à 1 h 05 (HNA), le CP140 *Aurora* et le CH146 *Griffon* ont terminé les recherches dans la zone qui leur avait été affectée. Le mécanicien de bord du *Griffon* avait aperçu des traces de pas dans la neige s'éloignant de la motoneige. Toutefois, l'aéronef n'avait pas pu suivre les traces sur plus de 150 pieds, car la glace était accidentée et inégale, et de la neige fraîche avait recouvert les traces (lignes 28-29 à l'annexe A).

10. Pendant la journée, le mercredi 1^{er} février 2012, les recherches au sol se sont poursuivies avec l'aide d'hélicoptères civils; les SIU T.-N.-L. n'ont pas demandé l'aide des FC pour les recherches de jour le 1^{er} février. Ce jour-là, une équipe de recherche au sol, avec le soutien des Rangers canadiens et assistée par un aéronef civil, a pu retrouver les traces de pas laissées par l'adolescent et les suivre. L'équipe de RSS a découvert son corps sur la glace à environ 18 h 42 (HNA) le mercredi 1^{er} février 2012, à 10,2 km de la motoneige (voir la figure 2 de l'annexe C).

11. L'exposé chronologique détaillé des faits se trouve à l'annexe A. Il a été établi à partir du journal SAR du CCCOS Halifax, des rapports d'incident d'importance (RII), de la note d'information de la FOIA expliquant l'enquête à l'échelon régional, des conversations et des courriels du personnel de la FOIA, du COM Canada et du Centre de commandement intégré des Forces canadiennes (CCIFC), ainsi que de sources médiatiques.

PROGRAMME NATIONAL DE RECHERCHE ET DE SAUVETAGE (PNRS)

12. Le Programme national de recherche et de sauvetage (PNRS) est le nom de l'ensemble des services de recherche et de sauvetage fournis par tous les organismes et les personnes au Canada, quel que soit le type d'activité ou la sphère de compétence. Il y a trois catégories de services de recherche et de

5/12

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

sauvetage : terrestre, maritime et aéronautique. Il y a un certain chevauchement entre les catégories; néanmoins, le PNRS fournit un cadre de gestion en désignant les responsabilités fédérales, provinciales et territoriales.

13. Selon le PNRS, la recherche et le sauvetage au sol (RSS) sont menés sous l'autorisation légale des provinces et des territoires. La GRC est l'autorité opérationnelle pour la RSS dans certaines régions de Terre-Neuve-et-Labrador. Les Services d'incendie et d'urgence de Terre-Neuve-et-Labrador (SIU T.-N.-L.) sont amenés à aider les forces de police (Force policière royale de Terre-Neuve et la Gendarmerie royale du Canada) pour la recherche et le sauvetage au sol. Cette aide prend habituellement la forme de services aériens de soutien dans le cas de personnes perdues ou portées disparues. Les principales ressources pour ces services sont des aéronefs civils sous contrat fournis par des sociétés comme Universal Helicopters, Cougar Helicopters, etc.

14. Les FC et la Garde côtière canadienne se partagent la responsabilité des interventions pour les accidents d'aviation et tous les accidents maritimes qui surviennent dans les eaux sous compétence fédérale. Le commandant de la FOIA est désigné commandant de la région de recherches et de sauvetage (SRR) de Halifax et il est responsable des missions de recherche et de sauvetage aéronautiques et maritimes. Ces fonctions sont exécutées par l'intermédiaire du Centre conjoint de coordination des opérations de sauvetage – Halifax (CCCOS Halifax). Le personnel du CCCOS Halifax est composé de membres des FC et de membres de la Garde côtière canadienne. C'est lui qui coordonne l'emploi des principales ressources SAR. Il arrive que le CCCOS Halifax vienne en aide aux autorités provinciales ou territoriales dans la région à leur demande en fournissant des ressources SAR principales ou secondaires à condition que cela n'ait pas d'incidences sur sa principale mission SAR (aéronautique et maritime).

15. Bien que la RSS ne fasse pas partie du mandat normal des CCCOS ou des FC, habituellement les CCCOS sont tenus au courant du déroulement de la RSS, lorsque les personnes chargées de la RSS peuvent le faire ou lorsque ces dernières ont besoin d'aide. Normalement, avant de demander l'aide des FC, les bureaux de gestion des urgences dans les provinces ou les territoires (les SIU T.-N.-L. en l'occurrence) demandent l'appui de l'Association civile de recherche et de sauvetage aériens (ACRSA) ou des compagnies aériennes civiles sous contrat (comme dans ce cas-ci). L'ACRSA est une association d'aviateurs bénévoles qui est présente dans les treize (13) provinces et territoires. L'ACRSA fournit régulièrement des services de soutien pour les recherches effectuées par air au Programme national de recherche et de sauvetage. Organisé ainsi, le PNRS permet de faire appel d'abord aux moyens de l'aviation civile pour aider la RSS. De cette façon, les ressources des FC demeurent utilisables pour les missions recherche et de sauvetage

6/12

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

aéronautiques et maritimes. Lorsque les bureaux de gestion des urgences des provinces ou des territoires demandent l'aide des FC, c'est normalement en communiquant directement avec le CCCOS concerné. Bien que les recherches terrestres menées pour retrouver des personnes portées disparues ne fassent pas partie du mandat des CCCOS, ces derniers examinent toutes les demandes d'assistance et ils offrent leur soutien lorsque cela est possible. Les décisions sont prises en analysant de nombreux facteurs, dont la disponibilité et la proximité des moyens et la capacité des équipes de sauvetage d'intervenir sans danger dans des conditions atmosphériques particulières.

UTILISATION DES RESSOURCES AÉRIENNES DES FC

16. Dans le cas présent, les SIU T.-N.-L. ont d'abord réclamé l'assistance des ressources de l'aviation civile locale et de la société Universal Helicopters de Goose Bay, qui initialement n'ont pu répondre à la demande en raison des conditions météorologiques. Lorsque les SIU T.-N.-L. ont réclamé l'assistance des FC le 30 janvier 2012, celles-ci non plus n'ont pu répondre à la demande en raison des conditions météorologiques et de l'état de fonctionnement de leurs ressources. Les règles concernant les limites de fonctionnement acceptables des aéronefs des FC lors d'opérations sont énoncées dans les Ordonnances et règlements de la 1^{re} Division aérienne du Canada sur les règles de vol aux instruments (IFR). Les conditions météorologiques qui régnaient à Makkovik ne correspondaient pas aux conditions minimums. En termes simples, les règles IFR n'auraient pas permis aux équipages de produire un plan de vol IFR ayant Makkovik comme destination autorisée. Par conséquent, même si le CH146 *Griffon* avait été en état de fonctionner, on n'aurait pas pu le faire voler jusqu'à Makkovik lors de la première demande des SIU T.-N.-L. Lorsque les conditions météorologiques se sont améliorées et ont permis des opérations aériennes à Makkovik, les SIU T.-N.-L. ont demandé le soutien des ressources aériennes civiles, qui ont pu répondre à la demande, conformément aux protocoles s'appliquant à la RSS. Par la suite, les SIU T.-N.-L. n'ont pas appelé le CCCOS pour réclamer l'assistance des FC, ni le 30 janvier, ni en début de journée le 31 janvier, parce qu'ils avaient déjà des hélicoptères civils à leur disposition et que ces derniers suffisaient à la tâche. À 16 h 54 le 31 janvier 2012, les SIU T.-N.-L. sont entrés en contact avec le CCCOS pour la deuxième fois en vue d'une aide dans la poursuite de la recherche, une fois que les ressources de l'aviation civile avaient dû retourner à leur base après une journée entière de recherche. De plus, les hélicoptères civils n'ont pas pu effectuer des opérations de recherche nocturne. À ce moment, l'assistance des FC était nécessaire et a été demandée, et les FC ont répondu à la demande.

17. Le CCCOS, après avoir considéré la disponibilité et la distance des ressources primaires et secondaires de SAR de Makkovik, a pris la décision de

7/12

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

demander l'aide des ressources secondaires de SAR dans le cadre de l'opération de recherche au lieu d'utiliser les ressources primaires, comme le CH149 *Cormorant* (Gander, T.-N.-L.) ou le CC130 *Hercules* (Greenwood, N.-É.). Tous les aéronefs des Forces canadiennes conservent un rôle secondaire de SAR, mais ils ne maintiennent pas le même état de préparation de SAR que les ressources primaires, à moins d'en avoir reçu l'ordre de le faire. Le personnel du CCCOS doit considérer un bon nombre de facteurs lorsqu'il doit déterminer quelles ressources seront affectées pour un événement SAR particulier, dont les éléments suivants : la météo, le fonctionnement des ressources, la distance de la zone de recherche, les capacités de la plateforme par rapport aux capacités requises pour l'événement. Dans le cas particulier, le CCCOS a déterminé que les ressources les mieux situées et disposant des capacités nécessaires pour répondre à l'incident de Makkovik étaient les ressources secondaires de SAR. Par conséquent, le personnel du CCCOS a demandé l'aide du CH146 *Griffon* du 444 Esc de Goose Bay et du CP140 *Aurora* du 405 Esc de Greenwood (déjà en vol et aux alentours du Labrador) afin d'intervenir. En raison de leur proximité de Makkovik au moment de l'assignation de mission, les deux aéronefs ont pu répondre à l'appel plus rapidement qu'une ressource primaire de SAR. De plus, les deux appareils étaient équipés pour mener des opérations de recherche nocturne, bien que les SIU T.-N.-L. n'en avaient pas expressément fait la demande. Aussi, en faisant appel aux ressources secondaires de SAR, les ressources primaires demeuraient prêtes à intervenir dans le cas où un autre incident se produirait. (voir la figure 1 de l'annexe C, pour la carte des positions des aéronefs au moment de l'assignation de mission)

PARTICIPATION DES RANGERS CANADIENS

18. Dix rangers de la Patrouille des Rangers canadiens (PRC) de Makkovik et deux membres du personnel du Groupe ont participé aux activités de RSS depuis leur début, le 29 janvier, jusqu'à leur conclusion tragique, le 1^{er} février. Au départ, ils agissaient en tant que bénévoles locaux, mais, le lundi 30 janvier 2012, à 9 h 35 (HNA), on leur a officiellement assigné une tâche. Le 30 janvier 2012, le commandant adjoint de la PRC de Makkovik a avisé par courriel le personnel du 5^e Groupe de patrouille des Rangers canadiens (GPRC) que l'adolescent, membre des Rangers juniors canadiens, avait été porté disparu. Le message indiquait que, la nuit précédente, les membres de la PRC de la localité avaient tenté de retrouver l'adolescent porté disparu, mais en vain. Le message précisait qu'un appui aérien local avait été organisé et que les recherches reprendraient dès l'aube. On a demandé des renseignements supplémentaires visant à vérifier que l'adolescent était toujours porté disparu. On a aussi confirmé que les conditions météorologiques locales s'étaient détériorées et qu'un aéronef ne pourrait voler dans les environs de Makkovik. Le 30 janvier 2012, à 11 h (HNA), le 5 GPRC a envoyé le premier Rapport

8/12

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

d'incident d'importance au quartier général du Secteur de l'Atlantique de la Force terrestre (SAFT), (annexe A, n° 7).

19. Les recherches ont été axées sur les traces de motoneige qui menaient vers une étendue d'eau libre. Les chercheurs croyaient que la glace avait cédé sous la motoneige de l'adolescent porté disparu, car ils n'avaient trouvé aucune autre trace de lui. Le 31 janvier 2012, en après-midi, une équipe de la GRC est arrivée pour effectuer une recherche sous-marine à l'aide de caméras. Au moment d'atterrir, l'aéronef civil a aperçu la motoneige abandonnée sur la glace, à environ 11 kilomètres de la ville. Les chercheurs au sol ont immédiatement été envoyés sur les lieux pour faire le suivi. Ils n'ont pu se rendre jusqu'à la motoneige ni déterminé si le conducteur se trouvait dans le secteur.

20. Le 31 janvier, le commandant du 5 GPRC a reçu un appel du Caporal-chef (Cplc) Anderson, commandant adjoint de la patrouille des Rangers. Celui-ci a indiqué que les conditions météorologiques s'étaient améliorées et qu'il avait de la difficulté à obtenir un appui aérien des SIU T.-N.-L. Le Cplc Anderson a demandé si le quartier général pouvait fournir une aide. Le 5 GPRC a communiqué avec le Centre régional d'opérations interarmées (Atlantique) (CROI) pour confirmer la marche à suivre, puis a dit au commandant des interventions de la GRC de présenter une demande par l'entremise des SIU T.-N.-L. et du CCCOS. Ces mesures prises par le 5 GPRC ont facilité la tâche lorsque la deuxième demande a été présentée aux FC le 31 janvier 2012. Les FC ont pu répondre à cette demande parce que les conditions météorologiques permettaient l'exécution d'opérations aériennes. Ces opérations ont permis de trouver des empreintes laissées par l'adolescent qui s'éloignaient de la motoneige.

CONCLUSIONS

21. Conformément aux buts énoncés aux paragraphes a à d, les enquêteurs en sont arrivés aux conclusions suivantes :

- a. Établissement des faits. La chronologie figurant à l'annexe A fournit un compte rendu détaillé des faits de cet incident. La réaction initiale des SIU T.-N.-L. a été de demander la tenue d'une recherche au sol, opération dirigée par la GRC de la localité. Les FC ont été avisées de l'incident le 30 janvier 2012, à 9 h 12 (HNA), soit près de 20 heures après que l'on a vu l'adolescent pour la dernière fois et plus de 13 heures après qu'il a été porté disparu. En raison des conditions météorologiques à Makkovik, les FC n'ont pu répondre à la demande initiale d'aide pour la recherche. Lorsque les conditions météorologiques se sont améliorées plus tard dans la journée, les SIU T.-N.-L. ont choisi de faire appel à des

9/12

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

ressources aériennes civiles, conformément aux procédures normales pour une activité de RSS. Le 30 janvier, la GRC a réorienté ses efforts, passant d'une opération de recherche à une opération de récupération. Elle s'est concentrée sur la possibilité que Burton Winters soit tombé dans un trou qui se serait formé dans la glace. C'est au moment de l'atterrissage d'un aéronef civil transportant une caméra sous-marine pour faire des recherches sous la glace que l'on a aperçu la motoneige à une certaine distance d'une étendue d'eau libre et que l'opération de recherche a repris. Après la reprise des activités de recherche, les FC ont reçu une deuxième demande d'aide, le 31 janvier 2012, à 16 h 54, soit 51 heures après que l'on a vu l'adolescent pour la dernière fois. Elles sont intervenues immédiatement en rouvrant le dossier et en déployant deux ressources SAR secondaires. Les FC ont d'abord affecté un hélicoptère CH146 *Griffon* de Goose Bay aux activités de recherche, puis ont réaffecté un aéronef CP140 *Aurora* qui volait à proximité du Labrador. Les deux aéronefs ont effectué des recherches dans leurs zones désignées en utilisant des capacités de recherche nocturne non autrement disponibles. C'est le CH146 *Griffon* qui a découvert les empreintes de l'adolescent qui s'éloignaient de la motoneige. Bien que, pendant certaines périodes des activités de RSS, les ressources de FC n'aient pas été disponibles, l'état de fonctionnement des aéronefs n'a pas été un facteur de limitation de l'intervention des FC. Plus précisément, pendant la période où les aéronefs n'étaient pas disponibles pour des raisons d'entretien, les conditions météorologiques auraient empêché les FC d'intervenir de toute façon. Enfin, pendant toute l'opération de recherche, les 12 membres du 5^e Groupe de patrouilles des Rangers canadiens (5 GPRC) ont participé aux activités de recherche au sol. Ils ont agi en tant que bénévoles locaux, participant aux activités de recherche et coordonnant l'opération générale de recherche. Leurs efforts inlassables ont aidé à la conduite de l'opération de recherche et permis aux représentants officiels locaux d'obtenir les ressources aériennes des FC lorsqu'il a fallu remplacer les ressources civiles;

- b. Comparaison avec les procédures et le protocole établis.
L'intervention des FC à cet événement a été conforme aux pratiques en vigueur pour une activité de RSS. Lorsque les conditions météorologiques l'ont permis et que les SIU T.-N.-L. ont demandé de l'aide, le CCCOS a attribué des tâches aux ressources des FC, tâches qu'elles ont par la suite effectuées. Le 30 et le 31 janvier, le CCCOS a respecté les protocoles établis avec les autorités provinciales et territoriales et n'a pas rappelé les

10/12

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

SIU T.-N.-L. pour s'informer s'il avait besoin de l'aide des FC pour effectuer la recherche. Conformément à ces protocoles, le bureau de gestion des urgences appuyé présente une demande et exécute toutes les activités de suivi ultérieures afin de s'assurer que le personnel et les voies de communication ne sont pas pris par des activités inutiles. Ces protocoles ont fait leurs preuves et font partie du Programme national de recherche et sauvetage du Canada qui est très efficace. À part l'intervention du CCCOS, 12 membres du 5 GPRC ont participé aux activités de RSS en qualité de bénévoles;

- c. Écarts par rapport aux pratiques établies. Des ressources secondaires de SAR ont été utilisées pour ces tâches plutôt que des ressources primaires. Cependant, cette décision, parallèlement aux efforts déployés par l'équipage de l'hélicoptère du 444 Esc de Goose Bay et à la souplesse de l'équipage du 405 Esc de Greenwood, a permis de fournir plus rapidement une aide pour l'opération de recherche que si l'on avait déployé des ressources primaires de SAR. De plus, l'utilisation judicieuse de ressources secondaires de SAR a permis de garantir la disponibilité des ressources primaires de SAR en cas d'incidents SAR maritimes et aéronautiques;
- d. Pertinence des mesures prises par les FC. L'intervention des FC a été efficace et a fourni une contribution à l'opération de recherche, qui a mené à la découverte du corps de l'adolescent. Selon les renseignements, les commandants et le personnel ont pris des décisions judicieuses en conformité avec les instructions permanentes d'opération et en utilisant la meilleure information existante à mesure que la situation évoluait.

11/12

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

RECOMMANDATIONS

22. Au nom de tous les membres des FC qui ont participé à l'opération de sauvetage, j'aimerais offrir toutes mes condoléances à la famille Winters qui doit surmonter cette épreuve. Le Ranger junior Burton Winters était l'un des nôtres. En dépit de la conclusion tragique de l'incident, les FC sont toujours intervenues conformément à leur devoir. Par conséquent, je recommande qu'aucune autre activité d'enquête ne soit effectuée. Dans le cadre de la Transformation des FC, vous pourriez examiner et modifier, le cas échéant, notre position, nos procédures et notre disponibilité opérationnelle en matière de SAR afin de vous assurer qu'elles demeurent adaptées aux besoins des Canadiens.

//originale signé en anglais par//
J.H. Vance
Major-général

ANNEXES

Annexe A : Relevé chronologique des activités
Annexe B : Chronologie sommaire des principales activités et déductions
Annexe C : Cartes et images de Makkovik et de la région

12/12

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

UNCLASSIFIED (PROTECTED B with Enclosures)

Annex A to
3120-1(WH Ops 1-1)
7 Feb 2012

ANNEX A - DETAILED TIMELINE OF EVENTS

Notes:

1. Elapsed Time column indicates elapsed time from first notification to JRCC that a 'missing persons' event was in progress
2. The source of info is indicated in brackets in the "Event" column.
 - a. OSINT indicates data obtained from open sources in the media.
 - b. CF indicated data obtained from CF sources through the chain of command.
3. All times quoted in Atlantic Standard Time (AST)

Serial	Date	Time (AST) ³	Elapsed Time ¹ T+/- HHhMMm	Event (Source) ²
1	Sun 29 Jan	1330hrs	T-19h42m	Boy last seen at Grandmother's house. Departed on snowmobile. (OSINT)
2	Sun 29 Jan	1900hrs	T-13h12m	Teenager reported missing to RCMP. (OSINT)
3	Sun 29 Jan	1930hrs	T-13h42m	RCMP initiate ground search in community and surrounding areas. (OSINT)
4	Mon 30 Jan	0200hrs	T-7h12m	Initial search suspended. (OSINT)
5	Mon 30 Jan	0700hrs	T-02h12m	Search resumes in local community. (OSINT)
6	Mon 30 Jan	0912hrs	T+00h00m	JRCC received 1 st call from NL Fire and Emergency Services (FES) to request assistance in locating a missing person. (CF)
7	Mon 30 Jan	0924hrs	T+00h12m	Significant Incident Report (SIR) filed by 5 CRRG to LFAA HQ info CFICC indicating teenager reported missing. (CF) 5 CRPG indicated as involved in search with RCMP (10 rangers and 2 HQ staff). Weather is hampering the ground search. (CF)

A-1/8

UNCLASSIFIED (PROTECTED B with Enclosures)

UNCLASSIFIED (PROTECTED B with Enclosures)

Annex A to
3120-1(WH Ops 1-1)
7 Feb 2012

Serial	Date	Time (AST) ³	Elapsed Time ¹ T +/- HHhMMm	Event (Source) ²
				Note: Rangers were formally tasked to assist at 0935hrs. FES-NL advised by JRCC weather was not suitable at Makkovik. (CF)
8	Mon 30 Jan	0933hrs	T+00h21m	FES-NL asked to call back when weather improved in Makkovik and if CF assistance still required Note: Hourly weather reports indicated weather fluctuated all day at or below minimums. The weather station in Makkovik did not report weather through the night – as per standard procedure. (CF) Aircraft serviceability at that time was as follows: <u>Primary SAR Assets</u> CH149 Cormorant (Gander) Serviceable. (CF) CH149 Cormorant (Greenwood) Serviceable. (CF) CC130 Hercules (Greenwood) Unserviceable – Note: SAR back-up available from Trenton was serviceable (CF) <u>Secondary SAR Assets</u> CH146 Griffon (Goose Bay) one in heavy maintenance, one found unserviceable after pre-flight inspection (CF) CP140 Aurora (Greenwood) – Serviceable(CF) At this time the CH149 Cormorants in Gander and Greenwood were maintaining primary maritime SAR posture. The CC130 in Greenwood was U/S. (CF) The first Universal helicopter (Bell 206) departs from Goose Bay
9	Mon 30 Jan	1058hrs	T+01h46m	

A-2/B

UNCLASSIFIED (PROTECTED B with Enclosures)

UNCLASSIFIED (PROTECTED B with Enclosures)

Annex A to
3120-1(WH Ops 1-1)
7 Feb 2012

Serial	Date	Time (AST) ³	Elapsed Time ¹ T+/- HHhMMm	Event (Source) ²
10	Mon 30 Jan	1200hrs	T+02h48m	for Makkovik. (CF) 1 st helicopter from Universal Helicopters (Goose Bay) arrives on scene to assist in search. (OSINT)
11	Mon 30 Jan	1346hrs	T+04h34m	2 nd helicopter from Universal Helicopter departs for Makkovik. (CF). CF not called to assist in daytime search at this time (Note: Normal practice in GSAR is for FES-NL to engage private providers before engaging CF.) (CF) Note: It is not known what weather operating limits are employed by Universal Helicopters. Also actual helicopter tasking and employment details are not known by JRCC as only FES-NL and RCMP Incident Commander have those details. Nothing further from FES-NL. Case was closed in accordance with normal procedures. Hourly weather reports commence. During first report weather was still not suitable for the safe conduct of airborne search and rescue operations (CF) Weather reported as above acceptable limits for the safe conduct of airborne search and rescue operations.
12	Mon 30 Jan	1718hrs	T+08h08m	
13	Tues 31 Jan	0600hrs	T+20h48m	
14	Tues 31 Jan	0700hrs	T+21h48m	
15	Tues 31 Jan	0932hrs	T+24h20m	FES-NL did not call for request CF support at this time. (CF) Update to SIR filed by 5 CRPG. (CF) Reports RCMP have changed status of search to a recovery effort. Search efforts were focused on snowmobile tracks that

A-3/8

UNCLASSIFIED (PROTECTED B with Enclosures)

UNCLASSIFIED (PROTECTED B with Enclosures)

Annex A to
3120-1(WH Ops 1-1)
7 Feb 2012

Serial	Date	Time (AST) ³	Elapsed Time ¹ T+/- HHhMMm	Event (Source) ²
16	Tues 31 Jan	1538hrs	T+30h18m	<p>were leading to a patch of open water. The searchers believed that the missing youth had crashed through the ice on his machine, as no other signs of him had been found. On the afternoon 31 Jan, the RCMP brought in a team to conduct an underwater search with cameras. As the flight was landing, an abandoned snowmobile was spotted out on the sea ice, remote from the town. Ground searchers were immediately dispatched to the location to follow up. They were not able to get to the snowmobile, and it could not be determined if the driver was in the area. (CF)</p> <p>Regional Joint Operation Center Atlantic (RJOCA) WO receives report snowmobile found on ice flow in area inaccessible by GSAR. (CF)</p>
17	Tues 31 Jan	1643hrs	T+31h23m	<p>5 CRPG calls RJOCA to get assistance in securing aircraft. RJOCA contacts JRCC to request procedure for requesting an aircraft. Procedure is explained. No request is made at this time.</p> <p>JRCC re-opens the case and commences checks on CH146 Griffon serviceability in Goose Bay. Ground runs are in progress. Goose Bay will report back when CH146 Griffon is serviceable.</p>
18	Tues 31 Jan	1654hrs	T+31h34m	<p>JRCC receives 2nd call from FES NL to request support for a search of the area. Searchers had located the snowmobile and felt that the boy might be trying to walk back to town. Discussions with FES NL lead to a position and a weather update. As the civil aviation assets could not search at night,</p>

A-4/8

UNCLASSIFIED (PROTECTED B with Enclosures)

UNCLASSIFIED (PROTECTED B with Enclosures)

Annex A to
3120-1(WH Ops 1-1)
7 Feb 2012

Serial	Date	Time (AST) ³	Elapsed Time ¹ T+/- HHhMMm	Event (Source) ²
				<p>FES NL requested CF support. Weather is now suitable. (CF)</p> <p>CF commences SAR response. (CF)</p> <p>CC-130 Hercules and CH-146 Griffon still U/S. ETA for Griffon to be serviceable 1800hrs.</p> <p>FES-NL does not request specific night search capability, but due to light conditions Canada COM/RJOC/JRCC decide to maximize use of night search capabilities in subsequent taskings. (CF)</p> <p>Secondary SAR asset CH146 Griffon from Goose Bay tasked to assist. (CF)</p>
19	Tues 31 Jan	1733hrs	T+32h13m	<p>A CH149 Cormorant was not tasked as it has a primary response to overwater events. If the CH149 had been tasked to support this secondary tasking it would not have permitted a primary SAR response in the vicinity of Newfoundland and Labrador. JRCC elected to task the most appropriate asset, while also maintaining the primary SAR capability for the region.</p> <p>The Griffon was much closer and could respond faster, plus it had a night search capability equivalent to the CH149 Cormorant (see Annex C). (CF).</p> <p>CH146 Griffon airborne.</p>
20	Tues 31 Jan	1938hrs	T+34h18m	<p>Note: CH146 Griffon in Goose Bay is a not a primary SAR asset nor a "Ready 12" asset, which means it typically is not</p>

A-5/B

UNCLASSIFIED (PROTECTED B with Enclosures)

UNCLASSIFIED (PROTECTED B with Enclosures)

Annex A to
3120-1(WH Ops 1-1)
7 Feb 2012

Serial	Date	Time (AST) ³	Elapsed Time ¹ T+/- HHhMMm	Event (Source) ²
21	Tues 31 Jan	2023hrs	T+35h03m	required to maintain any mandate SAR response times. In this case the 444 Squadron responded quickly and got the Griffon airborne in 2 hours and 5 minutes. (CF) FES-NL advises they will have an aircraft for daylight search on Wed 1 Feb 12. (CF)
22	Tues 31 Jan	2036hrs	T+35h16m	JRCC contacts CASARA Goose Bay to determine availability to assist with search on Wed 1 Feb 12. CASARA Goose Bay has 6 spotters available(CF).
23	Tues 31 Jan	2045hrs	T+35h25m	CH146 Griffon arrives on-station (CF) – This arrival time was faster than a CH149 Cormorant from Gander could have achieved even with a 30 min response time, due to time and space factors alone.
24	Tues 31 Jan	2101hrs	T+35h41m	JRCC advises FES-NL of the availability can capability of CASARA personnel in Goose Bay. JRCC recommends they be used on FES-NL coordinated aircraft for daylight search on Wed 1 Feb 12. FES-NL confirms they have arranged for civil aircraft to recommence the search starting at first light.
25	Tues 31 Jan	2218hrs	T+36h58m	JRCC contacted 14 Wing Greenwood Operation to commence work to redirect a CP140 Aurora from training mission to support Makkovik GSAR. JRCC felt the Electro-Optical/Infrared (EOIR) capability of the CP-140 would help the search and initiated the tasking through the CF chain. Note: FES-NL/RCMP did not request EOIR capability from JRCC. This support was organized by JRCC Halifax initiative through Canada Command Joint Command Center (JCC).
26	Tues 31 Jan	2248hrs	T+37h28m	CP140 Aurora from Greenwood re-tasked airborne to assist. Aircraft had been airborne since 1720hrs AST on an unrelated

A-6/8

UNCLASSIFIED (PROTECTED B with Enclosures)

UNCLASSIFIED (PROTECTED B with Enclosures)

Annex A to
3120-1(WH Ops 1-1)
7 Feb 2012

Serial	Date	Time (AST) ³	Elapsed Time ¹ T +/- HHhMMm	Event (Source) ²
				tasking. (CF)
27	Tues 31 Jan	2342hrs	T+38h22m	The CP140 Aurora was closer to search area than the CC130 Hercules in Greenwood. As a secondary SAR asset, it was re-tasked to respond using its night search capability with its electro-optical infrared (EO/IR) suite. (CF)
28	Wed 1 Feb	0100hrs	T+39h40m	CP140 Aurora on-station with sufficient fuel to provide approximately 1-1.5 hours of on station time to conduct search. (CF)
29	Wed 1 Feb	0105hrs	T+39h45m	CP140 Aurora off-station. Assigned area search complete. (CF) CH146 Griffon off-station. 2 sorties completed. Assigned area search complete. Griffon Flight Engineer (FE) makes first discovery of tracks from snowmobile. Footprints lead away to the South of the Last Known Position (LKP) straight toward land. The tracks were only visible for 150' then CH146 Griffon lost the trail. The tracks were definitely heading to the shore but CH146 Griffon crew advises the GSAR team may be able to pick them up. (CF)
30	Wed 1 Feb	-0745hrs*	T+46h20m	RCMP resumed ground search at first light with support from Universal Helicopters. *time is approximate based on sunrise of 0745hrs (OSINT) Note: FES-NL and the RCMP chose not to use CASARA expertise on Wed 1 Feb. CASARA Goose Bay confirmed that they were not contacted for assistance in this matter. (CF)

A-7/B

UNCLASSIFIED (PROTECTED B with Enclosures)

UNCLASSIFIED (PROTECTED B with Enclosures)

Annex A to
3120-1(WH Ops 1-1)
7 Feb 2012

Serial	Date	Time (AST) ³	Elapsed Time ¹ T+/- HHhMMm	Event (Source) ²
31	Wed 1 Feb	1841hrs	T+57h16m	Teenager's body found 10.2km east of the snowmobile, 20.2km from Makkovik. (CF)

Local Sunrise: 0745hrs
Local Sunset: 1646hrs

A-8/B

UNCLASSIFIED (PROTECTED B with Enclosures)

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

Annexe A
3120-1(Ops HO 1-1)
le 7 février 2012

ANNEXE A – RELEVÉ CHRONOLOGIQUE DES ACTIVITÉS

Notes:

1. La colonne « temps écoulé » indique le temps écoulé depuis le moment où le CCCOS a été avisé la première fois qu'une intervention pour une personne disparue était en cours.
2. La source de l'information est indiquée entre parenthèses dans la colonne « activités ».
 - a. OSINT : indique que les renseignements sont des informations qui étaient accessibles au public, par les médias.
 - b. FC : indique des données obtenues des FC, par la chaîne de commandement.
3. Tous les temps sont exprimés en heure normale de l'Atlantique (HNA)

Numéro	Date	Heure (HNA) ³	Temps écoulé ¹ T+/- HHhMMm	Activités (Source) ²
1	dim 29 janv.	13 h 30	T-19h42m	Le garçon est vu pour la dernière fois à la résidence de sa grand-mère. Parti en motoneige. (OSINT)
2	dim 29 janv.	19 h	T-13h12m	Un adolescent porté disparu à la GRC. (OSINT)
3	dim 29 janv.	19 h 30	T-13h42m	La GRC commence une recherche au sol dans la collectivité et les environs. (OSINT)
4	lun 30 janv.	2 h	T-7h12m	La recherche initiale est interrompue. (OSINT)
5	lun 30 janv.	7 h	T-02h12m	La recherche reprend dans la communauté. (OSINT)
6	lun 30 janv.	9 h 12	T+00h00m	Le CCCOS reçoit un 1 ^{er} appel des Services d'incendie et d'urgence (SIU) de Terre-Neuve-et-Labrador (T.-N.-L.) demandant de l'aide pour retrouver une personne disparue (FC).
7	lun 30 janv.	9 h 24	T+00h12m	Un rapport d'incident d'importance est déposé par le 5 GPRC au QG SAFT indiquant la disparition d'un adolescent. (FC)

A-1/10

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

Annexe A
3120-1(Ops HO 1-1)
le 7 février 2012

Numéro	Date	Heure (HNA) ³	Temps écoulé ¹ T+/- HHhMMm	Activités (Source) ²
8	lun 30 janv.	9 h 33	T+00h21m	<p>Il est indiqué que le 5 GPRC participe aux recherches avec la GRC (10 Rangers et 2 membres du personnel du QG). Les conditions météorologiques nuisent à la recherche au sol. (FC) Nota : On a demandé officiellement aux Rangers de participer aux recherches à 9 h 35.</p> <p>Le CCCOS avise les SIU T.-N.-L. que les conditions météorologiques ne conviennent pas à la recherche à Makkovik. (FC)</p> <p>On demande aux SIU T.-N.-L. de rappeler lorsque les conditions météorologiques seront plus favorables à Makkovik et si l'aide des FC est toujours requise. Nota : Les bulletins météo diffusés toutes les heures indiquent que les conditions ont fluctué tout au long de la journée et que le mercure est descendu à une température égale ou sous la normale de saison. La station météorologique de Makkovik ne fait pas de rapport météo pendant la nuit – selon les procédures normales. (FC)</p> <p>Voici l'état de fonctionnement des aéronefs à ce moment-là : <u>Les ressources SAR primaires :</u> CH149 Cormorant (Gander) : en bon état de service. (FC) CH149 Cormorant (Greenwood) : en bon état de service. (FC) CC130 Hercules (Greenwood) : hors service – Nota : l'aéronef SAR remplaçant en provenance de Trenton était en bon état de</p>

A-2/10

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

Annexe A
3120-1(Ops HO 1-1)
le 7 février 2012

Numéro	Date	Heure (HNA) ³	Temps écoulé ¹ T+/- HHhMMm	Activités (Source) ²
				service (FC) <u>Les ressources SAR secondaires</u> CH146 Griffon (Goose Bay) : un appareil en entretien lourd, un autre jugé hors service après une inspection prévol (FC) CP140 Aurora (Greenwood) – en bon état de service (FC)
9	lun 30 janv.	10 h 58	T+01h46m	À ce moment-là, les appareils CH149 Cormorant de Gander et de Greenwood servaient surtout à des missions de recherche SAR en mer. Le CC130 à Greenwood était inutilisable. (FC) Le premier hélicoptère de Universal Helicopters (Bell 206) quitte Goose Bay en direction de Makkovik. (FC)
10	lun 30 janv.	12 h	T+02h48m	Le 1 ^{er} hélicoptère de Universal Helicopters (Goose Bay) arrive sur place pour participer à la recherche. (OSINT) Le 2 ^e hélicoptère de Universal Helicopters s'envole vers Makkovik. (FC).
11	lun 30 janv.	13 h 46	T+04h34m	Les FC ne sont pas appelées à participer aux recherches pendant la journée (Nota : dans le cas de SAR au sol, la pratique couramment adoptée par les SIU T.-N.-L. est d'avoir recours à des fournisseurs privés avant de demander l'intervention des FC. (FC) Nota : On ne connaît pas quelles sont les conditions météorologiques limites dans lesquelles peuvent voler les appareils de Universal Helicopters. De plus, le CCCOS ne

A-3/10

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

Annexe A
3120-1(Ops HO 1-1)
le 7 février 2012

Numéro	Date	Heure (HNA) ³	Temps écoulé ¹ T+/- HHhMMm	Activités (Source) ²
12	lun 30 janv.	17 h 18	T+08h08m	connaît pas les détails concernant la demande d'emploi et de service d'hélicoptère puisque seulement les SIU T.-N.-L. et le chef des interventions pour la GRC connaissent cette information. Rien de plus de la part des SIU T N.-L. Le cas est clos conformément aux procédures normales.
13	lun 30 janv.	6 h	T+20h48m	Début des bulletins météorologiques toutes les heures. Selon le premier bulletin, les conditions météorologiques n'étaient pas favorables pour mener des opérations de recherche et sauvetage aériennes en toute sécurité. (FC)
14	mar 31 janv.	7 h	T+21h48m	Les conditions météorologiques rapportées font état de conditions dépassant les limites acceptables pour mener des opérations de recherche et sauvetage aériennes en sécurité. Les SIU T.-N.-L. n'ont pas téléphoné pour demander le soutien des FC à ce moment-là. (FC)
15	mar 31 janv.	9 h 32	T+24h20m	Le 5 GPRC fait une mise à jour au Rapport d'incident d'importance. (FC) La GRC indique avoir modifié l'état des recherches vers une mission de récupération. Les recherches étaient axées sur des traces de motoneige qui se dirigeaient vers une zone d'eau libre. Les secouristes ont cru que l'adolescent disparu était passé à travers la glace avec sa motoneige, puisqu'aucun autre signe de sa présence n'a été relevé. Dans l'après-midi du 31 janvier, la GRC a envoyé une équipe pour mener une recherche

A-4/10

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

Annexe A
3120-1(Ops HO 1-1)
le 7 février 2012

Numéro	Date	Heure (HNA) ³	Temps écoulé ¹ T+/- HHhMMm	Activités (Source) ²
16	mar 31 janv.	15 h 38	T+30h18m	<p>sous l'eau à l'aide d'une caméra sous-marine. Au moment où l'avion était sur le point d'atterrir, une motoneige abandonnée a été aperçue sur la surface gelée, en mer, à un endroit éloigné de la ville. Des secouristes au sol ont immédiatement été dépêchés sur les lieux. Ils n'ont pas été en mesure d'atteindre la motoneige, ni de déterminer si le conducteur se trouvait dans les environs. (FC)</p> <p>L'adjudant du Centre conjoint de coordination des opérations de sauvetage (CCCOS) (Atlantique) a reçu un rapport à l'effet qu'une motoneige avait été trouvée sur une banquise dans une zone inaccessible pour une équipe SAR au sol. (FC)</p> <p>Le 5 GPRC téléphone au CROI (Atlantique) pour demander de l'aide afin d'obtenir un aéronef. Le CROI (Atlantique) communique avec le CCCOS pour s'informer de la procédure pour obtenir un aéronef. Aucune demande n'est faite à ce moment-là.</p> <p>Le CCCOS rouvre le cas et commence à vérifier la disponibilité du CH146 Griffon à Goose Bay. Des travaux de maintenance sont en cours. Goose Bay fera rapport lorsque le CH146 Griffon sera en état de servir.</p> <p>Le CCCOS reçoit un 2^e appel des SIU T.-N.-L pour solliciter du soutien pour une recherche dans le secteur. Des secouristes ont localisé la motoneige et pensent que l'adolescent peut avoir essayé de marcher jusqu'à la ville. Des discussions s'ensuivent avec les SIU T.-N.-L qui en viennent à une prise de position. On obtient aussi un bulletin météo à jour. Puisque les ressources d'aviation civiles ne peuvent pas opérer la nuit, les SIU T.-N.-L</p>
17	mar 31 janv.	16 h 43	T+31h23m	
18	mar 31 janv.	16 h 54	T+31h34m	

A-5/10

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

Annexe A
3120-1(Ops HO 1-1)
le 7 février 2012

Numéro	Date	Heure (HNA) ³	Temps écoulé ¹ T+/- HHhMMm	Activités (Source) ²
19	mar 31 janv.	17 h 33	T+32 h 13 m	<p>demandent le soutien des FC. Les conditions météorologiques sont maintenant convenables. (FC).</p> <p>Les FC commencent leur intervention SAR. (FC) Le CC130 Hercules et le CH146 Griffon sont toujours inutilisables. Le Griffon devrait être utilisable à 18 h.</p> <p>Les SIU T.-N.-L n'ont pas demandé de capacités précises pour la recherche nocturne, mais en raison de la visibilité, COM Canada/CROI (A)/CCCOS décident d'optimiser l'utilisation des capacités de recherche nocturne dans les tâches subséquentes. (FC)</p> <p>Le CH146 Griffon de Goose Bay, ressource secondaire de SAR, est chargé de contribuer à l'opération. (FC)</p> <p>Le CH149 Cormorant n'est pas affecté à la mission, car il constitue une ressource d'intervention primaire au-dessus de l'eau. Si on avait fait appel au CH149 pour appuyer cette mission secondaire, on n'aurait alors plus de ressource SAR primaire pour intervenir dans la région de Terre-Neuve-et-Labrador. Le CCCOS a donc opté pour la ressource la plus appropriée, tout en maintenant la capacité primaire de SAR dans la région.</p> <p>Le Griffon était beaucoup plus proche et pouvait intervenir plus rapidement. De plus, il disposait d'une capacité de vision nocturne équivalente à celle du CH149 Cormorant</p>

A-6/10

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

Annexe A
3120-1(Ops HO 1-1)
le 7 février 2012

Numéro	Date	Heure (HNA) ³	Temps écoulé ¹ T+/- HHhMMm	Activités (Source) ²
				(voir l'annexe C). (FC). Le CH146 Griffon est en vol.
20	mar 31 janv.	19 h 38	T+34 h 18 m	Note : Le CH146 Griffon à Goose Bay n'est pas une ressource primaire de SAR, ni une ressource « Ready 12 », ce qui signifie qu'il n'est normalement pas tenu de maintenir un état d'intervention SAR. Dans le cas présent, le 444 ^e Escadron a réagi rapidement, faisant décoller le Griffon dans un délai de 2 heures et 5 minutes. (FC)
21	mar 31 janv.	20 h 23	T+35 h 03 m	Les SIU T.-N.-L. indiquent qu'ils disposeront d'un aéronef pour effectuer des recherches pendant la journée du mercredi 1 ^{er} février 2012. (FC)
22	mar 31 janv.	20 h 36	T+35 h 16 m	Le CCCOS contacte des représentants de l'ACRSA de Goose Bay pour savoir s'ils sont disponibles pour participer aux recherches le mercredi 1 ^{er} février 2012. L'ACRSA de Goose Bay indique que six observateurs sont prêts à aider. (FC).
23	mar 31 janv.	20 h 45	T+35 h 25 m	Le CH146 Griffon arrive sur les lieux (FC) – Il est arrivé plus tôt que ne l'aurait fait un CH149 Cormorant en partance de Gander, même avec un délai d'intervention de 30 minutes, uniquement en raison des facteurs temps et espace.
24	mar 31 janv.	21 h 01	T+35 h 41 m	Le CCCOS informe les SIU T.-N.-L. de la disponibilité des observateurs de l'ACRSA de Goose Bay. Le CCCOS recommande que l'on fasse appel à leurs services à bord de l'aéronef retenu par les SIU T.-N.-L. pour les recherches prévues pendant la journée du mercredi 1 ^{er} février 2012. Les SIU T.-N.-L. confirment qu'ils ont pris des dispositions pour qu'un aéronef civil reprenne les recherches aux premières

A-7/10

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

Annexe A
3120-1(Ops HO 1-1)
le 7 février 2012

Numéro	Date	Heure (HNA) ³	Temps écoulé ¹ T+/- HHhMMm	Activités (Source) ²
25	mar 31 janv.	22 h 18	T+36 h 58 m	<p>Leur du jour.</p> <p>Le CCCOS communique avec le service des opérations de la 14^e Escadre Greenwood pour tenter de rediriger un avion CP140 Aurora en mission d'entraînement et de l'envoyer en appui à la RSS à Makkovik. Les responsables du CCCOS sont d'avis que la caméra électro-optique infrarouge (EOIR) dont est doté le CP140 facilitera les recherches et entreprennent de confier une nouvelle mission à l'aéronef en suivant la chaîne de commandement des FC. Note : Les SIU T.-N.-L. et la GRC n'ont pas demandé au CCCOS de fournir une capacité EOIR. Cet appui a été organisé de la propre initiative des membres du CCCOS Halifax avec la participation du Centre de commandement interarmées (CCI) du COM Canada.</p> <p>Le CP140 Aurora de Greenwood, qui est déjà en vol, reçoit une nouvelle mission et doit participer aux recherches. L'avion est en vol depuis 17 h 20 (HNA) pour effectuer une mission sans lien avec les recherches. (FC)</p>
26	mar 31 janv.	22 h 48	T+37 h 28 m	<p>Le CP140 Aurora se trouvait plus près de la zone des recherches que le CC130 Hercules, à Greenwood. Étant une ressource secondaire de SAR, il s'est vu confier une nouvelle mission pour intervenir au moyen de la capacité de recherche nocturne qu'offre sa caméra électro-optique infrarouge (EOIR). (FC)</p>
27	mar 31 janv.	23 h 42	T+38 h 22 m	<p>Le CP140 Aurora est en place avec une réserve de carburant lui permettant de participer aux recherches pendant une heure ou une heure et demie. (FC)</p>

A-8/10

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

Annexe A
3120-1(Ops HO 1-1)
le 7 février 2012

Numéro	Date	Heure (HNA) ³	Temps écoulé ¹ T+/- HHhMMm	Activités (Source) ²
28	mer 1 ^{er} févr.	1 h 00	T+39 h 40 m	Le CP140 Aurora quitte les lieux après avoir terminé les recherches dans la zone assignée. (FC) Le CH146 Griffon quitte les lieux après avoir effectué deux sorties.
29	mer 1 ^{er} févr.	1 h 05	T+39 h 45 m	Les recherches sont terminées dans la zone assignée. Le mécanicien de bord du Griffon aperçoit des traces de moteur. Des empreintes de pas s'en éloignent, se dirigeant au sud de la dernière position connue, directement vers la rive. Les empreintes de pas ne sont visibles que sur une distance de 150 pieds. L'équipage du CH146 Griffon en perd ensuite la trace. Les empreintes mènent clairement à la rive, mais l'équipage du CH146 Griffon indique que l'équipe de RSS pourra peut-être les retrouver. (FC) La GRC reprend les recherches au sol aux premières lueurs du jour avec l'aide des hélicoptères de l'entreprise Universal Helicopters.
30	mer 1 ^{er} févr.	~ 7 h 45*	T+46 h 20 m	*L'heure est approximative, en fonction de l'heure du lever du soleil, soit 7 h 45 (OSINT) Note : Les SIU T.-N.-L et la GRC n'ont pas eu recours à l'expertise de l'ACRSA le mercredi 1 ^{er} février. Les représentants de l'ACRSA de Goose Bay ont confirmé qu'on n'avait pas fait appel à leurs services à cet égard. (FC)

A-9/10

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

Annexe A
3120-1(Ops HO 1-1)
le 7 février 2012

Numéro	Date	Heure (HNA) ³	Temps écoulé ¹ T+/- HHhMMm	Activités (Source) ²
31	mer 1 ^{er} févr.	18 h 41	T+57 h 16 m	Le corps de l'adolescent est retrouvé 10,2 km à l'est de l'endroit où la motoneige a été localisée, soit à 20,2 km de Makkovik. (FC)

Heure locale du lever du soleil : 7 h 45

Heure locale du coucher du soleil : 16 h 46

A-10/10

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

UNCLASSIFIED (PROTECTED B with Enclosures)

Annex B
3120-1(WH Ops 1-1)
7 Feb 2012

ANNEX B - TIMELINE SUMMARY OF KEY EVENTS AND KEY DEDUCTIONS

Sun 29 Jan	Mon 30 Jan	Tues 31 Jan	Wed 1 Feb
<p>Key Events</p> <ul style="list-style-type: none"> 1330hrs Boy Last Seen 1930hrs RCMP initiate Ground Search 	<p>Key Events</p> <ul style="list-style-type: none"> 0912hrs JRCC Halifax receives 1st call from Fire and Emergency Services Newfoundland and Labrador Weather not suitable in Makkovik for Air Search FES-NL asked to call back if weather improves and CF still needed 1200hrs civil helicopters arrive on scene FES-NL does NOT call JRCC to request CF help 	<p>Key Events</p> <ul style="list-style-type: none"> 1643hrs 5 CRPG provides heads up to JRCC a request may come JRCC initiates planning 1654hrs formal request is made to JRCC 1733hrs Griffon tasked 1938hrs Griffon AVB 2342hrs Aurora on scene 	<p>Key Events</p> <ul style="list-style-type: none"> 0105hrs CF aircraft depart the scene Griffon FE finds first human tracks from snowmobile Tracks lead to GSAR team to body 184 hrs Boy's body 10km from snowmobile Ground search starts at boy tracks at dawn
<p>Key Deductions</p> <ul style="list-style-type: none"> By end of 29 Jan boy had been missing 10h 30m JRCC was not called this day 12 Rangers assist in search as volunteers (tasked at 0935hrs on 30 Jan) 	<p>Key Deductions</p> <ul style="list-style-type: none"> 1st call to JRCC was nearly 20 hours after boy first went missing. Weather not suitable in Makkovik for Air Search at 0912hrs FES-NL DOES NOT call back, instead chooses civil aviation resources as per normal practice 	<p>Key Deductions</p> <ul style="list-style-type: none"> 2nd call to JRCC was 51 hours after boy gone missing. Weather permits response, CF responds Griffon airborne within 2hour 5 minutes, even though they don't maintain a ready posture Aurora retasked on CF initiative without further ask 	<p>Key Deductions</p> <ul style="list-style-type: none"> CF response complete within 8 hours 11 min of request Griffon Flight Engineer finds first human tracks from boy Ground crews following track found by CF crews find boy's body

Time

B-1/1

UNCLASSIFIED (PROTECTED B with Enclosures)

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

Annexe B
3120-1(OPS HO 1-1)
le 7 février 2012

ANNEXE B – CHRONOLOGIE SOMMAIRE DES PRINCIPALES ACTIVITES ET DEDUCTIONS

Time	Dim 29 janv.	Lun 30 janv.	Mar 31 janv.	Mer 1 ^{er} fév
	<p>Principales activités</p> <ul style="list-style-type: none"> 13 h 30 Le garçon est vu pour la dernière fois 19 h 30 La GRC lance la recherche au sol. 	<p>Principales activités</p> <ul style="list-style-type: none"> 9 h 12 Le CCCOS reçoit un 1^{er} appel des Services d'incendie et d'urgence de Terre-Neuve-et-Labrador. Les conditions météorologiques à Makkovik ne conviennent pas à la recherche aérienne. On demande aux SIU - T.-N.-L. de rappeler lorsque les conditions météorologiques seront plus favorables et 12 h Des hélicoptères civils arrivent sur les lieux. Les SIU - T.-N.-L. n'appellent PAS le CCCOS pour obtenir de l'aide des FC. 	<p>Principales activités</p> <ul style="list-style-type: none"> 16 h 43 Le S GPRC informe le CCCOS d'une demande éventuelle. Le CCCOS amorce la planification 16 h 54 Le CCCOS reçoit une demande officielle 17 h 33 Une mission est assignée à un hélicoptère Griffon. 19 h 38 Aéroport de Griffon 23 h 42 Un avion Aurora arrive sur les lieux 	<p>Principales activités</p> <ul style="list-style-type: none"> 1 h 05 L'électronicien des FC quitte les lieux. Le mécanicien de bord du Griffon aperçoit des traces de motoneige Les empreintes permettent à l'équipe RSS de retrouver le corps. 18 h 41 Le corps du garçon est retrouvé à 10 km de la motoneige.
	<p>Principales déductions</p> <ul style="list-style-type: none"> A la fin de la journée du 29 janvier, le garçon avait disparu depuis 10 h 30 m. Le CCCOS n'a pas été appelé cette journée-là. 12 Rangers ont participé bénévolement à la recherche (assignés à 9 h 35 le 30 janv. 	<p>Principales déductions</p> <ul style="list-style-type: none"> le 1^{er} appel au CCCOS a été fait près de 20h après que le garçon ait été porté disparu les conditions météorologiques n'étaient pas convenables à Makkovik pour la recherche aérienne à 9h12 Les SIU-T.-N.-L. n'ont pas rappelés choisissant plutôt des ressources d'aviation civile conformément à la pratique habituelle. 	<p>Principales déductions</p> <ul style="list-style-type: none"> Le CCCOS a reçu un 2^e appel 51 heures après la disparition du garçon. Les conditions météorologiques étaient propices aux recherches et les FC ont répondu à l'appel. L'hélicoptère Griffon était prêt à décoller 2 heures et 5 minutes après l'assignation malgré le fait que son état de préparation aux opérations n'est pas toujours maintenu. Une nouvelle mission est confiée à un avion Aurora afin de participer à cette initiative des FC. 	<p>Principales déductions</p> <ul style="list-style-type: none"> Les opérations des FC prennent fin 8 heures et 11 minutes après la demande. Le mécanicien de bord du Griffon a aperçu les premières empreintes du garçon. L'équipe au sol a retrouvé le corps du garçon en suivant les traces localisées par les FC.

B-1/1

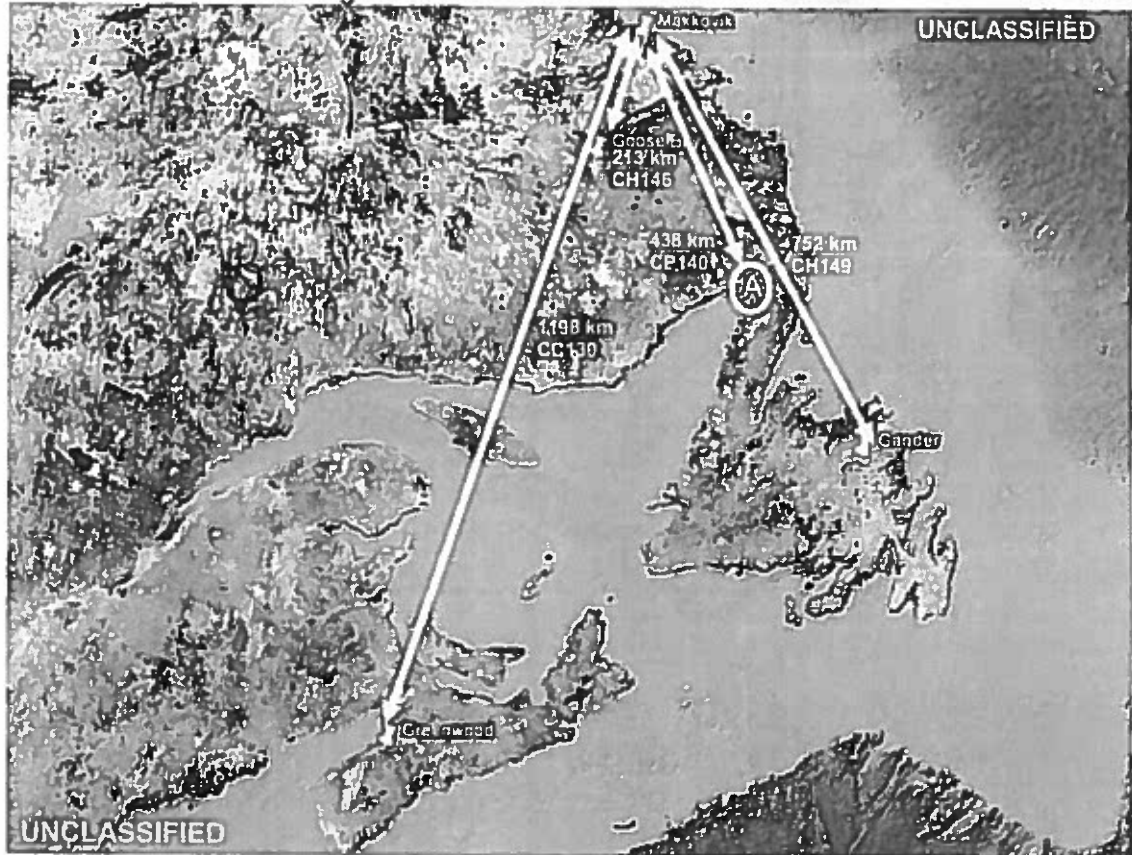
SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

UNCLASSIFIED (PROTECTED B with Enclosures)

Annex C
3120-1(WH Ops 1-1)
7 Feb 2012

ANNEX C – MAPS AND IMAGERY OF MAKKOVIK AND REGION

Figure 1. Overview map showing location and distance of CF assets to Makkovik at time of tasking.



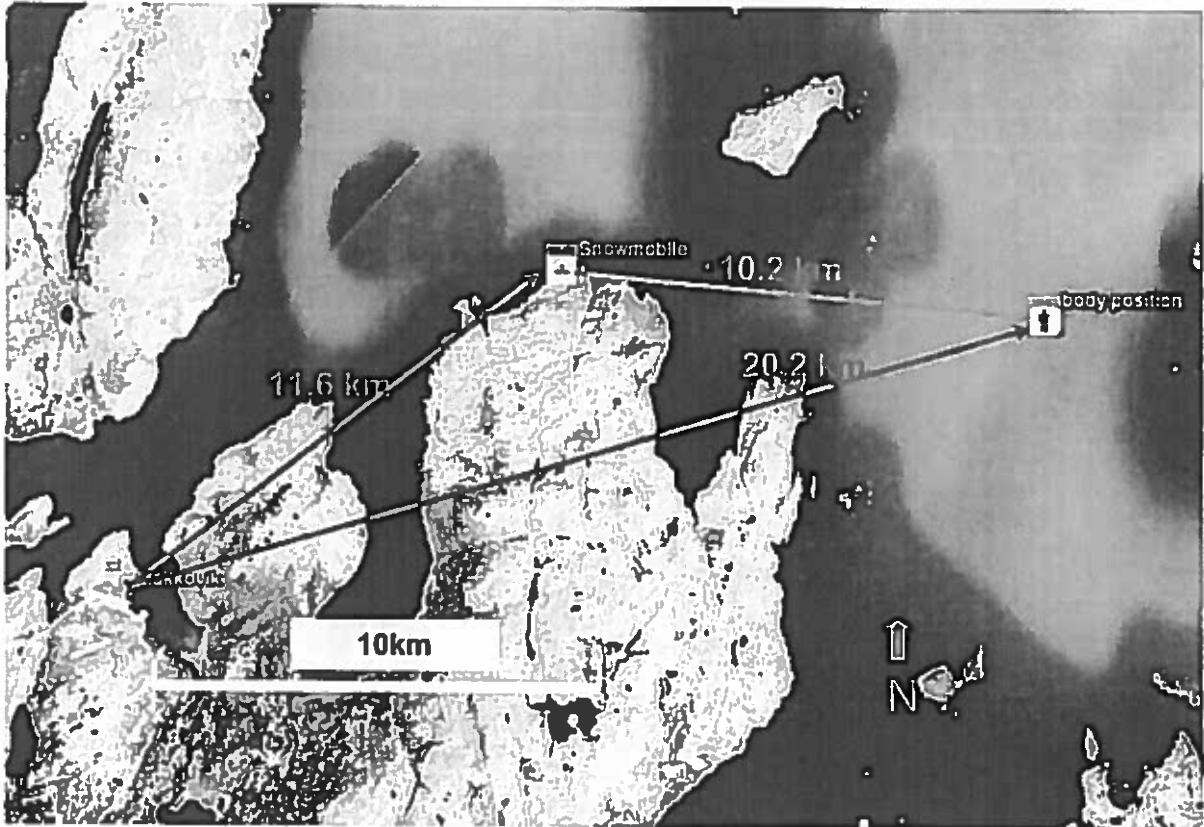
C-1/3

UNCLASSIFIED (PROTECTED B with Enclosures)

UNCLASSIFIED (PROTECTED B with Enclosures)

Annex C
BN to CDS
7 Feb 2012

Figure 2. Location of Snowmobile and Body in the vicinity of Makkovik.



C-2/3

UNCLASSIFIED (PROTECTED B with Enclosures)

UNCLASSIFIED (PROTECTED B with Enclosures)

Annex C
BN to CDS
7 Feb 2012

Figure 3. Open source imagery of location of snowmobile from civilian helicopter (time and date unknown). (source CBC News)



C-3/3

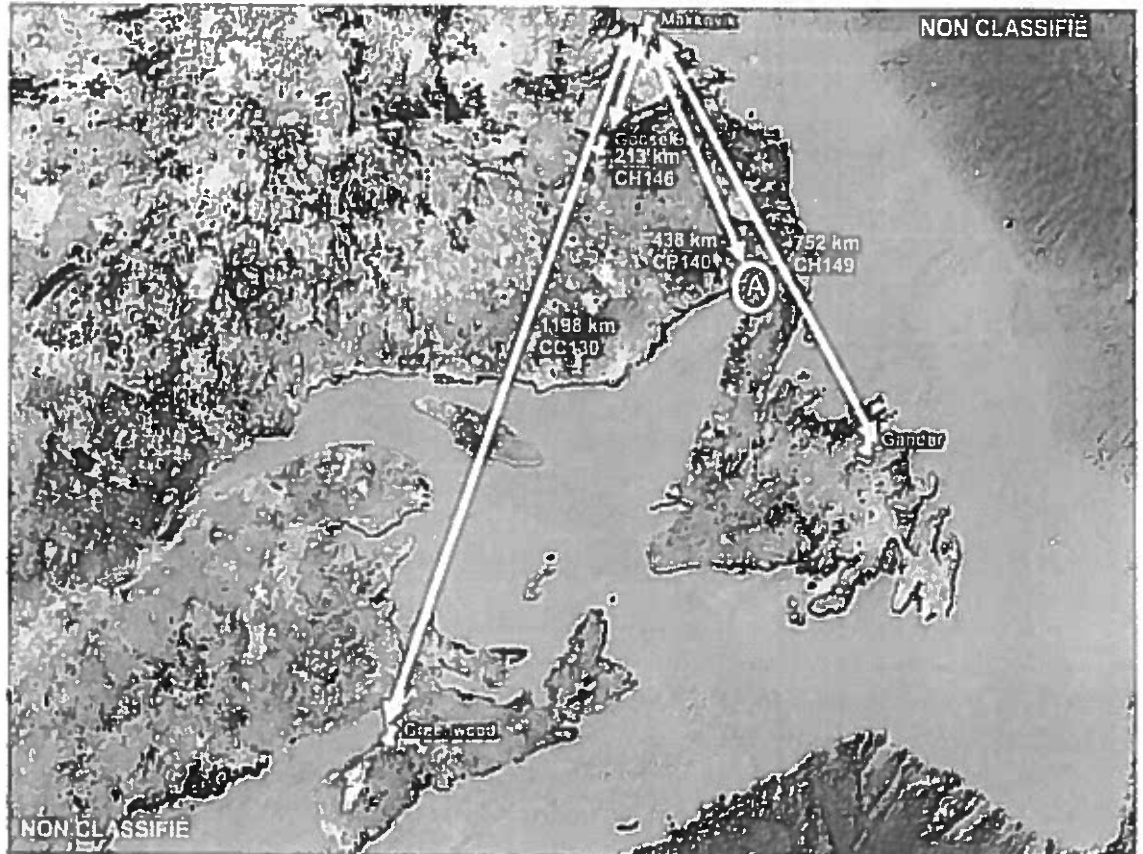
UNCLASSIFIED (PROTECTED B with Enclosures)

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

Annexe C
3120-1(Ops HO 1-1)
le 7 février 2012

ANNEXE C – CARTES ET IMAGES DE MAKKOVIK ET DE LA RÉGION

Figure 1. Carte illustrant l'emplacement des effectifs des FC et la distance les séparant de Makkovik au moment de l'affectation.



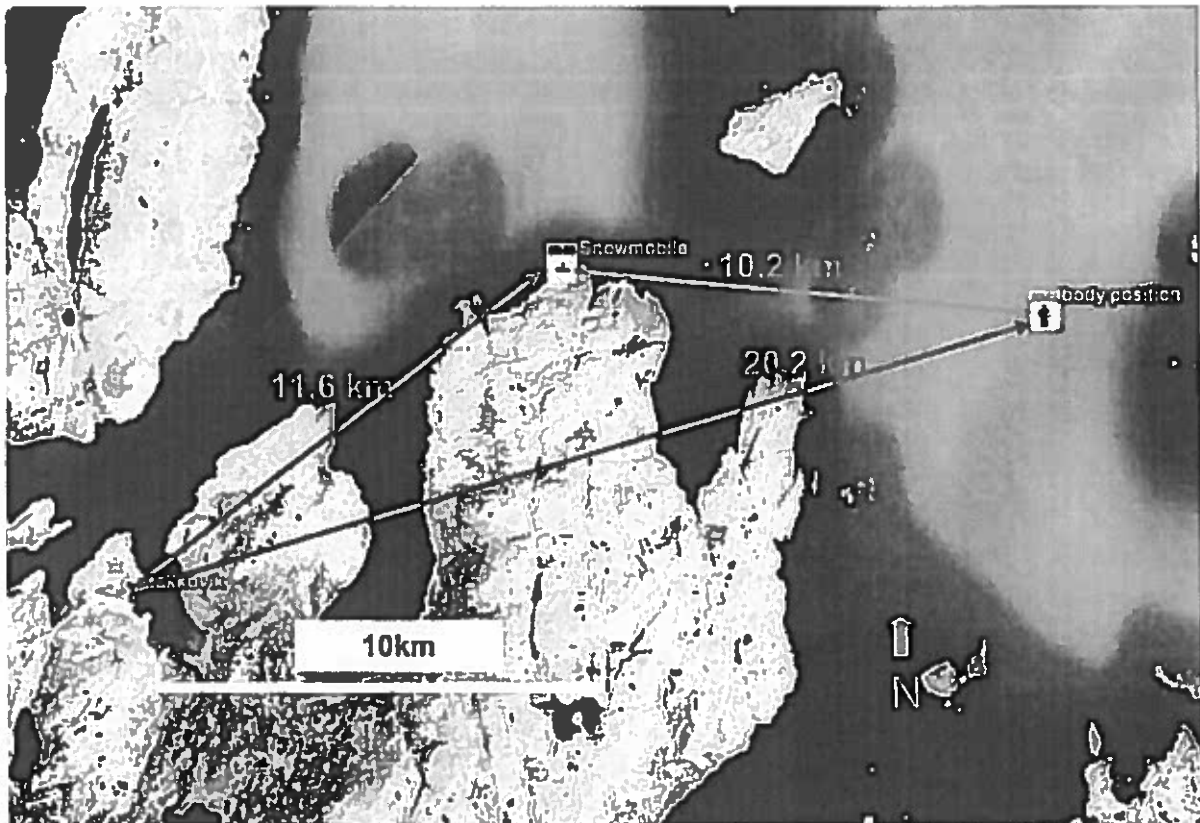
C-1/3

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

Annexe C
Note de synthèse au CEMD
le 7 février 2012

Figure 2. Lieux où la motoneige et le corps ont été retrouvés, à proximité de Makkovik.



C-2/3

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)



SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

Annexe C
Note de synthèse au CEMD
le 7 février 2012

Figure 3. Image du lieu où la motoneige a été retrouvée; photo prise à bord d'un hélicoptère civil (heure et date inconnues). (Source : CBC News)



C-3/3

SANS CLASSIFICATION (PROTÉGÉ B avec pièces jointes)

McClatchy ESAP Members in Field 2012-01-~~28~~²⁹

- 1 Perry VOISEY
- 2 Rex VOISEY
- 3 Dean HEARS
- 4 Robert GEAR
- 5 Ferrel ANDERSEN
- 6 Randy EDMUNDS
- 7 Clemence JANKOUSE
- 8 Junior ANDERSEN
- 9 Gerald MITCHELL
- 10 Todd BROOMFIELD
- 11 ~~Junior ANDERSEN~~
Roy MARTIN

- 1 Volunteers
- 2 Denly JACQUE
- 3 Perry DYSON
- 4 Treavis DYSON
- 5 John ANDERSON
- 6 Ryan POTTRE
- 7 Sgt. BULLON
- 8 Sgt. RUDIE.
- 9 Darril VOISEY
- 10 Richard JACQUE
- 11 Dion VOISEY
- 12 Christopher VOISEY
- 13 Eric ANDERSEN Sr.
- 14 Eric ANDERSEN Jr.
- 15 Tony ANDERSEN
- 16 Tommy EVANS
- 17 GARRETT PIERNY
- 18 Kyle GEAR
- 19 Andy EDMUNDS
- 20 Perry Lee EDMUNDS
- 21 Mike BISHOP
- 22 Peter WINTERS

INVESTIGATION REPORT

RAPPORT D'ENQUÊTE

PROTECTED B

SECURITY CLASSIFICATION / DESIGNATION
CLASSIFICATION/DÉSIGNATION SÉCURITAIRE

OTHER FILE REFERENCES AUTRES CONSULTATIONS DE FICHIERS	DIVISION B Division	DATE 2012-03-22	RCMP FILE RÉFÉRENCES CONSULTATIONS DES FICHIERS DE LA GRC 2012109461
	SUB-DIVISION - SOUS-DIVISION Labrador District		
	DETACHMENT - DÉTACHEMENT B DIV MAKKOVIK DET		

RE - OBJET

Burton WINTERS C/O Missing Persons - Makkovik, NL

On Sunday January 29th, 2012 at 1930hrs the Royal Canadian Mounted Police in Makkovik received information that a 14 year old boy from the community had not been seen since 1330hrs that afternoon. Cpl VARDY had received a call from Rodney JACQUE who wanted to speak with Cpl VARDYS step daughter about the whereabouts of his son Burton WINTERS. Although this matter was not officially reported to police as a missing person the RCMP in Makkovik took action due to weather conditions at the time and the fact the boy was not seen for approximately 6 hours. Both members patrolled the community and the outskirts including side trails in search of the boy however no information was obtained as a result. At this time police spoke to Natalie JACQUE, Burton's stepmother, police were advised that Burton left the house this date around 1330hrs, it was reported that he was heading to his grandmothers house with his friend Willie FLOWERS. At this time police were advised that WINTERS had been on his computer until 0400hrs Sunday morning. Police were advised that WINTERS was spoken to in regards to this matter and had further lost his computer privileges as a punishment. Police were advised that WINTERS did not appear to be upset in regards. At this time police returned to the detachment and organized several hasty searches in the area. Police were able to locate Willie FLOWERS to obtain further information, FLOWERS advised that WINTERS dropped him off at 1330hrs and left, no direction of travel was provided and WINTERS did not indicate where he was going. FLOWERS did advise that WINTERS is his best friend, it was reported that WINTERS never leaves town, he only drives his snowmobile in town and on trails that cut through peoples backyard. At this point in the search little information surfaced in regards to WINTERS therefore an ideal search area could not be determined.

At 7:45PM the RCMP started the process of contacting GSAR. Several Hasty Searches were initiated covering areas between Postville and Makkovik and also trails leading out of town. Police advised contacts in both Postville and Hopedale of the situation and both were asked to keep an eye out to ensure WINTERS had not traveled to another community. The RCMP Detachment in Makkovik was quickly identified at the Search Incident Command Center and all information would be relayed through the Detachment. All search teams were provided a Sat phone and were all advised to check in every 60 minutes. The current weather was snow and blowing snow over exposed areas. It should be reported that Makkovik had experienced heavy snow flurries on Sunday, there was a very low ceiling which made Sunday a very dull day. Meaning, that while traveling on snowmobile its hard to identify bumps, grades or cliffs while operating a snowmobile. Later in the evening police received information regarding WINTERS, Rodney WINTERS advised that a couple of years ago Burton had lost his computer priveleges, he went to the school and got on a computer, he would hide anytime people came around the school looking for him. Given this information and the fact that WINTERS has lost his computer privileges only hours before, police made a patrol to the school, same was searched with negative results.

At 2237hrs the Ground Search and Recuse was well underway. At this time the Operation NCO for Makkovik Detachment, Cpl Kimball VARDY had been in contact with Support Services and air support was being arranged for first light.

INVESTIGATION REPORT
- Continuation -

RAPPORT D'ENQUÊTE
- Suite -

PROTECTED B

SECURITY CLASSIFICATION / DESIGNATION
CLASSIFICATION/DÉSIGNATION SÉCURITAIRE

RE - OBJET

Burton WINTERS C/O Missing Persons - Makkovik, NL

PAGE 2 OF/DE 4

At 2346hrs two local hunters attended the RCMP detachment to advise they were hunting out on the sea ice on today's date, they noted a snowmobile track going out the bay at around 1400hrs. They advised that they did not see the snowmobile but the track indicated it was not towing a komatik. It should be noted that this was not reported until 2346hrs. On 2012-02-30 At 0100hrs all GSAR met back at the command post, GSAR were advised of the snowmobile track heading out the bay. A plan was formulated to send a limited amount to snowmobiles to chase the track to investigate further, all were equipped with floater suits, ropes and portable radios to continue contact with the command post. The track was chased on foot out the bay however the searcher had to turn back at 0145hrs due to the ice was now moving beneath the searchers feet and the search at night was extremely dangerous. The weather at this time continued with heavy flurries and blowing snow over exposed areas. At this time most all cabins and areas around Makkovik and Postville had been checked with negative results. Due to weather conditions at the time a through search of these areas would have to be done again in daylight. At 0230hrs the Ground Search and Rescue had concluded for the night. A plan was made to meet back at the Makkovik Detachment at 0700hrs where the Search would continue with the understanding that air support would be utilized. At 0315hrs Cpl. VARDY and Cst. HOWLETT attended the families residence and updated them of the days results and the plans for the morning. It was recommended to the family to write down all areas that Burton would be familiar with and any favorite places he would like to visit, along with a full description of the clothing Burton was wearing.

On Monday January 30th at 0700hrs all parties again met at the Detachment. At this time Cpl VARDY continued to make contact with Support Services to arrange Air Support. Cst Howlett contacted both Provincial Air Lines and Air Labrador to pass along information. Both carriers offer commercial flights to the North Coast and depending on weather its not unusual to clearly see land when departing from Goose Bay on route to Makkovik. Police were advised that everything was currently on weather hold due to current weather conditions. Both Postville and Makkovik Ground Search and Rescue were deployed to search local areas. A team from Makkovik was sent to the sea ice to investigate the snowmobile track further. At 1000hrs the weather had slightly lifted, RCMP were advised that Woodward's Oil had a helicopter in Postville for unrelated matters, police were advised that Woodward's were further offering assistance in the search until FES arranged one from Happy Valley - Goose Bay. At 1040hrs Woodward's helicopter arrived on scene, at this time C/Cst ANDERSEN, Errol ANDERSEN and Perry DYSON were airborne to complete a grid search. It should be noted that weather at this time was not ideal and often times members could hear the helicopter but a visual was impossible due to heavily flurries in the area. At 1200hrs Universal helicopters arrived on scene and assisted in the Grid Search. A short time later the GSAR team on the sea ice reported on the status of the snowmobile track, the track was hard to follow at times and there were even doubts if the track was even that of a snowmobile. GSAR were able to follow the track toward a crack in the ice containing open water. The noted crack extended about 60 feet across. At this time GSAR had returned to Makkovik and obtained an open boat which was deployed into the open water to search the area for any debris etc. The snowmobile track could not be located on the other side of the crack and GSAR continued to search the area. The ice beyond the crack consisted of pack ice exposing cracks that made for extremely dangerous conditions. Due to night fall the search was again called off with an understanding the search would commence at first light. Cpl VARDY had made arrangements for a underwater camera to be sent to Makkovik the following day to search the crack in attempts of locating some kind of debris confirming or eliminating the possibility of the snowmobile going through.

On Tuesday January 31st at 0800hrs GSAR met and the Makkovik Detachment once again. The weather today was sunny and clear visibility. GSAR again were deployed to search areas South of Makkovik along the coast. RCMP were awaiting the underwater Camera it was expected it would be in Makkovik in the afternoon via RCMP Air Services.

Royal Canadian Mounted Police

Gendarmerie royale du Canada

INVESTIGATION REPORT
- Continuation -

RAPPORT D'ENQUÊTE
- Suite -

PROTECTED B

SECURITY CLASSIFICATION / DESIGNATION
CLASSIFICATION/DÉSIGNATION SÉCURITAIRE

RE - OBJET

Burton WINTERS C/O Missing Persons - Makkovik, NL

PAGE 3 OF/DE 4

At 1500hrs a GSAR team was sent to the area of the open crack, the team would starting drilling holes with an ice auger that would assist with the underwater camera. At 1545hrs RCMP Air Services arrived with the underwater camera, a request was made for the RCMP aircraft to take 3 GSAR members and an RCMP member to conduct an air patrol over the crack and to the outside of the rough sea ice to try and locate any further evidence to assist in the investigation. At 1554hrs Cst HOWLETT observed the missing snowmobile on the sea ice, it was located aproximaly 2.5 kms past the crack in the ice.

The snowmobile was in rough jagged ice that looked like it was about 4 feet high in places. There was a gas can taken off the snowmobile and it appeared as if it were physically placed aproximately 6 feet behind the snowmobile in a upright postion. No other debris was observed. The area consisted of open cracks, loose ice and it was apparent that no ground search and rescue team could reach this area. Police returned to the Detachment were at approx 1600hrs arrangements were made to have JRCC assist in the search due to location. At 2100hrs JRCC had deployed a Griffin from Goose Bay that was on now on scene. The Griffin with the assistance of an Aurora did a search of the area for approximately 3 hours with negative results. At 0115hrs the Griffin had completed its search and returned to Makkovik for fuel before heading back to Happy Valley - Goose Bay. Police spoke to the pilots who advised they were able to locate a foot track leaving the snowmobile, the track went 100 - 130 feet and same could be located. Police were advised that right around where the track ended there appeared to be piece of ice broken in a triangular shape. JRCC was thanked for their assistance. Cpl VARDY returned to the office and arranged for a helicopter for first light. Cpl VARDY and Cst. HOWLETT updated the family.

On Wednesday Feb 1st at 0800hrs GSAR mustered at the RCMP Detachment. A team of 12 were deployed to search the shoreline adjacent to where the snowmobile was located. At 1015hrs a universal helicopter arrived in Makkovik to search area in daylight. At 1110hrs, C/Cst ANDERSEN contacted command post form the helicopter and advised they had a confirmed a foot track going across Wild Bite and then across to Foxy rocks. At 1120hrs an additional GSAR team were deployed to the area known as Foxy Rocks to assist. Given the fact that a additional team were deployed from Makkovik at this time rumors surfaced around the community so police updated family immediately. At 1123hrs Air Search had located the body of Burton WINTER's who was lying on the edge of the sea ice. Air Search had followed the boys tracks approximately 19 km's. The body was returned to Makkovik and transported to the local clinic at approximately 1200hrs. At this time CPR commenced as staff at clinic advised a body cannot be pronounced until the body is warmed back up to core temperature. Police were advised that a doctor would be medi-vac'd in from Goose Bay to assist. At 1637hrs Burton WINTERS was pronounced dead by Dr DERROY in Makkovik. At 1831hrs the body was transported to the local church and secured for the night, police were in possession of only key, it should be noted that there is no morgue in Makkovik.

On Thursday Feb. 2nd at 1055hrs the body of Burton WINTERS was transported to the Makkovik Air Strip, same was placed aboard RCMP Air Services and transported back to Happy Valley - Goose Bay.

On Friday February 3rd, 2012 the Royal Canadian Mounted Police in Makkovik received a death certificate from Dr Avis in St Johns. The report revealed that the cause of death was due to hypothermia, blood alcohol content was zero. A time of death could not be determined.

During the course of the investigation police had seized Burton WINTERS computer to investigate and possibly provide further answers into the incident, particularly to WINTERS state of mind. The computer was analyzed by "B" Tech Crime. As a result of the investigator no information was provided other then several sights WINTERS had been utilizing, it did appear WINTERS was up to anything suspicious outside the norm of your average 14 year old.

Royal Canadian Mounted Police

Gendarmerie royale du Canada

RCMP GRC C-237 (2007-11)

INVESTIGATION REPORT
- Continuation -

RAPPORT D'ENQUÊTE
- Suite -

PROTECTED B

SECURITY CLASSIFICATION / DESIGNATION
CLASSIFICATION/DÉSIGNATION SÉCURITAIRE

RE - OBJET

Burton WINTERS C/O Missing Persons - Makkovik, NL

PAGE 4 OF/DE 4

On Tuesday February 7th at 12:30Pm the snowmobile was retrieved by local hunters. This was not attempted by police due to the extreme dangers it posed in relation to the geographical location. Police were advised the snowmobile was hard to locate due to rough ice, the ice was 4 foot high in places. The snowmobile had about 1/4 tank of gas plus the full can of gas behind the snowmobile, the key was turned off as was the kill switch. The snowmobile started without difficulty and it was obvious the machine was stuck in the ice as it took three capable men to lift it out of the ice. There was no further evidence obtained from the snowmobile. A mechanical was not performed on the snowmobile due to circumstances of the investigation.

Cst. Stephen HOWLETT
Makkovik RCMPolice


Cpl. Kimball VARDY
NCO i/c. Makkovik RCMPolice

Makkovik Incident

The following is a time line of the information received from Makkovik Detachment advanced messages:

2012-01-29

1930 hrs (Lab time) a report of an overdue youth traveling on snowmobile. It was reported that the youth had been spoken to by his guardians and had lost his computer privileges. He had attended a Junior Canadian Rangers outing in the morning but was last seen at 1330 hrs (Lab time) Search was conducted in the area during the evening period with negative results.

2240 hrs (Lab time) a call was made to Sgt. Youden to request helicopter assistance. Through discussions with Cpl. Vardy, it was decided to have the search continue in the area to ensure the missing person was not hiding after the altercation with his guardians over the computer. Helicopter assistance from NL Provincial Fire and Emergency services would be contacted at first light.

2012-01-30

0800 hrs RCMP Air services were contacted by Sgt. Youden to confirm weather conditions and confirm that they would be flying to coastal Labrador on this date and would be available to assist. Sgt. Youden was informed that the plane would be going when weather permitted with 8 passengers via Postville however weather was not suitable for flying at this time.

0845 hrs Sgt. Youden contacted Fred Hollett of Fire and Emergency Services and requested helicopter support. Hollett advised that Mr. Paul Peddle would be assigned to assist.

0900 hrs Sgt. Youden spoke to Paul Peddle and advised that weather conditions in Labrador were not suitable for flying commercial aircraft. A request was made for DND support.

0940 hrs Paul Peddle advised Sgt. Youden that weather conditions were not suitable for Universal helicopters to conduct flight at that time. He further advised that DND resources were not available for unknown reason.

1008 hrs. Sgt Youden was advised that weather conditions in Makkovik was one half mile visibility unsuitable for flights at this time.

1030 hrs Makkovik detachment advised Sgt. Youden that Woodward's Oil Company private helicopter had arrived in Makkovik to assist with the search since the father of the missing youth was an employee of Woodward's.

1032 hrs Sgt. Youden notified Mr Paul Peddle of NL Fire and Emergency Services that weather conditions had cleared and Woodward's private helicopter had arrived in Makkovik to assist.

1056 hrs Sgt. Youden received a call from Mr. Peddle advising that Universal Helicopter from

Goose Bay had been dispatched to assist in the search .

1552 hrs S/Sgt. Morrison provided an advance message stating that the air search was completed and Universal Helicopter was returning to Goose Bay. He stated that it was confirmed that the snowmobile tracks on the ice headed into open waters. Searchers were checking for any signs of debris in a small boat. An underwater camera had been requested from the under water Recovery team which Cpl. Vardy was trained to operate due to his previous service with the B Division URT.

2012-01-31

1226 hrs Cpl. Kimbal Vardy advised that ground searchers were continuing to search south of the Makkovik area checking cabins and any possible tracks. This search had met with negative results. Winter's computer had been turned over to investigators to be sent to B Division technical crime unit to search for any information regarding Winter's state of mind and/or intentions.

1705 hrs Sgt. Youden placed a call to NL Fire and Emergency Services requesting air support since Cpl. Vardy had reported that a snowmobile had been located outside the area initially believed to be the entry point. Mr. Paul Peddle returned my call and confirmed that he would make a request to DND for further assistance.

2012-02-01

0219 hrs Cpl. Vardy provided an advance message advising that 444 squadron had completed a search at 0110 hrs and located footprints. This search was followed up by the Aurora aircraft which conducted a grid search using FLIR checking for heat signatures with negative results.

L.M. Youden Sgt.
B Division Operational Support

Makkovik Incident

The following is a time line of the information received from Makkovik Detachment advanced messages:

2012-01-29

1930 hrs (Lab time) a report of an overdue youth traveling on snowmobile. It was reported that the youth had been spoken to by his guardians and had lost his computer privileges. He had attended a Junior Canadian Rangers outing in the morning but was last seen at 1330 hrs (Lab time) Search was conducted in the area during the evening period with negative results.

2240 hrs (Lab time) a call was made to Sgt. Youden to request helicopter assistance. Through discussions with Cpl. Vardy, it was decided to have the search continue in the area to ensure the missing person was not hiding after the altercation with his guardians over the computer. Helicopter assistance from NL Provincial Fire and Emergency services would be contacted at first light.

2012-01-30

0800 hrs RCMP Air services were contacted by Sgt. Youden to confirm weather conditions and confirm that they would be flying to coastal Labrador on this date and would be available to assist. Sgt. Youden was informed that the plane would be going when weather permitted with 8 passengers via Postville however weather was not suitable for flying at this time.

0845 hrs Sgt. Youden contacted Fred Hollett of Fire and Emergency Services and requested helicopter support. Hollett advised that Mr. Paul Peddle would be assigned to assist.

0900 hrs Sgt. Youden spoke to Paul Peddle and advised that weather conditions in Labrador were not suitable for flying commercial aircraft. A request was made for DND support.

0940 hrs Paul Peddle advised Sgt. Youden that weather conditions were not suitable for Universal helicopters to conduct flight at that time. He further advised that DND resources were not available for unknown reason.

1008 hrs. Sgt Youden was advised that weather conditions in Makkovik was one half mile visibility unsuitable for flights at this time.

1030 hrs Makkovik detachment advised Sgt. Youden that Woodward's Oil Company private helicopter had arrived in Makkovik to assist with the search since the father of the missing youth was an employee of Woodward's.

1032 hrs Sgt. Youden notified Mr Paul Peddle of NL Fire and Emergency Services that weather conditions had cleared and Woodward's private helicopter had arrived in Makkovik to assist.

1056 hrs Sgt. Youden received a call from Mr. Peddle advising that Universal Helicopter from

Goose Bay had been dispatched to assist in the search .

1552 hrs S/Sgt. Morrison provided an advance message stating that the air search was completed and Universal Helicopter was returning to Goose Bay. He stated that it was confirmed that the snowmobile tracks on the ice headed into open waters. Searchers were checking for any signs of debris in a small boat. An underwater camera had been requested from the under water Recovery team which Cpl. Vardy was trained to operate due to his previous service with the B Division URT.

2012-01-31

1226 hrs Cpl. Kimbal Vardy advised that ground searchers were continuing to search south of the Makkovik area checking cabins and any possible tracks. This search had met with negative results. Winter's computer had been turned over to investigators to be sent to B Division technical crime unit to search for any information regarding Winter's state of mind and/or intentions.

1705 hrs Sgt. Youden placed a call to NL Fire and Emergency Services requesting air support since Cpl. Vardy had reported that a snowmobile had been located outside the area initially believed to be the entry point. Mr. Paul Peddle returned my call and confirmed that he would make a request to DND for further assistance.

2012-02-01

0219 hrs Cpl. Vardy provided an advance message advising that 444 squadron had completed a search at 0110 hrs and located footprints. This search was followed up by the Aurora aircraft which conducted a grid search using FLIR checking for heat signatures with negative results.

L.M. Youden Sgt.
B Division Operational Support

**Royal Canadian Mounted Police
Makkovik Detachment
Labrador District**

Photo Ledger

File # 2012 - 109461

**Burton WINTERS C/O Missing
Persons**

Photo # 1 (IMG-9326)

Photo was taken by Cst Barry Andersen on Jan 30th, 2012. Photo shows faint snowmobile track on ice approximately 200 meters NW of Straw Berry Head near cape Straw Berry. Harpoon is to the right of the snowmobile track and was used as a marker. Snowmobile track perpendicular to area of open water approximately 100 meters to the north of track.

Photo # 2 (IMG-9327)

Photo was taken by Cst Barry Andersen on Jan 30th, 2012. Photo shows faint snowmobile track on ice. Same track as photo image # 1. Same discription.

Photo # 3 (IMG-9328)

Photo was taken by Cst Barry Andersen on Jan 30th, 2012. Photo show faint snowmobile track on ice. Searcher Denley JACQUE is in this photo.

Photo # 4 (IMG-9329)

Photo was taken by Cst Barry Andersen on Jan 30th, 2012. Photo show faint snowmobile track on ice. Very poor light conditions due to heavy overcast.

Photo # 5 (IMG-9330)

Photo was tkaen by Cst Barry Andersen on Jan 30th, 2012. Photo show faint snowmobile track on ice.

Photo # 6(IMG-9331)

Photo was taken by Cst Barry Andersen on Jan 30th, 2012. Photo shows faint snowmobile track heading out to sea. Denley JACQUE standing to left of track. Open water/very thin ice visible in this photo taken looking to the north.

Photo # 7 (IMG-9332)

Photo was taken by Cst Barry Andersen on Jan 30th, 2012. Photo show crack in the ice in which snowmobile track lead. Photo facing toward the Cape Makkovik. To the right of photo is open ocean. Ice around shoreline is beaten up from swell action night before.

Photo # 8 (IMG-9333)

Photo was taken by Cst Barry Andersen on Jan 30th, 2012. Photo again show crack in the ice, Note: Crack had partially froze and light flurries had covered the ice.

Photo # 9 (IMG-9334)

Photo was taken by Cst Barry Andersen on Jan 30th, 2012. Photo again shows crack in the ice. Photo looking toward Cape Makkovik

Photo # 10 (IMG-9335)

Photo was taken by Cst Barry Andersen on Jan 30th, 2012. Photo again shows crack in the ice. Photo looking toward Cape Makkovik. Photo shows ice to the right of photo is very broken up

and loose. Not frozen together.

Photo # 12(IMG-9336)

Photo was taken by Cst Barry Andersen on Jan 30th, 2012. Photo again shows crack in the ice. Photo was taken from Cape Strawberry. Loose ice and slob ice to the right of photo.

Photo # 13 (IMG-9337)

Photo was taken by Cst Barry Andersen on Jan 30th, 2012. Photo again shows crack in the ice. Photo taken from helicopter. Near ice edge searchers can be seen standing at the edge where snowmobile track lead to open water the day before. Woodward's oil helicopter can be seen vaguely at the top of Straw berry head as a small dot in the middle far right of photo.

Photo # 14 (IMG-9338)

Photo was taken by Cst Barry Andersen on Jan 30th, 2012. Photo again shows crack in the ice that snowmobile track lead toward. Photo taken from helicopter. Searchers in small 20 ft boat and standing on ice.

Photo # 15 (IMG-9339)

Photo was taken by Cst Barry Andersen on Jan 30th, 2012. Photo again shows crack in the ice that snowmobile track lead toward. Photo taken from helicopter. Searchers in photo dragging bottom for snowmobile/body.

Photo # 16 (IMG-9340)

Photo was taken by Cst Barry Andersen on Jan 30th, 2012. Photo again shows crack in the ice that snowmobile track lead toward. Photo taken from helicopter. Searchers continuing to search.

Photo # 17 (DSCN4355)

Photo taken by Cst Barry Andersen on Feb 1st, 2012. Photo taken from helicopter looking toward sea ice. Clear sky's. Thin ice much more visible in photo to middle left looking out to sea.

Photo # 18 (DSCN4356)

Photo taken by Cst Barry Andersen on Feb 1st, 2012. Photo taken from helicopter looking toward sea ice. Same as #17

Photo # 19 (DSCN4357)

Photo taken by Cst Barry Andersen on Feb 1st, 2012. Photo taken from helicopter looking toward sea ice. Pressure ice ridge at mouth of Fords Bight to left of photo running directly to Straw Berry Head. Patch of open water can be seen between Straw Berry Head and Dunns Island at top middle of photo.

Photo # 20 (DSCN4358)

Photo taken by Cst Barry Andersen on Feb 1st, 2012. Photo taken from helicopter looking toward sea ice in Makkovik Bay. Photo was taken just off Nipper Cove Point, WINTERS snowmobile

can be seen by crack in the ice. Cracks in ice are still visible forming ice pans. Snowmobile is in center of photo.

Photo # 21 (DSCN4359)

Photo taken by Cst Barry Andersen on Feb 1st, 2012. Photo taken from helicopter looking toward sea ice Makkovik Bay. Photo was taken just off Nipper Cove Point, WINTERS snowmobile can be seen by crack in the ice.

Photo # 22 (DSCN4360)

Photo taken by Cst Barry Andersen on Feb 1st, 2012. Photo taken from helicopter, WINTERS snowmobile can be seen wedged in the ice. Also, Jerry Can is noted approximately 10 feet behind snowmobile in an upright position. Pressure ice ridges are approximately 6 feet high on average.

Photo # 23 (DSCN4361)

Photo taken by Cst Barry Andersen on Feb 1st, 2012. Photo taken from helicopter, WINTERS snowmobile can be seen wedged in the ice. Also, Jerry Can is noted approximately 10 feet behind snowmobile in an upright position. Cape Straw Berry in back ground. Snowmobile approximately 400 meters from shore.

Photo # 24 (DSCN4362)

Photo taken by Cst Barry Andersen on Feb 1st, 2012. Photo taken from helicopter, WINTERS snowmobile can be seen wedged in the ice. Also, Jerry Can is noted approximately 10 feet behind snowmobile in an upright position. Faint snowmobile track can be seen in photo to bottom left of gas can.

Photo # 25 (DSCN4363)

Photo taken by Cst Barry Andersen on Feb 1st, 2012. Photo taken from helicopter, WINTERS snowmobile can be seen wedged in the ice. Also, Jerry Can is noted approximately 10 feet behind snowmobile in an upright position.

Photo # 26 (DSCN4364)

Photo taken by Cst Barry Andersen on Feb 1st, 2012. Photo taken from helicopter, Loose and jagged ice can be seen around the area where WINTERS snowmobile was located. Open water in cracks in ice can be seen.

Photo # 27 (DSCN4365)

Photo taken by Cst Barry Andersen on Feb 1st, 2012. Photo taken from helicopter, Partial footprints where located leaving the snowmobile heading toward Cape Strawberry Nipper Cove Point heading SE direction.

Photo # 28 (DSCN4366)

Photo taken by Cst Barry Andersen on Feb 1st, 2012. Photo taken from helicopter, Partial footprints where located leaving snowmobile and heading south east.

Photo # 29 (DSCN4367)

Photo taken by Cst Barry Andersen on Feb 1st, 2012. Photo taken from helicopter, the body of Burton WINTERS located on the edge of sea ice. Body partially drifted over on sides. Footprints to bottom left is fresh fox footprints.

Photo # 30(DSCN4368)

Photo taken by Cst Barry Andersen on Feb 1st, 2012. Photo taken from helicopter, Aerial view of WINTERS trek, searchers noted footprints walking along the edge of the ice, WINTERS was located and final resting spot in bottom left of picture. Note: WINTERS footprints appear to be dragging during final footsteps.

Photo # 31(DSCN4369)

Photo taken by Cst Barry Andersen on Feb 1st, 2012. Photo taken from helicopter, the body of Burton WINTERS located on the edge of sea ice. Fox footprints and dropping near body.

Photo # 32 (DSCN 4370)

Photo taken by Cst Barry Andersen on Feb 1st, 2012. Photo taken from helicopter, the body of Burton WINTERS located on the edge of sea ice.

Photo # 33 (DSCN 4371)

Photo taken by Cst Barry Andersen on Feb 1st, 2012. Photo taken from helicopter, Aerial view of WINTERS trek, searchers noted footprints walking along the edge of the ice, WINTERS was located and final resting spot in bottom left of picture. Note: WINTERS footprints appear to be dragging during final footsteps.

Photo # 34 (DSCN4372)

Photo taken by Cst Barry Andersen on Feb 1st, 2012. Photo taken from helicopter, Aerial view of WINTERS body, Randy EDMUNDS and Errol ANDESEN recovered the body of WINTERS.

Photo # 35 (HPIM7284)

Photo taken by Cst Stephen Howlett on Feb 1st, 2012. Photo taken at Makkovik clinic. Photo of clothing Burton WINTERS was wearing at time body was recovered.

Photo # 36 (HPIM7285)

Photo taken by Cst Stephen Howlett on Feb 1st, 2012. Photo taken at Makkovik clinic. Photo of clothing Burton WINTERS was wearing at time body was recovered.

Photo # 37 (IMG-9358)

Photo taken by Cpl Kimball VARDY, photo taken on Feb 7th, 2012. Photo of WINTERS snowmobile after it was recovered.

Photo # 38 (IMG-9359)

Photo taken by Cst Stephen Howlett on Feb 1st, 2012. Photo taken at Makkovik clinic. Photo of clothing Burton WINTERS was wearing at time body was recovered.

Photo # 39 (IMG-9360)

Photo taken by Cst Stephen Howlett on Feb 1st, 2012. Photo taken at Makkovik clinic. Photo of clothing Burton WINTERS was wearing at time body was recovered.

Photo # 40 (IMG-9361)

Photo taken by Cst Stephen Howlett on Feb 1st, 2012. Photo taken at Makkovik clinic. Photo of clothing Burton WINTERS was wearing at time body was recovered.

Cst Stephen Howlett

Prepared by Cst Stephen Howlett

Sign *Stephen Howlett* Reg # 55881 Cst . 12/04/20

Prepared by C/Cst Barry Andersen

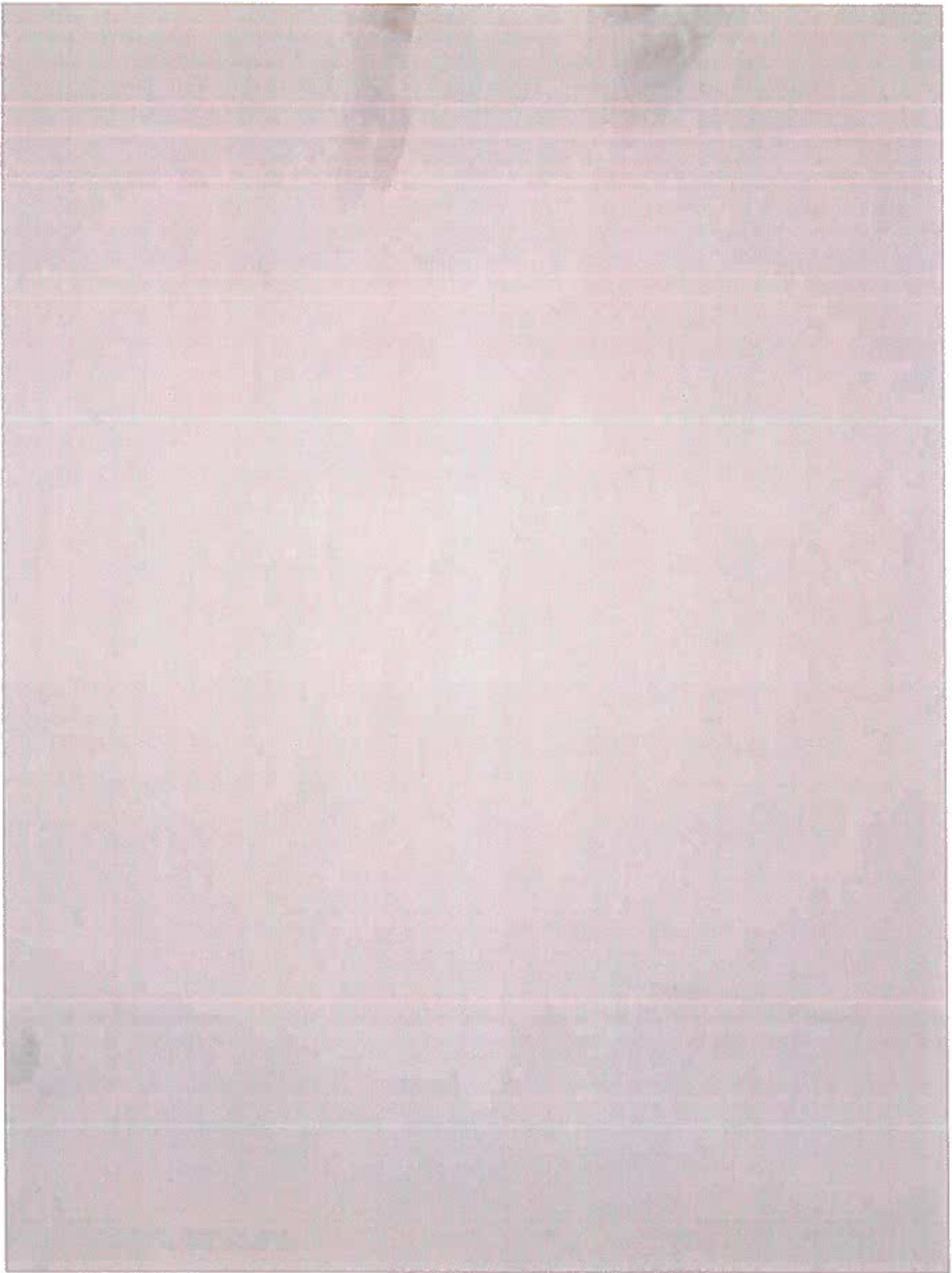
Sign *Barry Andersen* C/Cst 12/04/20



IMG_9326

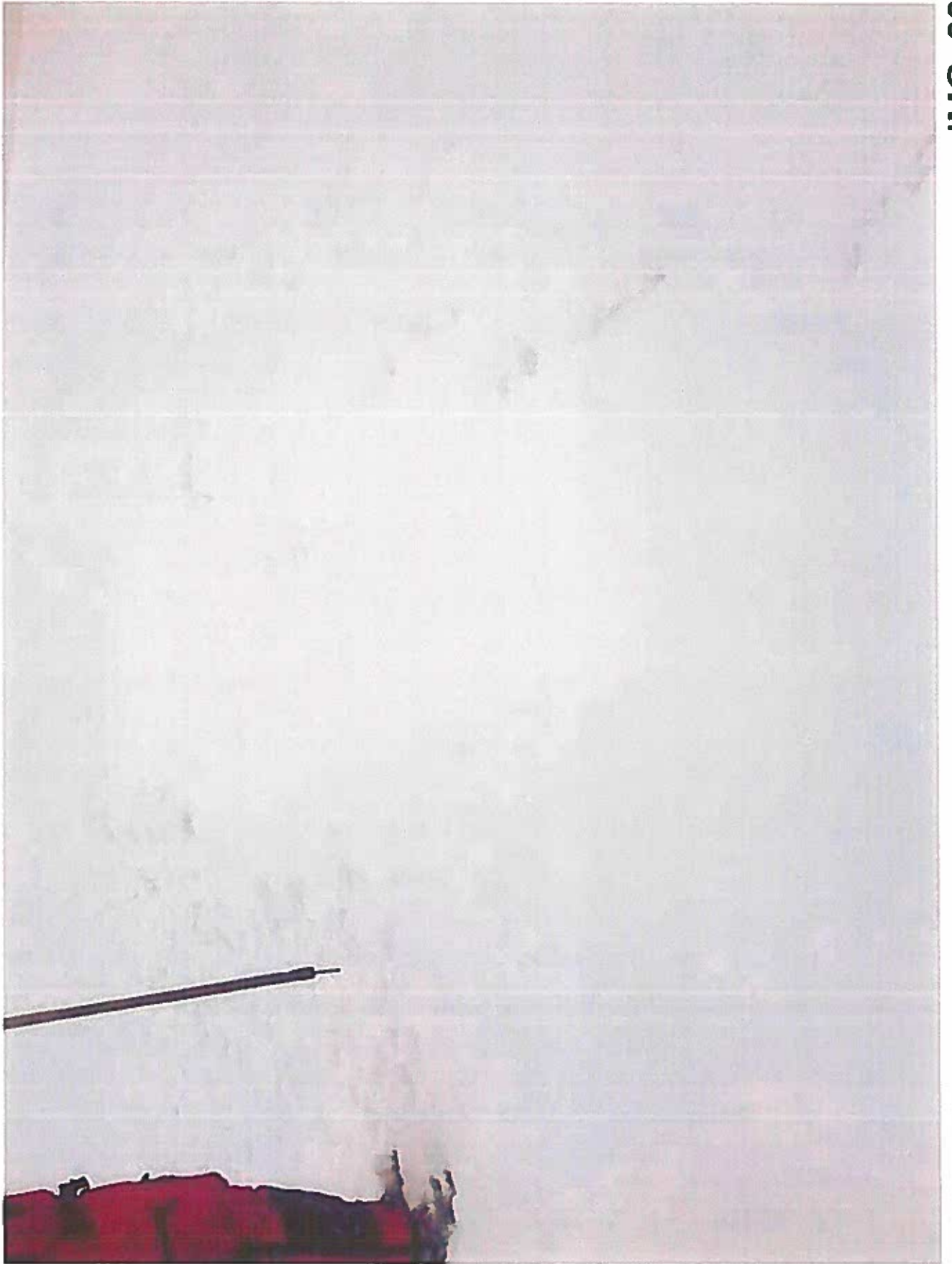


IMG_9327



IMG_9328

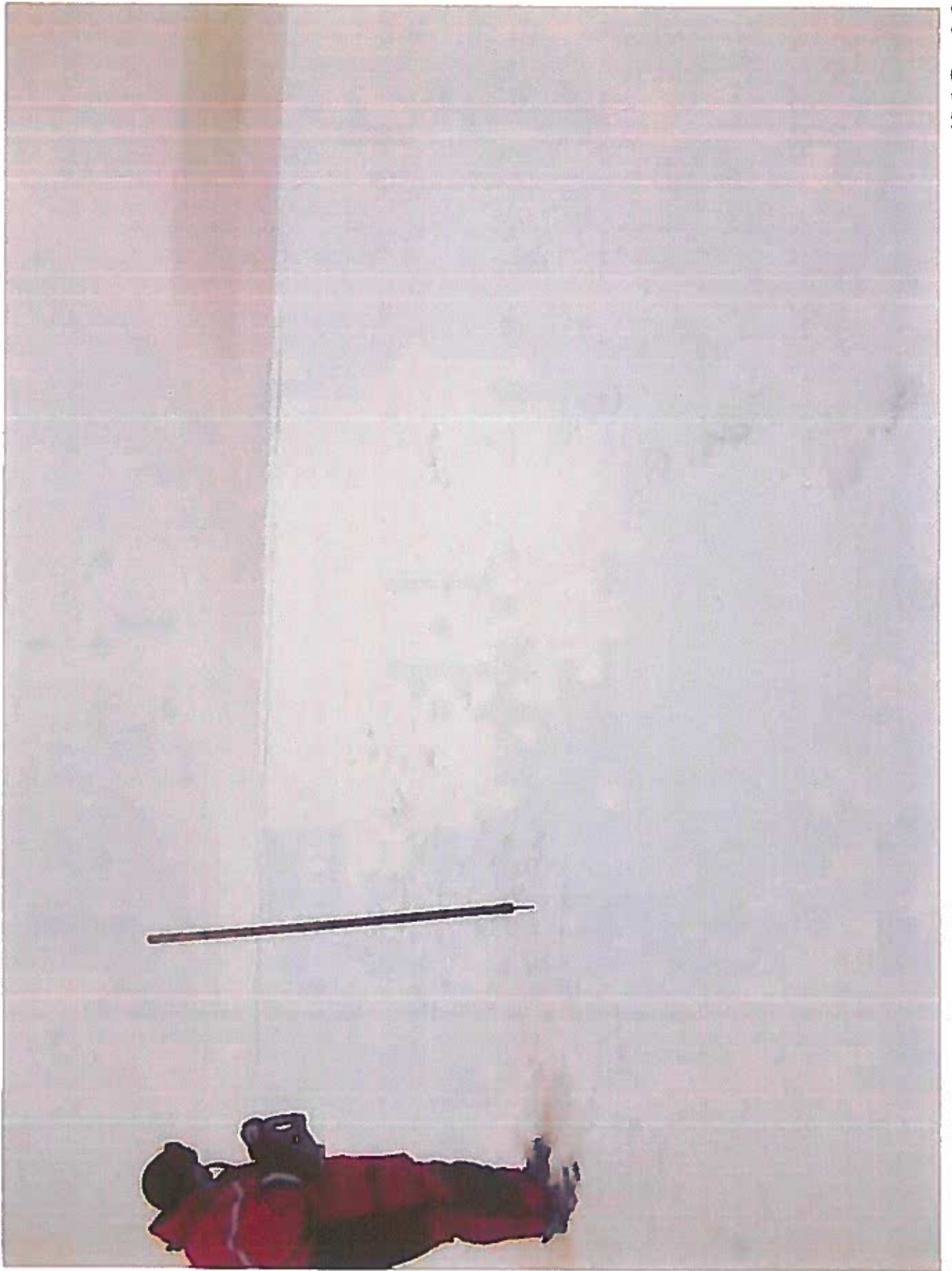




IMG_9329



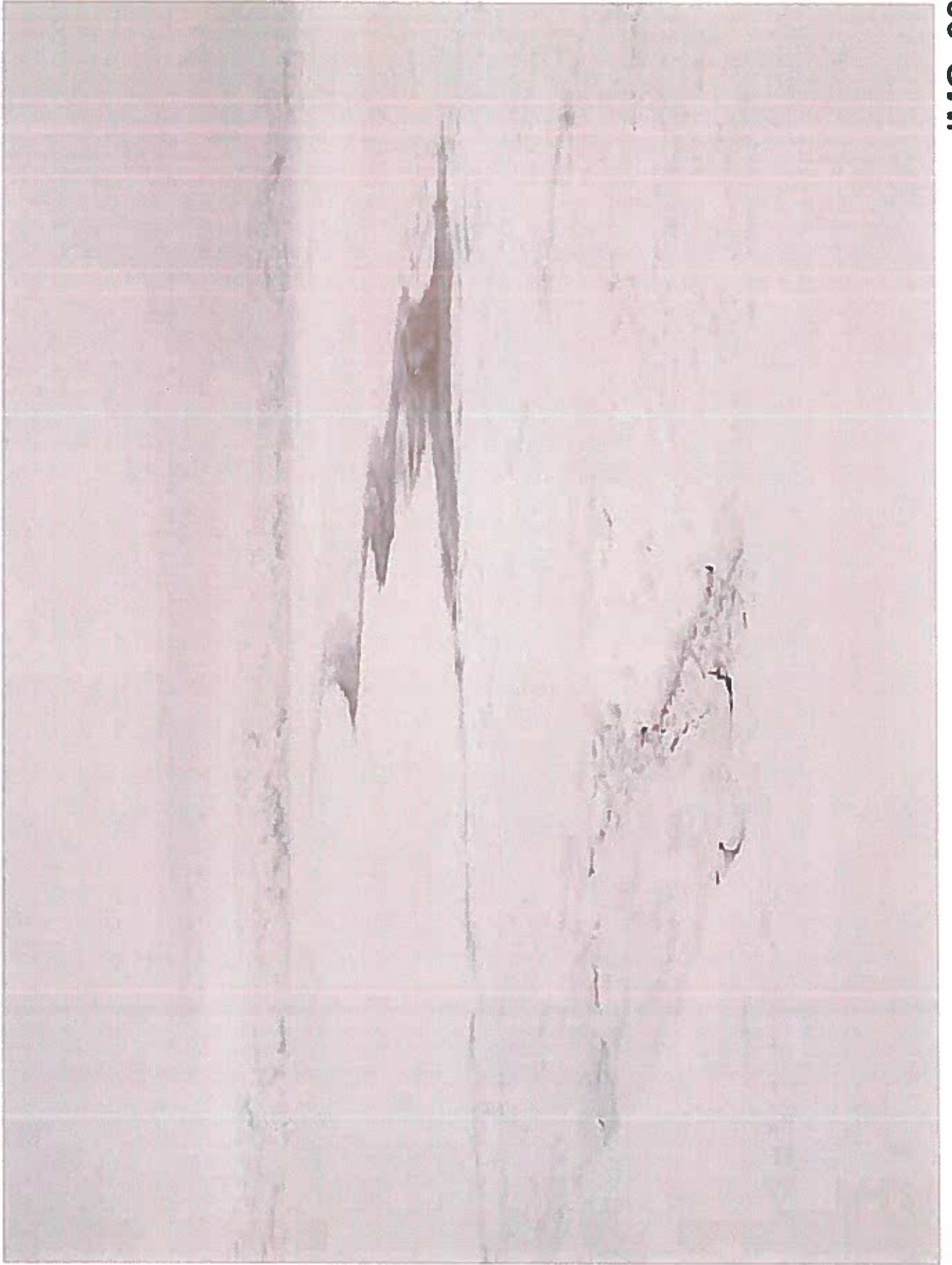
IMG_9330



IMG_9331



IMG_9332



IMG_9333



IMG_9334

Q

Q

Q



IMG_9335

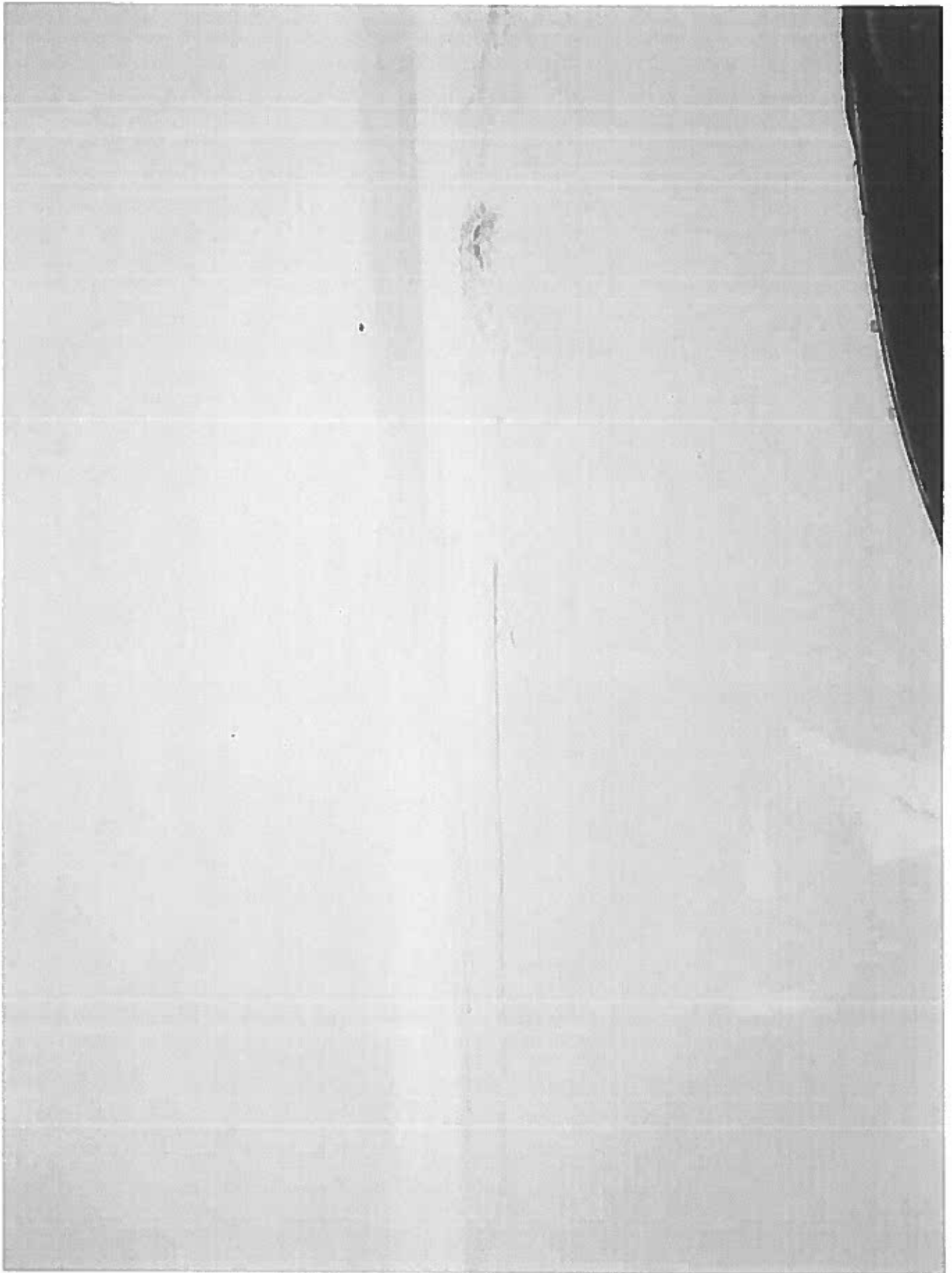
Q

Q

Q

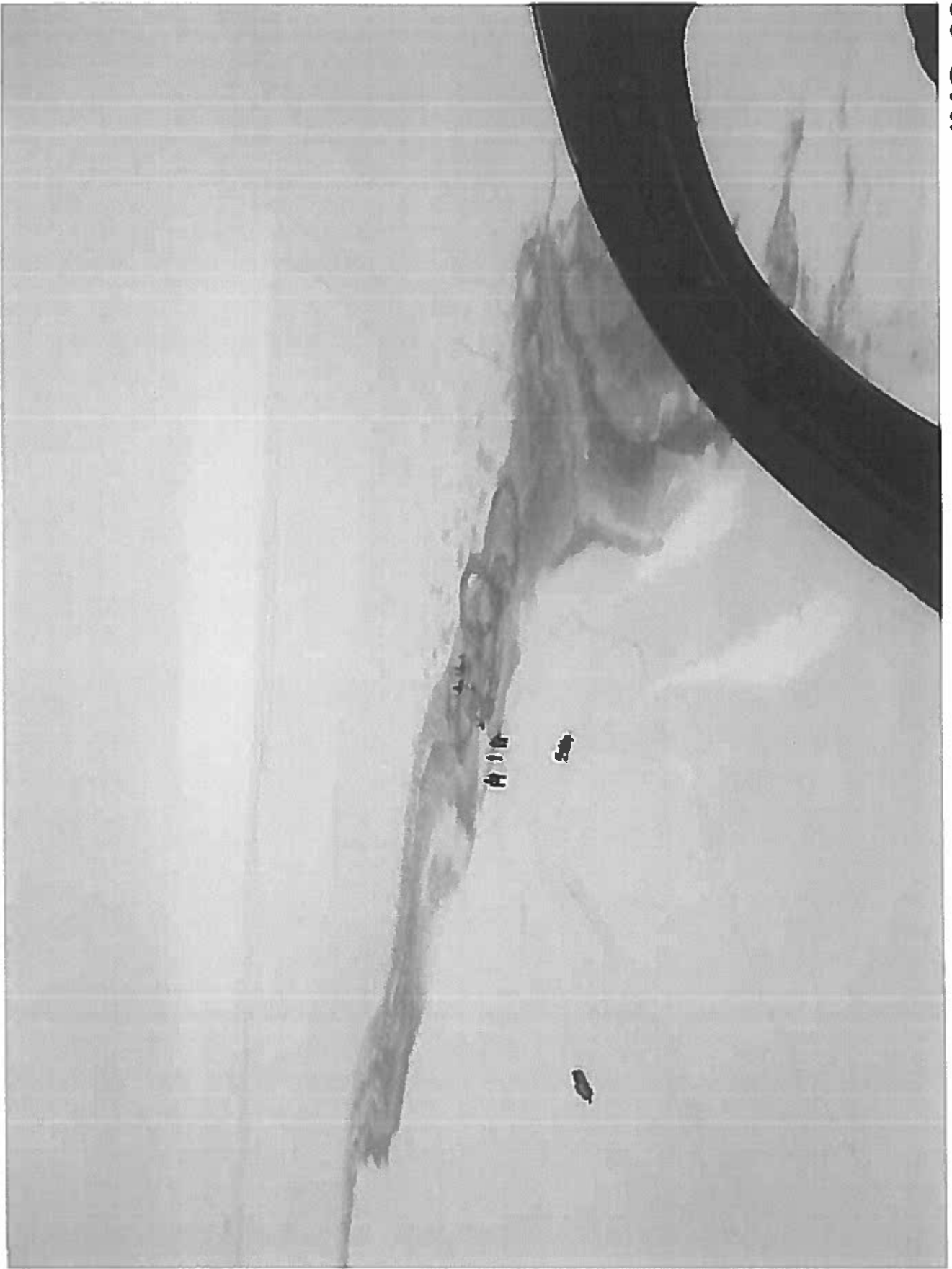


IMG_9336

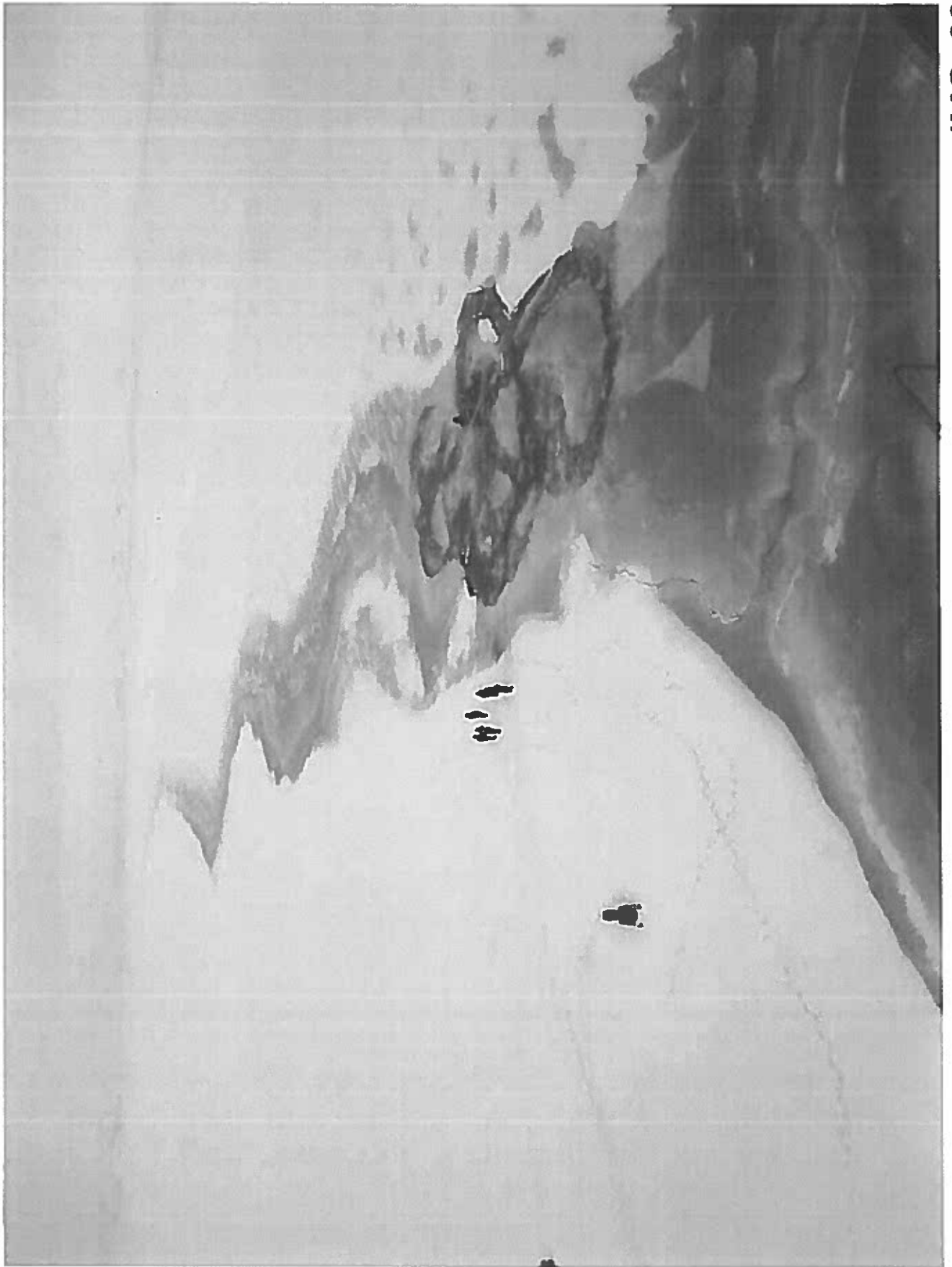


IMG_9337





IMG_9338



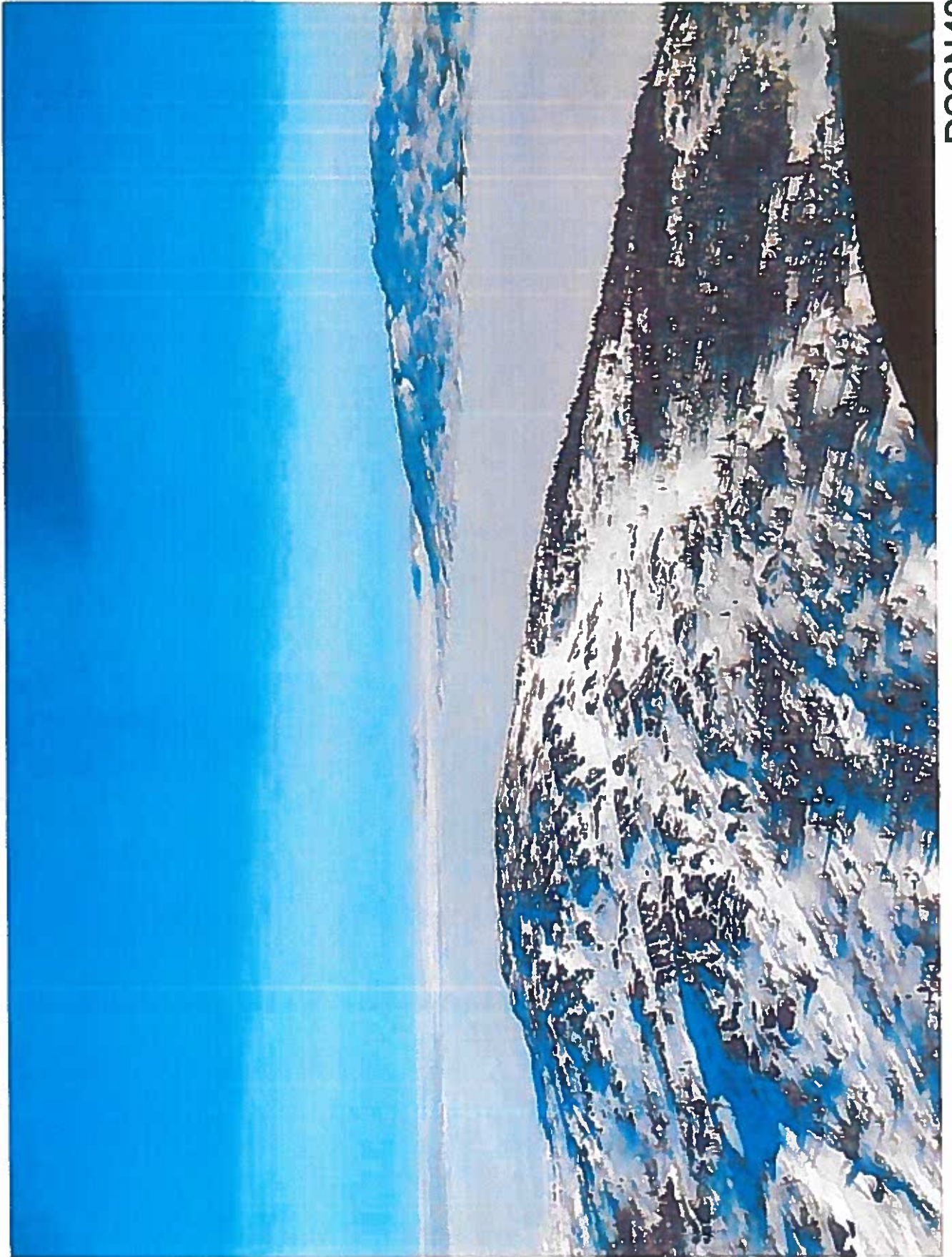
IMG_9339



IMG_9340



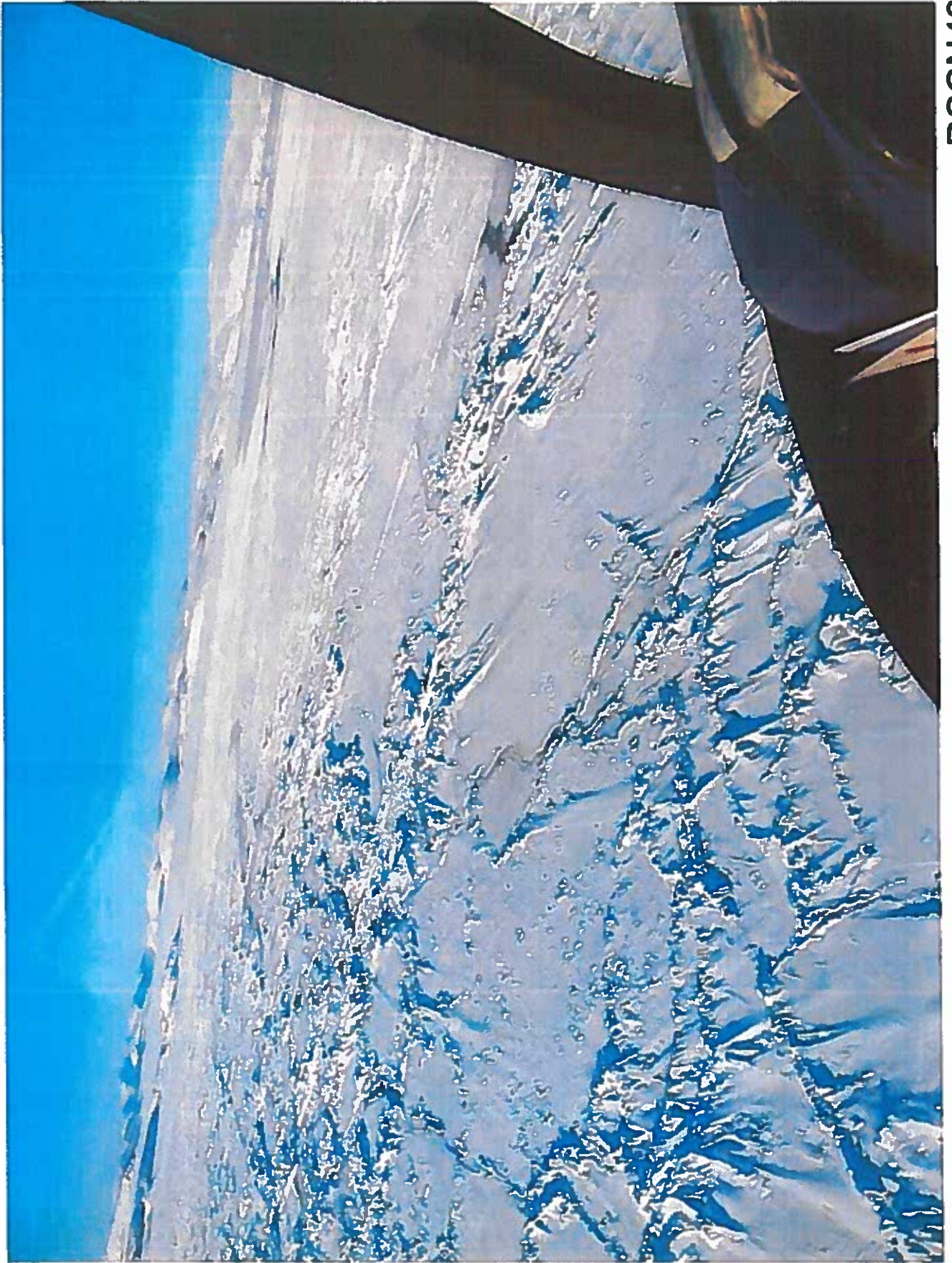
DSCN4355



DSCN4356



DSCN4357



DSCN4358



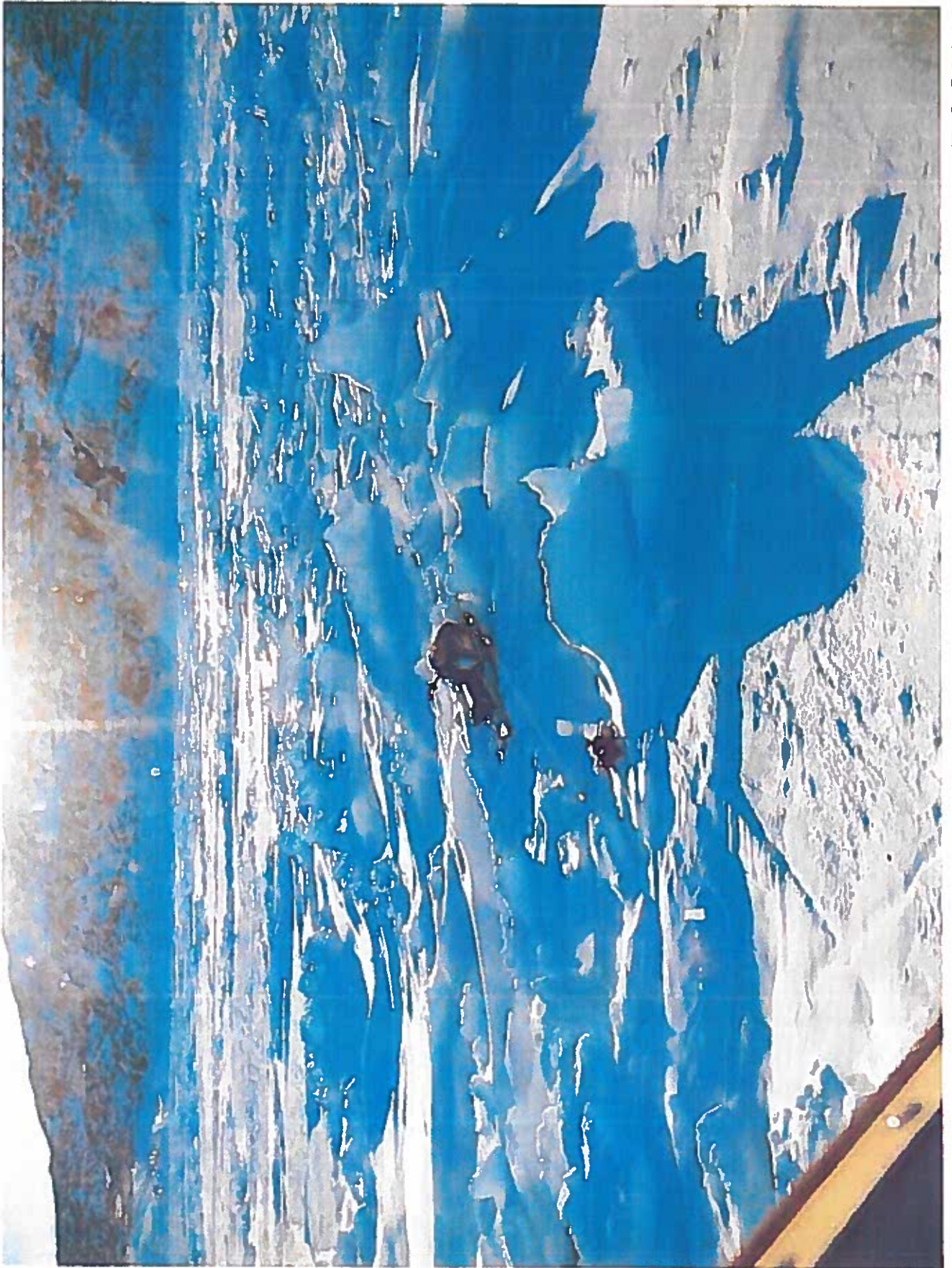
DSCN4359



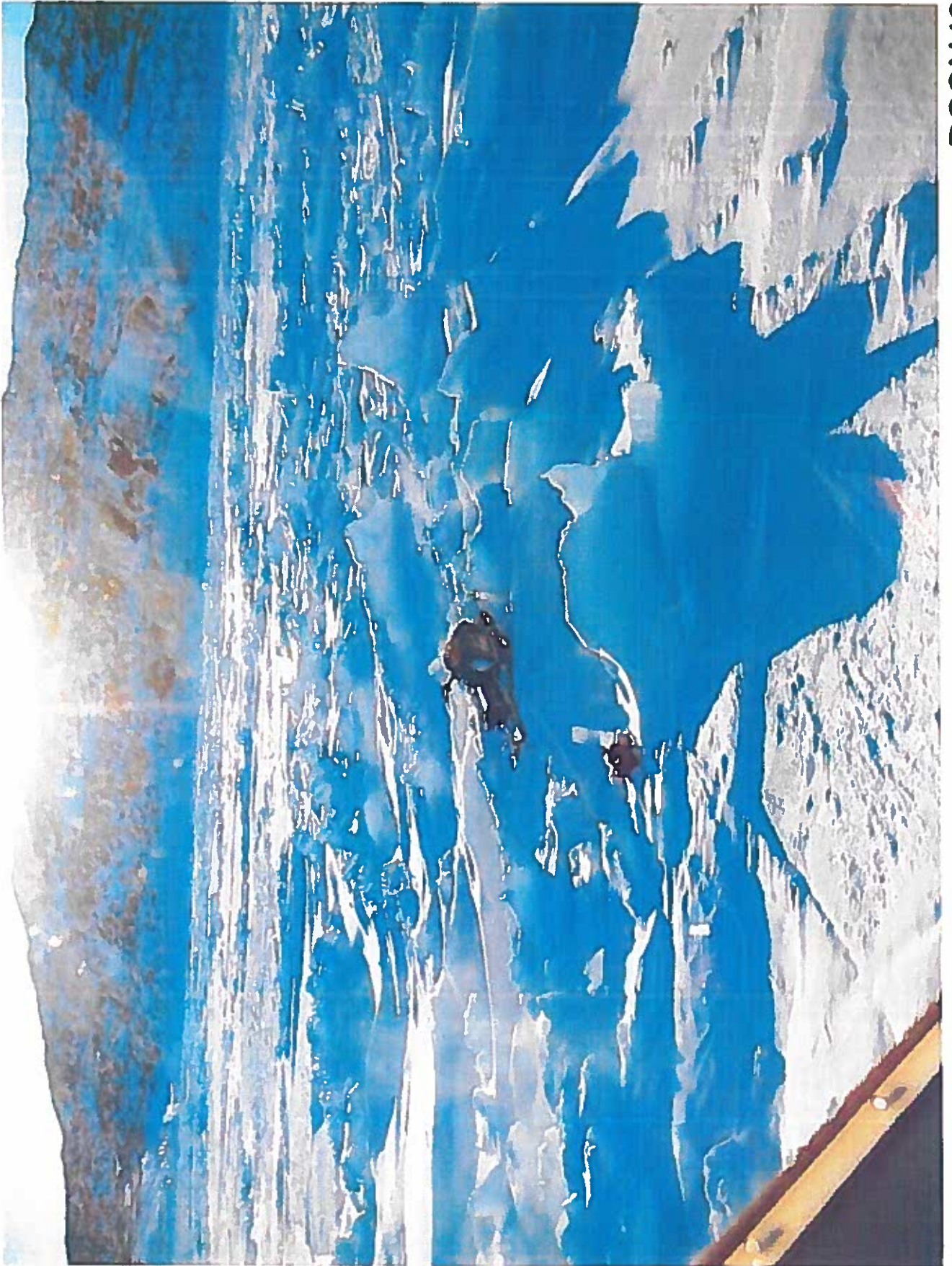
DSCN4360



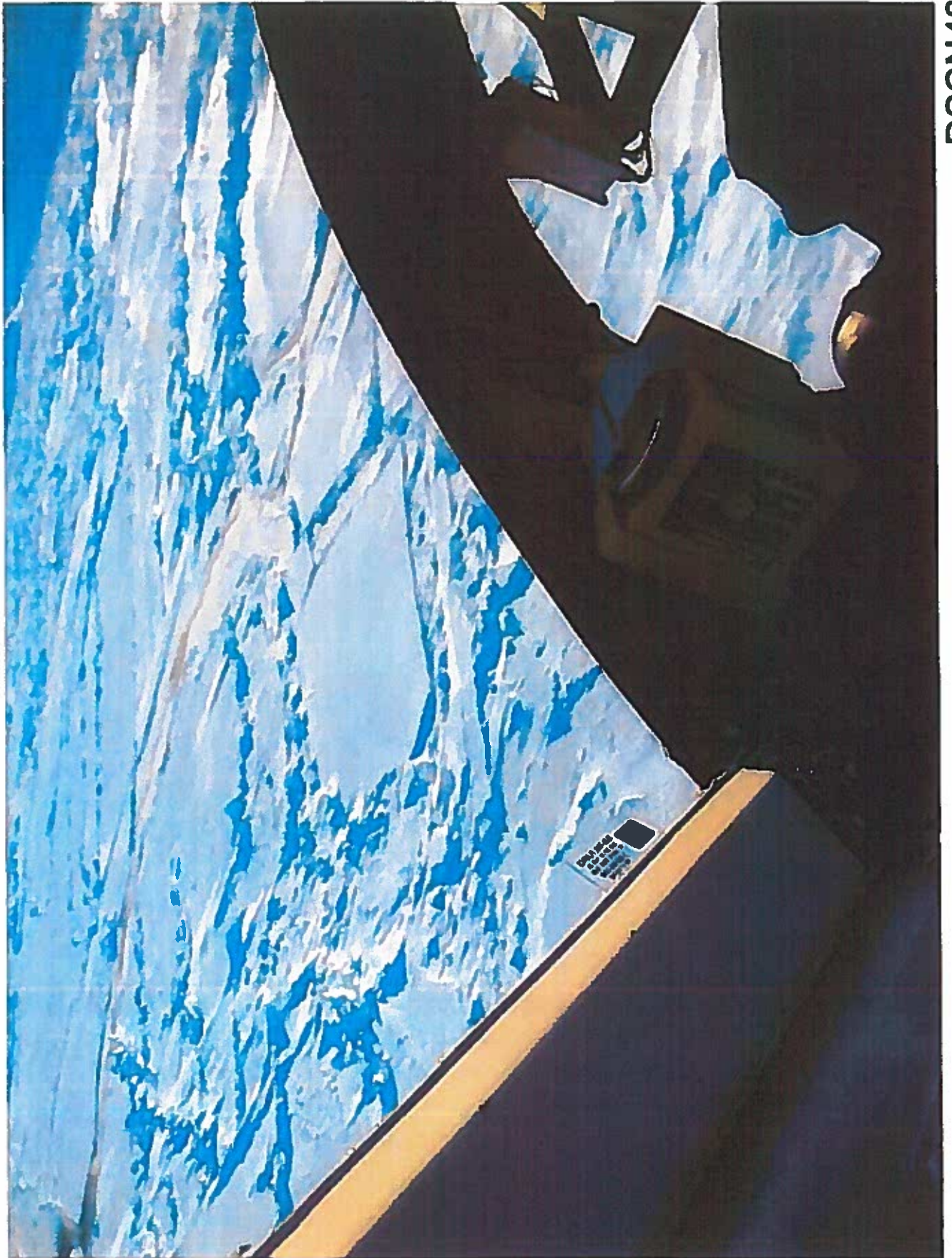
DSCN4361



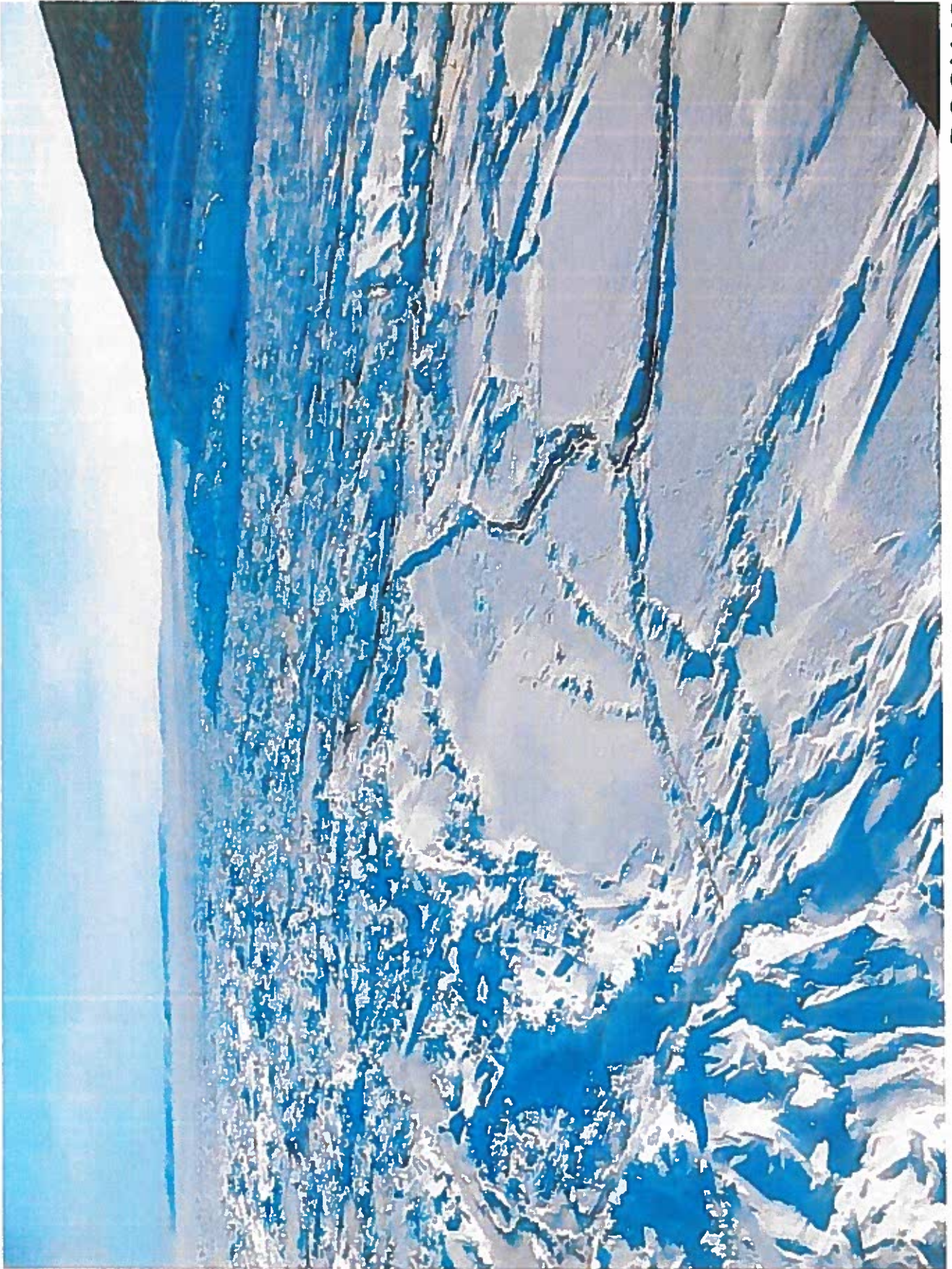
DSCN4362



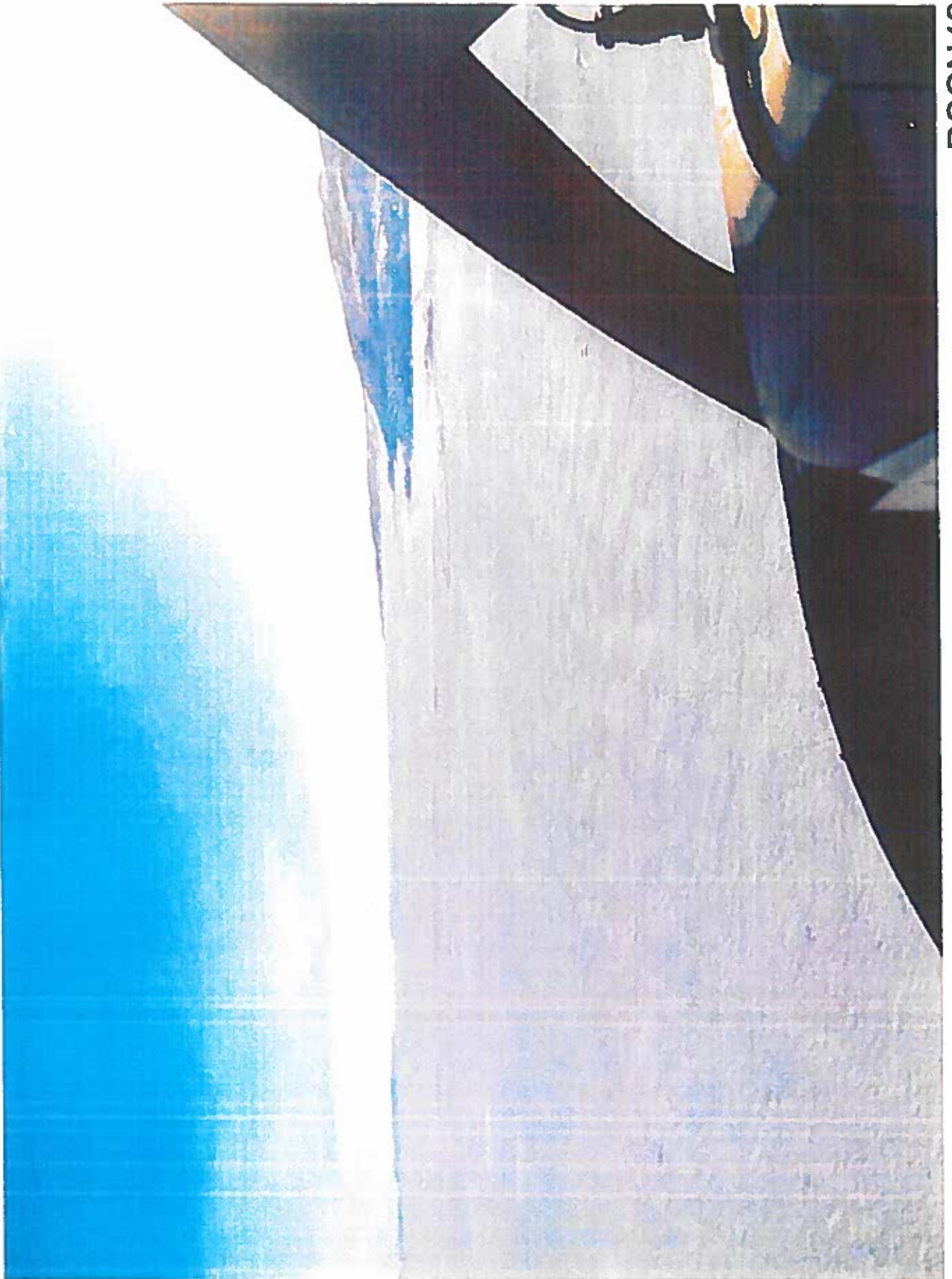
DSCN4363



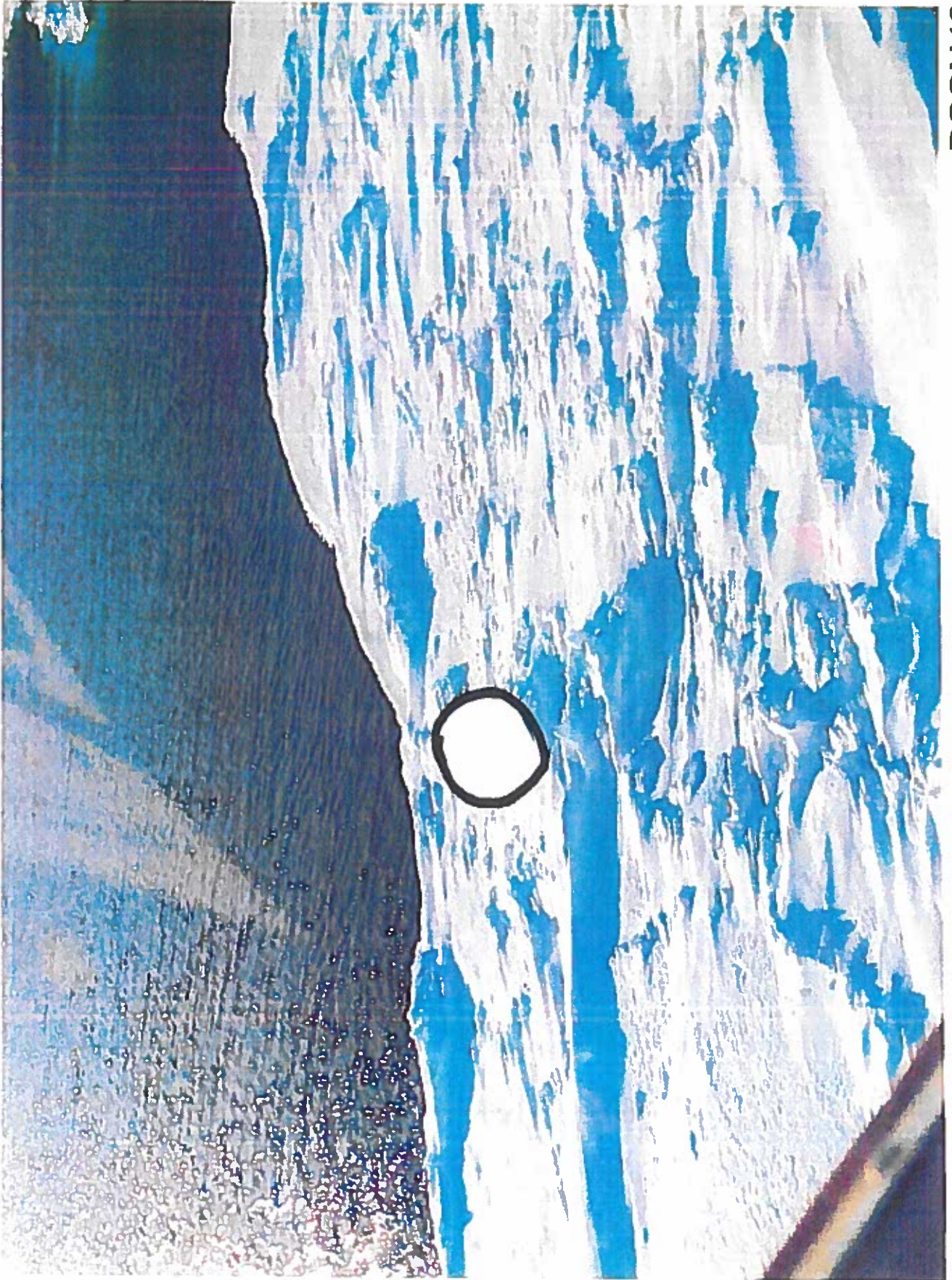
DSCN4364



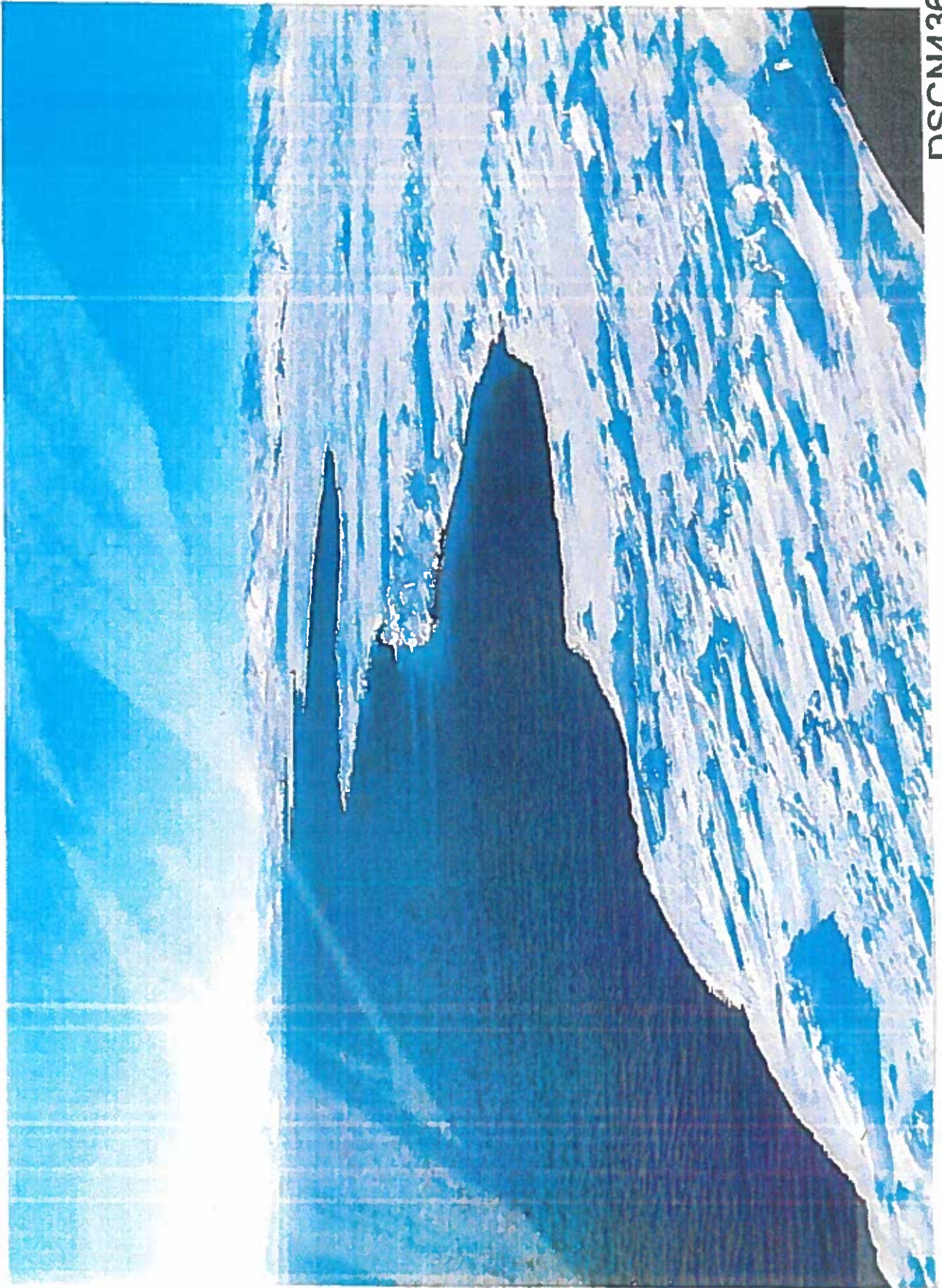
DSCN4365



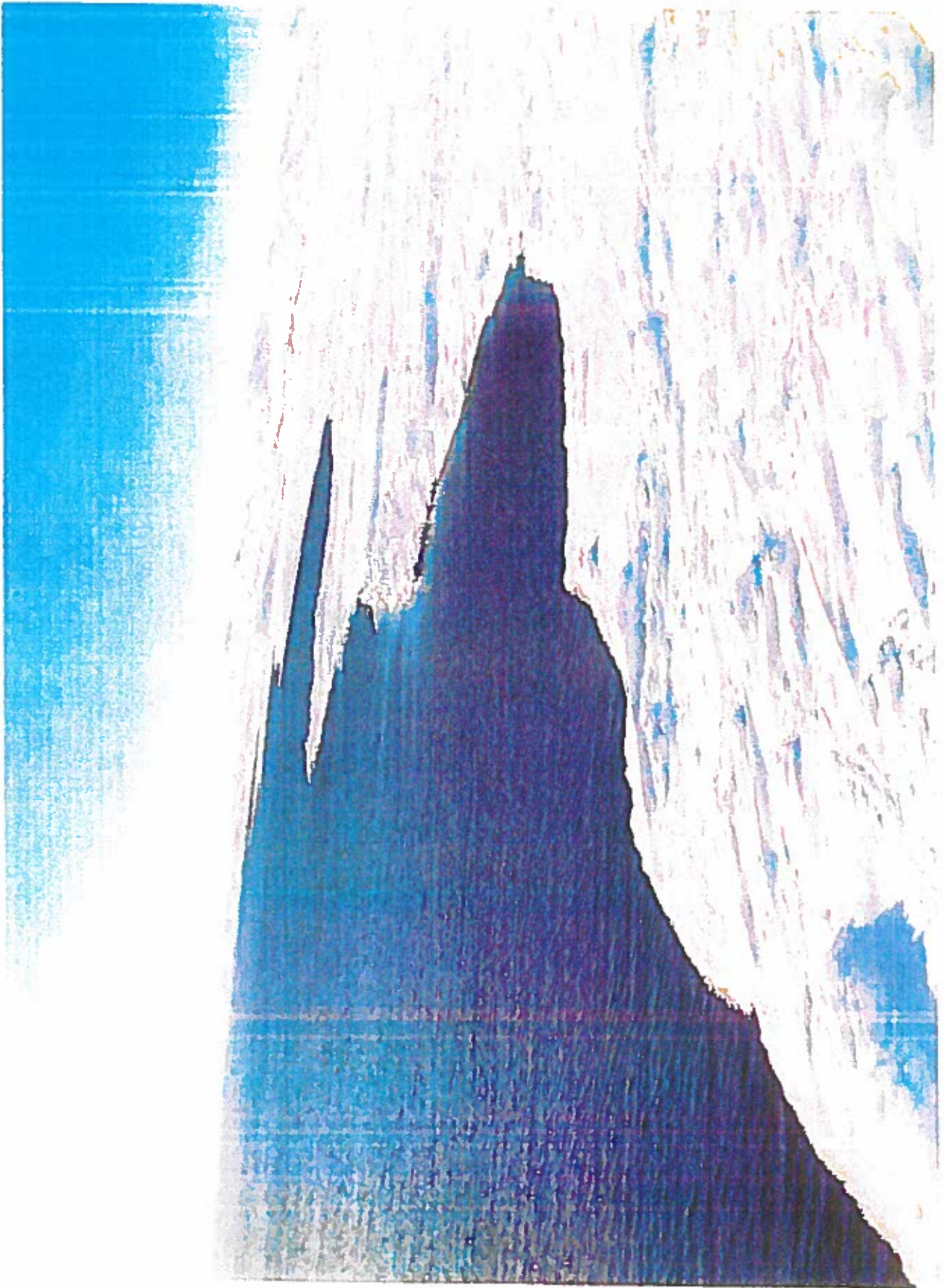
DSCN4366



DSCN4367



DSCN4368



DSCN4371



HPIM7284

02/01/2012



HPIM7285



IMG_9358



IMG 9359



IMG_9360



IMG_9361

FEB 23 2012

PHOTOGRAPHIC SERVICE REQUEST
DEMANDE DE SERVICE PHOTOGRAPHIQUE



Please complete all fields and submit TWO copies of C-17.
Retain ONE copy for your records
Veuillez remplir tous les champs et transmettre DEUX copies du formulaire C-17.
Gardez UNE copie pour vos dossiers.

Name of Originator - Nom du requérant CST STEPHEN HOWLETT		HRMIS No. - N° du SIGRH 000169927	Sent Date - Envoyé le 2012-02-16	Time - Heurs 13 57 47	Collator code Code d'intercl. B0172
Detachment - Détachement MAKKOVIK DETACHMENT, LABRADOR DISTRICT			Date required - Pour la 2012-03-16	Required for court Pour une comparution <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Street - Rue 1 SEA VIEW CRESCENT, MAKKOVIK			<input type="checkbox"/> Regular Mail Poste régulière <input checked="" type="checkbox"/> Priority Post - 3 day return Poste prioritaire - retour dans 3 jours Courier (cost will be charged to your collator code) Messageries (les frais seront virés à votre code d'intercl.)		
City - Ville MAKKOVIK		Postal code - Code postal A0P1J0		OCC. NO. /File No. N° D'INC./N° de dossier 2012 - 109461	
Province Newfoundland & Labrador		Sec. Class - Désignation Class. Jds. sécuritaire Protected B		OCURRENCE - INCIDENT BURTON WINTERS C/O MISSING PERSONS MAKKOVIK, LABRADOR SEARCH AND RESCUE MISSION	
Telephone No N° de téléphone (709) 923-2317	Ext Poste -				

MATERIALS ATTACHED - PIÈCES JOINTES (Indicate quantity - Indiquez la quantité)

1 CD's/DVD's Other Digital Media (indicate type of media in comments)
CD/DVD Autre support numérique (indiquez le type de support dans le champ Commentaires)

39 38 Total number of Digital Images Video Media (includes video CD's/DVD's)
8f Nombre total d'images numériques Support vidéo (comprend les vidéos, CD/DVD)

Film for Processing Pellicule pour traitement Negatives only Négatifs seulement Process with prints Traiter avec impressions

Negatives (No of strips) Négatifs (Nombre de bandes)

COMMENTS - COMMENTAIRES

Photos obtained as a result of a missing persons investigation. Please provide single colored copy's (8x10). Photos needed for hardcopy file. Once pictures are obtained investigator will create a ledger detailing each photo. This matter will not be in criminal court. The body of the 14 year old missing boy has been located approximately 20 km's from the community of Makkovik, Newfoundland and Labrador.

Your assistance in this matter is greatly appreciated.

Thanks

Cst Stephen Howlett 55881
Stephen Howlett, Cst
Reg # 55881

REMEMBER TO INCLUDE A RETURN ADDRESS LABEL WITH EACH C-17 VEUILLEZ JOINDRE UNE ÉTIQUETTE PRÉ-ADRESSÉE À CHAQUE FORMULAIRE C-17

SEND TO: DIRECTOR RCMP NATIONAL FORENSIC IMAGING PO BOX 9755 STN T OTTAWA ON K1G 4A1

TRANSMETTRE À: LE DIRECTEUR DE L'IMAGERIE JUDICIAIRE NATIONALE DE LA GRC C.P. 9755 SUCC. T OTTAWA ON K1G 4A1

FOR OFFICE USE ONLY - À L'USAGE EXCLUSIF DU BUREAU Do Not Enter In This Area - Ne rien inscrire dans cette zone

0000	2074	7011	7025	9032		
1001	2151	7016	9012	9036		
1015	6025	7017	9017	9041		
1171	6033	7018	9018	9042		
2010	7004	7020	9019	9045		
2038	7007	7021	9020	9046		
2062	7008	7022	9025			
2072	7009	7024	9031			

PRINT, DISC, VIDEO ORDER PAGE
PAGE DE COMMANDE D'IMPRESSION,
DE DISQUE/VIDEO



Submit TWO copies of this page. Retain ONE copy for your records.
Transmettre DEUX copies de cette page. Gardez UNE copie pour vos dossiers.

OCC. NO. /File No. N° D'INC./N° de dossier 2012 - 109461	Date required - Pour le 2012-03-16	For larger size, please contact National Forensic Imaging through GroupWise Pour commander un plus grand format, veuillez communiquer avec l'imagerie judiciaire nationale par le biais de GroupWise.
---	--	--

Selection Choix	Product name Nom du produit	Quantity Quantité	Standard prints, no text Impressions normales, aucun texte	Quantity Quantité
2up 2 Images			Index	
4up 4 Images			Prisoner - Prisonnier 3 1/2 X 5	
6up 6 Images			4 X 6	
8up 8 Images			5 X 7	
10up 10 Images			7 X 10	
1up 1 image	20110 7X10H frame right	1	8 X 10	1
CD/DVD PRODUCTION			11 X 14	
<input type="checkbox"/> CD's CD	Number of copies - Nombre de copies		12 X 18	
<input checked="" type="checkbox"/> DVD's DVD	Number of copies - Nombre de copies	1	Separator Card - Carte intercalaire	

Indicate requirements in comments below
Indiquez les besoins dans le champ commentaires ci-dessous
Comments - Commentaires

Photos obtained as a result of a missing persons investigation. Please provide single colored copy's (8x10). Photos needed for hardcopy file. Once pictures are obtained investigator will create a ledger detailing each photo. This matter will not be in criminal court. The body of the 14 year old missing boy has been located approximately 20 km's from the community of Makkovik, Newfoundland and Labrador.

Video - Vidéo

Video inquiries, please contact 613-949-8409
Pour des renseignements sur les services vidéo, veuillez composer le 613-949-8409

Material Attached - Pièces jointes (Indicate quantity - Indiquez la quantité)

NOTE: Please submit original tapes when possible, remove record tabs, do not use pause on VCR's. Cue tape to point of incident.
Note: Envoyez la bande originale dans la mesure du possible, enlevez l'étiquette d'interdiction d'écriture, évitez d'utiliser la touche [PAUSE] sur le magnétoscope à cassettes. Veuillez avancer la bande au début de la séquence désirée.

<input type="checkbox"/> CD's CD	<input type="checkbox"/> DVD's DVD	<input type="checkbox"/> Tape Vidéocassette	Format
<input type="checkbox"/> Other Autre	Describe Décrivez		

Work Required - Travail demandé

<input type="checkbox"/> Duplicate Copie	<input type="checkbox"/> Frame Grab Capture d'images vidéo	<input type="checkbox"/> Enhance Améliorer	<input type="checkbox"/> Demultiplex Démultiplier	<input type="checkbox"/> Convert Format Convertir le format	<input type="checkbox"/> Other Autre
---	---	---	--	--	---

Obscure Specific subject matter, Indicate in comments
Masquer une saisie/image précise, Indiquez dans le champ commentaires

Comments - Commentaires

Colored 8X10 copy's required.

End Product required Indicate requirements in comments below
Produit final requis Indiquez les besoins dans le champ commentaires ci-dessous

<input type="checkbox"/> CD's CD	<input type="checkbox"/> DVD's DVD	<input type="checkbox"/> Print Impression	<input type="checkbox"/> VHS Tape Bande VHS
-------------------------------------	---------------------------------------	--	--

Describe scene, subject, vehicle, time, camera no. etc. Other relevant information.
Décrivez le lieu, le sujet, le véhicule, l'heure, le nombre d'appareils photographiques, etc. Autres renseignements pertinents.

FEEDBACK AND/OR SUGGESTIONS PAGE
PAGE POUR COMMENTAIRES ET/OU SUGGESTIONS



Submit TWO copies of this page. Retain ONE copy for your records.
Transmettre DEUX copies de cette page. Gardez UNE copie pour vos dossiers.

OCC. NO. /File No. N° D'INC./N° de dossier 2012 - 109461	Date required - Pour le 2012-03-16
--	---------------------------------------

National Forensic Imaging's goal is to run a smooth and efficient service and any feedback/suggestions you can give us to achieve this end would be much appreciated. Please use the space below for your comments.

L'imagerie judiciaire nationale visent à offrir un service à fonctionnement régulier et efficace. Nous apprécions tous commentaires et/ou suggestions. Veuillez utiliser l'espace désigné ci-dessous.

Although this matter will not be proceeding in Criminal Court copy's of photos are required for the hardcopy file.

Your assistance in this matter is greatly appreciated.

Stephane Howlett
Cst Stephen Howlett
Reg # 55881

12:10

Cst Howlett, Cst Andersen arrived
@ clinic with body. Howlett
stayed on scene with body.

12:13

RN MacIsaac advised that body
will be wrapped up before
same as pronounced.

12:26

Undressed clothes placed in
bag, not searched.
Anders Andersen, Irene Heard.
Goldie White, Julie MacIsaac. Dren
video conference from Happy Valley -
Goose Bay.

11:00 AM - 11:15 AM

TO 55 AM

25 minutes @
cabin

Perry, Tron, Peter, Rex

Big bite out along shore towards
Rocky rocks via Franks point

- Perry - On slides over to wildlife
another 40 minutes before they
get back to machines.

- 11:07 - Confirmed best finds around
Rocky rocks, alot of open water
advised search team set in that
direction:

1800 563 2800

OM 37.2 -- Lost/Overdue Persons

Page 1 of 4



Canada

Français

Contact Us

Help

Search

Publiservice

Home

RCMP Manuals

Summary of
AmendmentsDivision
Supplements

RCMP Internet

OM Table of Contents**OM A-Z Index****List of Bulletins in OM****Operational Manual**

ROYAL CANADIAN MOUNTED POLICE

Part 37 -- Table of Contents

Moved from 13 2005-11-29

Bulletin

37.2. Lost/Overdue Persons**1. General**

Related Links

2. Cr. Ops. Officer/Delegate**3. Division SAR Coordinator****4. Detachment Commander/Delegate****5. Search/Incident Commander****6. Member**

(For information regarding this policy, contact National Contract Policing Br., Community, Contract and Aboriginal Policing Services Dir. at GroupWise address OPS POLICY HQ.)

1. General

1. 1. A lost/overdue person is someone who becomes missing while engaging in a sporting/recreational activity, e.g. fishing, hunting, hiking, or may be an elderly person missing due to a medical condition, e.g. Alzheimer's disease.

1. 2. A person may also be deemed lost/overdue as a result of foul play or criminal activity.

1. 3. For missing persons, see ch. 37.3.

1. 4. For search and rescue (SAR), see ch. 37.1.

2. Cr. Ops. Officer/Delegate

2. 1. If you are in a contract division, appoint a division SAR coordinator and an alternate.

2. 2. Ensure division directives and an MOU with the provincial/territorial ministry or agency responsible for SAR:

2. 2. 1. define the roles of the provincial/territorial ministry or agency responsible for ground SAR; Civil Air Search and Rescue Association (CASARA); Canadian Coast Guard Auxiliary (CCGA); RCMP SAR Coordinator; volunteer SAR groups and associations, including civilian volunteer SAR dog teams; and any other relevant agencies;

2. 2. 2. define workers' compensation and civil liability coverage for SAR volunteers;

2. 2. 3. identify the agency responsible for volunteer expenses; and

2. 2. 4. establish the minimum training level required for civilian volunteer SAR searchers, and if approved by the province/territory, civilian volunteer dog teams and other specialists.

2. 3. Ensure sufficient members are trained as search/incident commanders to meet any possible SAR requirements.

OM 37.2 -- Lost/Overdue Persons

Page 2 of 4

2. 4. Consult the District Commander before recommending to the CO that a SAR operation be officially ended.

2. 5. Meet annually with the provincial/territorial ministry or agency responsible for SAR. Promote the:

2. 5. 1. use of provincially/territorially controlled equipment and resources;

2. 5. 2. province/territory to support and maintain volunteer SAR organizations;

2. 5. 3. exchange of information and cooperation between government and civilian SAR organizations; and

2. 5. 4. formation of agreements between federal/provincial/territorial/municipal agencies and civilian SAR organizations, e.g. Parks Canada, Natural Resources, provincial parks, CASARA, CCGA, to provide equipment and trained personnel to ensure a coordinated response.

2. 6. Report any SAR-related trends, problems or deficiencies which may have national significance, to National Headquarters, ATTN: OIC National Contract Policing Branch.

3. Division SAR Coordinator

3. 1. Maintain up-to-date SAR resource lists.

3. 2. Provide an annual report (calendar year) with recommendations for the division SAR Program to the Cr. Ops. Officer/delegate.

3. 3. Maintain an information database on organized searches.

3. 4. Recommend standards and training requirements.

3. 5. When necessary, coordinate air support and other provincial/territorial resources.

3. 6. In accordance with division directives, provide a copy of the SAR and debriefing reports to the provincial/territorial SAR authority.

4. Detachment Commander/Delegate

✓ 4. 1. When you receive a complaint of a lost/overdue person, consider requesting a search/incident commander and trained volunteer SAR team to stand by.

✓ 4. 2. If a search is warranted, and a **trained search/incident commander** is unavailable, request one from the District Commander.

BARRY

4. 3. Approve the SAR action plan.

4. 4. Forward a copy of the SAR and debriefing reports with your comments and recommendations to the division SAR coordinator.

✓ 4. 5. Advise the District Commander when a search should be suspended or terminated.

✓ 4. 6. Regularly liaise with community and local representatives of volunteer SAR organizations, including any federal/provincial/territorial/municipal SAR organizations.

4. 7. Develop and maintain an up-to-date SAR emergency contingency plan.

4. 8. Encourage members and volunteers with SAR training to keep their training current.

4. 9. Encourage volunteer groups, with the assistance of members, to develop a program for youth in the community aimed at SAR prevention and future SAR involvement.

OM 37.2 -- Lost/Overdue Persons

Page 3 of 4

4. 10. Promote SAR prevention by giving SAR presentations to school children and special-interest groups.

4. 11. When possible, conduct security clearances on volunteers using the vulnerable sector screening procedures outlined in the *CPIC Reference Manual*, ch. 1.2.14, para. 14.1.a.

5. Search/Incident Commander

✓ 5. 1. Establish a search command center close to the search area with the necessary communications and arrange for maps, food, supplies, etc.

5. 1. 1. Consider using form 3450 or a similar form to aid in capturing information pertaining to the lost/overdue person or group.

5. 2. Consult with the search manager to:

✓ 5. 2. 1. determine and contain the search area,

✓ 5. 2. 2. determine the required resources,

✓ 5. 2. 3. determine what search strategies/tactics to employ,

✓ 5. 2. 4. evaluate the progress of the search,

✓ 5. 2. 5. brief and debrief key SAR team members as required, and

✓ 5. 2. 6. brief the detachment commander and recommend suspension/termination of the search.

✓ 5. 3. As required, request, coordinate and direct police and nonpolice resources.

✓ 5. 4. When necessary during a search, remain at the base camp.

✓ 5. 5. Establish communication with the media and family.

5. 6. If there are no volunteer SAR teams, consider deploying the tactical troop.

5. 7. Ensure trained SAR teams are registered with provincial/territorial associations. Individual volunteers must complete the registration log by signing in and out at each incident.

5. 8. Register spontaneous volunteers, their ground search certification level, map and compass knowledge, and woods experience, or any other information requested by the province/territory. Each volunteer must give written consent to an agreement such as the following:

I am prepared to follow the directions of the search/incident commander through his/her organization as prescribed. I understand that I am a volunteer and must adhere to the directions of search management in order to do my part.

5. 8. 1. Countersign the registration and agreement document.

5. 9. A volunteer may be rejected with cause.

5. 10. Ensure team leaders/captains are certified in map and compass usage, first aid, and search and survival techniques.

5. 11. Upon suspension/termination of a search, account for all human and physical resources.

5. 12. Ensure all SAR actions and injuries are documented.

5. 13. Hold a debriefing with the search manager and selected volunteers to record positive and negative

OM 37.2 -- Lost/Overdue Persons

Page 4 of 4

aspects of the search.

5. 14. Forward the SAR and debriefing reports to the detachment commander.
5. 15. Complete the Ground Search and Rescue Report (GSAR) Information System form and forward it electronically or by fax to National Search and Rescue Secretariat (NSS).
6. Member
 6. 1. If you receive a report of a lost/overdue person, consider using form 3450 to capture relevant information.
 6. 2. If the person is lost, immediately request the assistance of a search/incident commander.
 6. 3. Implement division/detachment protocols for SAR.

References

 Moved from I.3.: 2005-11-29

Important Notices

NOTES FROM NATALIE JACQUE

①
of 5Burton Rodney Winters ^{Home} Ph. # 923-2481

14 years (born July 14, 1997)

~ 135/140 lbs.

brown hair & eyes, dark complexion

5' 7/8"

Wearing black snowpants, boots, mits, ^{hat} possibly grey ~~grey~~, red snow goggles, black and grey striped / checkered jacket.

2008 300 Tundra skidoo, yellow color

last seen around 1:30pm Sunday Jan. 29, 2012 here @ the house.

He had said he was going to grandma's house. (Anna and Victor Jacque 923-2257).

Quiet personality, not very social. Closest friends include his cousin Willie Flowers, Sophie Jarose, Dalton Manak. Acquaintances with Scott Andersen, Belle Andersen, Meddie Lyall, Alex Lane, Haley?, Sophie Ikkusek, others.

(2)
of 5

Areas of Interest

- behind Inn
- Grassy point
- ranger bight
- hill, slant, behind hill
- Indian head
- Backpath
- new road (Bayview Cres.)
- dump
- pond
- bay

Boil-ups/Rides

↳ tilt cove

- ↳ Monkey's Bight
- ↳ Back of Big Island
- ↳ 1/2 way between gull Island & monkey's bight (land clearing)
- ↳ Grassy point
- ↳ Long pond (burt)
- ↳ Near big bight.
- ↳ Boats cove
- ↳ Ben's Cove

JCR boil-ups he went on

- ↳ Harry/Kim's cabin
- ↳ Kilemon pond
- ↳ ?
- ↳ Big island

③
of 5

Sat. Jan 28

930-945pm Burt picked up Willie from his house ^(to sleep over for the night)
(Willie says they rode on the hill, ranger bight & to the dump).

Just after 10pm boys came back here
Burt was in his room on computer
Willie back and forth between watching hockey with Rod & myself & in the room with Burt.

Boys were in the room remainder of the night.

Rod and I went to bed around 1130 - midnight.

(Sunday)
(Not until this morning did I realize he was on the computer until around 3:45am) evident by Facebook

(4)
of 5

Sun. Jan 29

7:30am Rod went into the woods to cut logs

8am I woke up with Elliott

8:50-9am Willie woke up and we chatted, ate breakfast
Burt woke up just after & ate breakfast

9:55am Burt & Willie warmed up machine
and took off to meet JCR's @ Barny's.

10am Rod unloaded 1st box of wood

10:20-10:30am checked Burt's computer history
because clearly saw he was on facebook
around 3am.

10:45am Rod went into woods for second time

1pm or so Burt came home from JCR's
asked where his computer was. I told
him we needed a chat.

Talked about maturity, responsibility, went well.
Burt said he was going to eat & then go
to grammie's. He put Quinn outside
when he left. (1:30 or so) (our dog)

2pm or so Rod returned with second box of wood.
we ate late lunch.

2:30pm Rod went into woods for 3rd time

2:30-3:30/4pm Gramma called to check up on Elliott
asked how Burt was too. Thought it was
strange since he was suppose to be there.

She said he wasn't there, only when
Burt dropped Willie off early afternoon

(At this time thought he was maybe watching
a movie somewhere or gone on a bail-up with
Willie) I had seen on facebook that Willie

Sun Rod back was on a bail-up with Elliott

5:10pm Rod dropped men off to Jenn & Mike's for supper

(5)

of 5

Sun. Continued

5:10 Rod went home to change (Sweetin from woods)

5:30pm Rod came back to Jan & Mike's to have supper.
Gramma called Jan & Mike's 3 or 4 times
to hear if we had heard anything from Burt.6:15⁵⁰~~30~~pm Rod & Mike decided to drive around
town to ^{hopefully} find his machine at someone's
house.6:30/6:45pm Barry called me @ Jenn's (mentioned updated
profile pic on Burt's facebook) wasn't so.
Kimball & Steve came by Jenn's.6:50pm Rod & Mike showed up.
Rod dropped me & Elliott home.

7pm Rod met up with Mike @ RCMP.

People Searching, putting word out there...

Rod back home ~ Midnight.

Monday morning~ 3:15-3:30am Kimball & Steve^{^MIKE} arrived here to inform
us of Jan chopper

2012.01-29

- 1230 Barry
- 1330 left for a moment to check the
- 1930
- 2001 Errol Ray went to check all celines
- 2001 Mike + Rod went to check around town
all houses and streets
- 2008 Perry Dyson + Travis Dyson went to check
Bore cone, Big Island.
- 2027 Mike + Rod come back.
- 2053 Mark Bright trail - Errol + Ray checked
McKinnon Bay South Side and Bore cone.
going to check Mark Bright Trail.
- 2110 Mike + Rod back
- 2112 Robert, Kyle, Don. → check mouth of the
for tracks → first Bright Corner Break Trail
still finds Bright. up Marshes → Monkey →
woods had check
- peru bright pond
- 2121 Barry + Danly back
- 2136 Perry + Travis back.
- BURTON WINTERS

2012-01-29

- Danny LeBLANC. Came home from Big Brook at 1800hrs
no fresh snowmobile tracks on Killman Neck.

Ban - Jan 29/12 2145

2012/01/29 - 2147 - Ferrol ANDERSEN checked in. No ~~sign~~
as far as Cape War.

2210 Donald Jacque Postville. heading to Manas
Bright from Postville.

2215 called Matthew GOODRICH to check on eye out in Horokale

2218 Dorley + Mike checked Facts Paths checked
some trails off Boets Path

2221 Dorley + Mike heading to Hare Hill

Scott MORRISON

896-2475

897-4769 Cell

Bary + Steve Range Bright. Arctic Head. Norwegian Words.

2237 - Scott → LLOYD YODEN. ADVANCE.

- 777-1099

→ 693-4659

→ 528-4810

2241 - Called LLOYD YODEN - could get helicopter
in the air in the morning.

2250 Perry + Traw gone to check houses

230x Dorley + Mike back from Hare Hill

- 2330 Mike + Aubrey checked all houses on lower road.
- checking from office up to Radio str.
- 2337 Donald Seegus checked in - came from Postville
to Matkovich Bay - no sign.
- 2340 Dearly came back - checked school. Neg
- Shot & Roy came back - checked all the fire hydrant
hds. Neg
- 2346 Perry Lee & Ryan Poore scan a track
leading to the bay toward the edge of the ice.
@ 2 PM
- 2347 Mike & Aubrey came back - neg

923 2481 - Red

0028 Turned back. ICE NOT SAFE TO BE TRAVELED ON

0045 Robert Gear / Kyle Gear - Fords Bito.
1 Lone. / Eric / Roy - Sharp Hill

0120 Barry + I checked the FADLANK WNW LIGHTS
none on. Neg

0127 Fords Bito N+S Neg

0130 Montyford Neg

109481

235-0149

a

2012-01-30 - 0745 Don, Randy, Docs, Lyle gone to Strawberry shore.

" " " - 0800 Lloyd Youser.

0805 - Rick BAWE Universal Helicopter. Men on coast.

0811 - Perry, Tru, Dean, + Harold.

0823- CBC NEWS UPDATE

0834 Wayne Ark Services will fly low over area if and when he is in the area.

0847 2012-01-30 Postville GSAR mustered.
Donald JACQUE, Terry BEAR

0852 2012-01-30 DND 9 Lines Duty officer called for update.

Perry, Ryan, Donley ⇒ Foods Bight.

0850 Called LLOYD YOUSEN about 444

N Foods Bight

200 Yds off on South side 3/4 way out from

Bottom of Strawberry

902 Lloyd spoke with FSAR. request: Halo

- 909 John called in - checked all Tilt cone trails down to survey point. Wanted to go to Boat cone. check sections along the way.
- 912 Roy, Robert going to check base Hill
- 0919 Donald and Gordon from Postville leaving loaded to Markonuk.
- 0920 Perry Lee + Andy E. Going out with Darty out Fordi both
- 0944 - Robert Gray called in, no sign on base Hill, heading back to detachment
- 1000 - Woodward's Helicopter in Markonuk. GIVE TO ASSIST
- 1002 - Don Heard returned.
- 1005 - Called YADFA he is going to call Paul Peddle and get a command Helicopter in the air
- 1016 Spoke with Jordan about piston plane. Witer for a call from Peddle.
- 1025 Medic return with OK pretty Redie, NAW.
- Johnny back from Boat Cone. Neg
- 1030 Leardown HVGB in town
- 1034 Call from Chiusal Helicopter Spoke with Brian, wants escorted to base around (12)

- 1040 Barry, dual + Perry gave up with Woodward Helicopter.
- 1053- Searches from Postville checked in landing shown Mark key at the Tower.
- 1100 Randy + IKE's Paul made runs across the bay leading across the bay and in at MARK!
- 1105 Eric Andersen / Eric Andersen Jr, back. No sign, behind hill.
- 11:22 Point la Point Ikeys Point. Ikey Point - Strawberry. Jacques Island, 2nd Grid. Followed ice ridge across.
- 1131 Randy, Kyle, Dean Jacob returned.
- 1200 Dean, Roy, Robert - airport and Chopper
1211. Bottom finds Bite, across to monkey over to Ranger bite pad. Grid Search
- 1220 Confirmed Sighting from Barry. Skedoo tracks heading toward open water.
- 1225 Barry called for a camera
- 1230 Got Hamlett gone with Crane to site to take pics

2012-01-30

1410 updates YOUNG about the situation

1420 " S/Sgt Morrison

Coleman ⁸⁰⁷⁰²⁰ 896-2955

15:05
Paul & the Rico - staying @ Evelyn's number
(704) 896 8428

CJ Todd St Louis (A/P)
provide updates MCO Campier

1528 - Todd St. Louis updated Paletta.

1604 ESAR Team preparing to leave scene.

3
15
P/S

P/S-

1624 Dean + Roy back at mt. No sign.

1639 ESAR team back from see search area.

no sign. 15 members back Peter + Clarence coming
back Ford's Right route.

1648 Clem + Peter back at mt.

1703 Search called off Per night

0920

2012-01-30

GSA R Members
& Community Members.

- | | |
|--------------------|---------------|
| 1 Perry DYSON ✓ | Errol ✓ |
| 2 Dean HEARD ✓ | Robert ✓ |
| 3 Ray MARTIN ✓ | Morris Jagger |
| 4 Perry VOISEY ✓ | John Ross |
| 5 JOES FOX ✓ | Terry Gear |
| 6 Tommy IE ✓ | Donald Jagger |
| 7 Tom S. ✓ | Gerard Penny |
| 8 Perry Lee ✓ | Vish Gear |
| 9 Andy D ✓ | Todd B. |
| 10 Mike ✓ | Eric A Sr |
| 11 Ryan P ✓ | Eric A Jr |
| 12 Dion ✓ ✓ | Junior A. |
| 13. Betty's Man ✓ | |
| 14 Peter WINTERS ✓ | |
| 15 Gerald M. ✓ | |
| 16 Trav D ✓ | |
| 17 Chance J ✓ | |

828

Dean / Roy / - Randy -
2 Ranges, Perry Dyson

Big Bite first

Branch off.

Adlcuit /

Cofred search Big
b/L

LINA.1ERULLO@CBC.ca



- 866-740-1658 FAA

888 265-5005

Underside cover being flown in today

Justes gone South to Big Bear

COURTNEY
ATCWARD



412



1 From NA
COOPER

ADVANCE Message.

33 05 15.8
059 0 3.4



696-2421
Dorris

14 YR OLD MAF2E
0

130 pm dropped off his cousin at his grandmother

7 pm Started Search around town and local areas.

730 Called in SAR Coordinator started starting Searches all around normal routes in and out of MakKovitz and between MakKovitz and Postville.

0230 search ended for the night.

0700 Searchers mustered at the RCMP detachment

Calls were made for Fire and Emergency Service
Calls made to commercial airlines and RCMP
Airservices to keep an eye out when in the
Area all on Warch Hotel.

^{FLIGHTS}
Searchers sent out again to recheck areas
from last night now that it is Day light

the Woodwards Helicopter is searching now

Universal Helicopter is enroute.

230

- 1120 Phone interview with OK society
 1123 updated cbc radio
 1126 Sgt Budden called jail band leader
 authorisation to get mother to need out of Canada.
 1133 Randy, Kye, Dion, Soss back.

~~Missing~~ cbc radio

Currently Searches have not found anything
 in the water.

- The search is ending for tonight. We
 are contemplating of getting an underwater
 camera from the URT in NL.

We will use the camera to check the area
 around the edge of the ice under water.

If anything is found we will decide
 whether to pay or have the URT team
 come in to clean the area.

(Courtney Alward)
"I feel like it's my fault."

2:14 AM
↳ look @ his people,

G-SAR MISSION.

Shannon - Provincial / Airdb - 07:00-

2012-01-30 0931 Shane JACQUE saw Burton at 1500 near the little rink. Went towards road near school.

2012-01-30 0935 Fords Bight crew back. No sign.

Howe Hill 2 Robert

0950 - Randy, Joas, Kyle Dion gone to Big Island + McBay Flays Pt. area.

0950 Tony + Gary gone to Willow Beds near Monkey Hill.

0954 Canada + Dr. Wood no choppers on coast

~~Edna~~ Edna 922-2118 (H) Grandmother.

1005 Perry, Traw, Dean, Harold back. No sign.

1009 John, Garrett, Tom Back. No sign.

1010 Cameron ANDERSEN DEO plane Possible.

1015 Peter WINTERS - NO sign Mc Bay Boats Cove area.

2012-01-31

Q

0800 - GSAR Mustered.

Perry DYSON

Deren HEMM

Errol, A.

Lloyd, Butler

Mike Rude

0850 - Hasty search zone to Big Bright, Adlantic Bay
Dean, Perry Roy, Randy, Lloyd, Mike Rude.

0941 - Roy - Big Brk - no sign.

Tundra Track + ski's

34 inch = ski's

42 1/2 = out side to outside

16 inch = Track

1042 - GSAR checked in. Roy MARTIN no sign. Big Bright

1052 - GSAR Team AT Sheldon Andrews cabin. NO sign.
Returning to Mk.

1201 - GSAR Team back to makhevika. NO new sign.

100 east wh-l SHR
St John Nc.
11/11 AIA - 375

2012-01-31

2123 - Contacted 444 Squadron via VHF ch. 16.
Snowmobile located

705 131

2202 - 444 back at Mt.

~~2249~~

2316 AURORA is en route from ST JOHN'S

2330 " on scene conducting operations

0115 Spoke with Pilot and SAA Tech from the 444
Map results found foot prints from snowmobile toward
Shore. level fr 100-150 ft. thru deep snow

Fronts updated

0130 Paul Peddle advised Le will bring in Helicopter
~~0150~~ AM

0150 ADVANCE MESSAGE UPDATED

0200 at the office.

CATHERINE PIGOTT@ckc.ca.

2012-01-31 GSAR

1332 Ray, Dean, Robert, Denly, Butta, Ruch, ~~Rayson~~ ^{BA.}
Preparing for search south Lords Flight

1554 Snowmobile spotted.

1623 Spoke to Lt Col H13200

Emo -

1641 - SCRPG Gadsen advise arr support
maybe sent out.

1655 - CWO McManiston called updated.

1715 JRCC Helicopter enroute. in one
hour from Halifax.

1722 JRCC 444 only option. Maybe searchable
in 20 minutes.

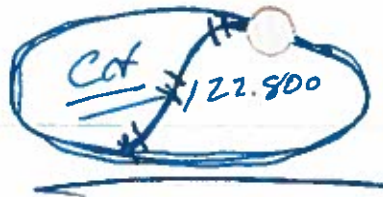
18:05 Sgt Fude party on way back.

18:15 - Denley called. update

1829 Cluster 902-427-2100
KC ^{McDonough}

1930 SAR BACK AT office 8:30

Sons 2172



2012 - 01-31

Snowmobile located on the ice

1 Km

FIRE Emergency Services X

He

CAPT MACDONALD SRCC 902-427-2100

1858 - GSAR team mustered at Straw Bay, Hrd.

1930 SAR

SAR

709 896-1637 - Co of 594
709.896-7791

122.8

ext: 7388

Paul: Peddle - 699-4573
Cesanti

126.7

Christina MacDonald
→ 17 1.6m 80KG

IN Army working Freq
158.3 Frequency
156.8

<36 hrs Functional team 222

1739 - Contact Daryl Jacques. All the 3 members
 walking towards Nipper Camp Pt.

Perry U,

1739 444 coming down &

Searching
 Perry Ursey
 Robert + Gear
 Dean Heard
 Roy Martin
 Ryan Pottle
 Sgt Rode.

Reck
 Dean Ursey
 Button.
 Daryl Jacques

17:42 Sgt Rode - close to area, tracks crawled
 up to the snow. Not seen.

2328

Rescue.

1 800 565 1582 Rescue Coordination Center Helo
 Air Coordinator

Jrc - main Dispatch
 800-563-2444

1-

2012-02-01

- 0800 GSAR Mustard,

Roy MARTIN, Dean H, Travis D. Perry D.
 Dion V., Randy E, Bradford, Donly J.
 John A., Robert G. Ferrel. Perry V.
 Ron, Sutton, Clark, Christopher, Ryan P.

Perry ✓	Ryan P
Dion	Dean H
Sutton	Roy
Ron	Darrel.
Robert	Brad E.
Donly	Christopher

0850 GSAR Team's search Area.

LLOYD 707-693-4659

Paul Redalle 699-4573 cell
 Capt MacDonell 902-427-2100

Scott Morrison 896-1232

SGT CHRIS GLADNEY 685-1067

10:22 Denby - Came to R. side 8 down, 4 stayed up

Call w/o BROWN ← SGT RUDIE

11:10 Call from Bay Tracks across Wild light
 at the level across the land out to Foxy Is.

Foot Print WILD BIGHT
 Ground Searches dispatched

11:27 WTR 1/2 Way to Iron Bonds Body Located

12:00 Advised by Sgt Houlitt that they are going to
 warm the body before pronouncing death

12:30 DL AVIS advised

12:40 ADVANCE message sent.

(558) 2012-02-01 Canada Press Mike
902-422-1129

1622 Desk 902-422-8496 ext 225

1639

Chriss CBC

896-2911

424-5595

~~4358
4360
4365~~

1645 Fillatres contacted.

1637 Pronounced dead 2012-02-01.

rest of app for
Media release done

CBC
Telepress

1130 Located the Victim

Brought to the Medical Faculty

- Immediately started to prepare the body

Due to

2012-02-01

- Track going straight for Nipper Cove ~~point~~ ^{point}
- gone around the point
- Tracks keeps going South
- 10:27 - Track going into wild bight
- 10:29 Track going across wild bight
- 10:42 Track gone around wild bight point heading for
Fox Rocks
- 10:58 Tracks Middle Island, tracks go to top of
island, tracks heading east.
- 11:12 Track heading out for green island
- 11:15 Track following ice
- 11:23 body found Etm 0350730/0112356

UTM 038

12:00

202/02/04

Andersen/Hawlett @ clinic with body.
 writer staying on scene

12:13

Clothes being cut off by units, stop doing
 CPR, clothes placed in bag, most cut
 off. Anders Andersen, Julie Macisage, Goldie White,
 Irene Heard, Dr on video from HUCB.

14:55

Writer just finished CPR, stuff from Goose Bay
 taken over. writer searched clothes.

1 Samsung Phone - R Front Pocket

1 Coat

1 Red goggle - lens flipped off.

1 Fleece.

1 Snow pants

1 hat

2 Kamik boots.

1 Pair of pants (S)

1 Pair underwear.

- Socks

1 Pair of pants.

- iPhone charger - pants pocket.

- Dickie (neck warmer).

1 Shirt.

1600

Dr Deroy requested family attend Clinic

16:37

Winters pronounced.

18:15

Toe Tcy.

18:31

Loiced @ church, Andersen pass. of Key. Return to office.

JRCC

MAKKOVIK Missing Person Event

Background

Ground SAR (GSAR) in Canada is conducted under the legal authority of the individual provinces and territories. This authority is delegated for operational response to the police service of jurisdiction. At the provincial level, the Royal Canadian Mounted Police are the operational authority for GSAR in all Canadian provinces and territories except Ontario, Quebec, and parts of Newfoundland and Labrador. Canadian volunteer GSAR teams vary in their organization and support across the country due to the diversity of authorities and historic development.

Details of Event

The first call received by JRCC Halifax was Monday January 30 at 1312Z. This was a request for assistance by EMO Newfoundland for a 'missing person' case. EMO stated weather conditions were not suitable for their aircraft to launch. JRCC Halifax called EMO back on Monday January 30 at 1333Z and briefed that due to weather conditions and aircraft serviceability, we were unable to support the request. They were advised that when weather and serviceability improved and they still required assistance, then we would support. The second EMO request for support came Tuesday January 31 at 2054Z. This was a closed case for JRCC Halifax and aircraft were only tasked on January 31 following a new request for assistance made by EMO Newfoundland.

It is unknown to JRCC Halifax when GSAR became involved. Neither EMO nor RCMP provided the information. The first time GSAR was referenced by the Incident Commander was Tuesday January 31 at 2236Z when the air coordinator asked the Incident Commander if GSAR was in the search area.

Between the first and second call to JRCC, there were no actions taken by JRCC Halifax as there was no active SAR case.

Weather

The weather on-scene was 600 foot ceiling with 1NM visibility. When the initial request was made there was no detail on last known position and the search area was over both land and water. The search area is designated "mountainous region 2" and thus the minimum weather limits required are ceiling of 700 feet and visibility of 2NM.

Aircraft

The 444 Squadron Griffon continued to experience serviceability issues up to and including the time of tasking. They continued ground runs after accepting tasking and launched as soon as they were serviceable. The Hercules from Greenwood became serviceable January 31 at 0330Z.

The Cormorant in Gander was serviceable but weather would have precluded its launch as well. The Griffon was tasked due to proximity to the area and the Greenwood Hercules being unserviceable. Had a Cormorant from 103 Squadron been used, Newfoundland would not have had an over water SAR capability given the Hercules in Greenwood was U/S. The use of the Griffon allowed a SAR asset to be utilized for the search as well as maintaining SAR coverage in Newfoundland.

Aircraft Timings

EMO asked for assistance on 31 January at 2054Z. The Griffon helicopter C/S RESCUE 40 was tasked at 2133Z through CAOC. The Griffon was airborne 31 January at 2337Z, on scene 01 Feb at 0045Z and off scene 0505Z after completing 2 sorties. There were fuel stops at Makkovik between the first and second sortie and prior to returning to Goose Bay. This response time is considered reasonable for a secondary SAR asset not assigned 2 hour standby posture.

A CP 140 from Greenwood was re-tasked from a training flight to participate in the search on 01 Feb at 0248Z. The CP 140 was on scene at 0342Z and off scene 0500Z. EMO/RCMP never requested FLIR capability from JRCC. This support was organized by JRCC Halifax initiative through Canada Command JCC OPS. The incident commander was focused on areas where the boy could have fallen through the ice. When the Griffon made the first discovery of tracks leading away from the snowmobile the CP-140 was immediately tasked for the FLIR search.

Of note, JRCC Halifax coordinated the availability of Civil Air Search and Rescue Association (CASARA) spotters in Goose Bay for EMO/RCMP use. CASARA Goose Bay has confirmed that they were never contacted for assistance in this matter.

Involvement of 5 CRPG and GSAR

10 Cdn Rangers from the Makkovik CR Ptl were involved in the GSAR efforts 29-31 Jan 12, plus two Group Staff members (CRI and JCRI).

5 CRPG Staff were advised of the missing JCR in an e-mail at 0331 hrs 30 Jan 12 by the Makkovik CR Patrol (Ptl) 2IC. The text indicated that local Ptl members had been on a search for a missing youth (who was also a member of the JCR Ptl) the previous night without success and that local air support had been arranged and the search would continue at first light. It was pushed forward to 5 CRPG Duty O at 0723 hrs and at 0835 hrs it was re-transmitted and followed up by a phone call. The information was then circulated through the 5 CRPG HQ by 0900 hrs, and the CO 5 CRPG contacted by phone at 0920 hrs. Additional information was sought, confirming that the individual was still missing. It was also determined that local weather conditions had deteriorated and local aircraft could not fly.

Local GSAR resources were being coordinated by RCMP and being dispatched back into the area.

At 0933 the LFAA Duty O and RJOC were advised of the missing person situation.

5 CRPG released the initial SIR to LFAAHQ addressees at 1100 hrs.

5 CRPG did not seek confirmation that the information had been passed by local RCMP on to EMO NL, nor did they track EMO related activities. During the day, phone and e-mail updates were passed periodically to LFAA HQ and RJOC as development unfolded. An updated SIR was sent late in the afternoon.

Local CR Ptl members were involved in the search as local volunteers from the initial notification in the evening 29 Jan 12. The Ptl 2IC worked in the RCMP det and was part of their local CP team to help coordinated local SAR activities. He was able to provide updates during the day and evening. However, CO 5 CRPG did not question him about information being passed between EMO and RCMP. Reports from the Ptl 2IC during the day indicated local conditions were poor, and that local aircraft were not able to take off for search.

Search efforts were focused on snowmobile tracks that were leading to a patch of open water. The searchers believed that the missing youth had crashed through the ice on his machine, as no other signs of him had been found. That afternoon (31 Jan), flights into Makkovik had resumed, and one of the first flights in had on board an RCMP team who were going to conduct an underwater search with cameras. As the flight was landing, an abandoned snowmobile was spotted out on the sea ice, remote from the town. Ground searchers were immediately dispatched to the location to follow up. They weren't able to get to the snowmobile, and it couldn't be determined if the driver was in the area.

At approximately 1700 hrs 31 Jan 12, the CO of 5 CRPG received a call from MCpl Anderson, the CR Ptl 2IC who also worked in the RCMP search CP. He advised that weather conditions had improved and that they were having difficulty securing air support for the search, and wanted to know if the HQ could assist. 5 CRPG contacted RJOC to confirm procedures, and advised MCpl Anderson to have the local RCMP Search Coordinator pass the request through EMO NL and onto JRCC. When 5 CRPGHQ followed up at 1730, they were advised this process was underway. A later update from the CRI advised that a helo from 444 Sqn was on station at 2100 hrs. A further report indicated an Aurora aircraft would be conducting further searches throughout the night.



Royal Canadian Mounted Police
Gendarmerie royale du Canada

**FACSIMILE /MESSAGE ENVOI D'UN MESSAGE
PAR TÉLÉCOPIEUR**

TO À	Dr. Simon AVIS Chief Medical Examiner		
FOR YOUR INFO. POUR VOTRE INFORM.			
FROM DE	Name - Nom Cpl. Kimball VARDY	Sub-Div. - S.-div. Labrador	Branch - Service Makkovik
	Section Unit - Unité		
	Our File - Notre n° de dossier 2012-109461	PIR ORI IND SRRJ	CPIC ORI IND CIPC
		OSR - RSO	
	Unit Coll. - Code d'interclass. de serv.		
SENDER - EXPÉDITEUR	RECIPIENT - DESTINATAIRE		
Fax No. - N° de téléc. 709 923 2406	Tel. No. - N° de tél. 709 777 6975	Bus. Tel. No. - N° de tél. bur.	Res. Tel. No. - N° de tél. rés.
SUBJECT OBJET	Sudden Death: Burton Rodney WINTERS		

Total number of pages including this one:
Nombre total de pages, y compris celle-ci: 2

COMMENTS
COMMENTAIRES

Please find attached copy of temperatures and wind chill as noted by the Makkovik Weather Station.

Kimball Vardy
Kimball VARDY, Cpl.
NCO i/c Makkovik RCMP



Canada

Home > [Current Conditions and Forecasts](#) > [Newfoundland and Labrador](#) >

Makkovik

Current Conditions

Not observed

Forecast

	Tonight	Mon	Tue	Wed	Thu	Fri	Sat
	-6°C	-13°C	-17°C	-17°C	-17°C	-17°C	-17°C
	-8°C	-14°C	-19°C	-21°C	-21°C	-19°C	-21°C
			40%				

Issued : 4:30 PM NST Sunday 29 January 2012

- Tonight** Snow. Amount 2 to 4 cm. Wind becoming east 20 km/h this evening. Temperature steady near minus 8.
- Monday** Flurries. Wind becoming northwest 20 km/h in the afternoon. High minus 6.
- Monday night** Cloudy with 60 percent chance of flurries. Wind northwest 20 km/h gusting to 40. Low minus 14.
- Tuesday** A mix of sun and cloud with 40 percent chance of flurries. Windy. High minus 13.
- Wednesday** A mix of sun and cloud. Low minus 19. High minus 17.
- Thursday** A mix of sun and cloud. Low minus 21. High minus 17.
- Friday** A mix of sun and cloud. Low minus 19. High minus 17.
- Saturday** A mix of sun and cloud. Low minus 21. High minus 17.

Historical Data

	Normals	Today
Max:	-17°C	7:55
Min:	-26°C	16:25

P.1

TD: 9232406

923 2122

FEB-3-2012 04:12P FROM: YFT

WC
-18

WC
-30
-35
-37
-32
-32
-37
-36
-28
-33
-30
-30
-33

Jan 31 - 6am -15°
 7am -17°
 8am -18°
 9am -18°
 10am -18°
 11am -18°
 12pm -18°
 1pm -18°
 2pm -18°
 3pm -18°
 4pm -18°
 5pm -18°

8am
 Max -8°
 Min -18°

5pm
 Max ~~17°~~
 Min -19°

Feb 1 - 6am -22°
 7am -22°
 8am -24°
 9am -22°
 10am -22°
 11am -21°
 12pm -20°
 1pm -19°
 2pm -18°
 3pm 17°
 4pm -18°
 5pm -18°

8am
 Max -18°
 Min -24°

5pm
 Max -17°
 Min -25°

Jan 29 - 6am -14°
 7am -14°
 8am -13°
 9am -13°
 10am -12°
 11am -11°
 12pm -10°
 1pm -9°
 2pm 8°
 3pm -9°
 4pm -9°
 5pm -9°

8am
 Max -13°
 Min -17°

5pm
 Max -8°
 Min -14°

Jan 30 - 6am -6°
 7am -5°
 8am -6°
 9am -5°
 10am -5°
 11am -6°
 12pm -7°
 1pm -8°
 2pm -8°
 3pm -8°
 " 00
 " 00

8am
 Max -5°
 Min -9°

7pm
 Max -4°
 Min -8°

-9°
-8°
-9°
-14°
-9°

-14°
-13°
-13°
12°

Afternoon

○

Morning

Date	Precip (cm)	WIND (kt)	Date	Precip (cm)	WIND (kt)
25 th	5.3	< 10 kt	25 th	3.8	9-18
26 th	0.8	G 29	26 th	TR	G 25
27 th	TR	11-20	27 th	∅	0-14
28 th	∅	Calm	28 th	∅	Calm
29 th	TR	Calm	29 th	0.3	0-8
30 th	5.2	0-5	30 th	2.2	5-11
Min Temp Sunday Afternoon 29 Jan 12	-11.2°				
Min Temp Sunday Night 29-30 Jan 12	-8.5°				

Witness Statement

RCMP-GRC/B Division

Printed: 2012/02/07 13:03 by 000169927

Witness: VOISEY, DION HERMAN

Occurrence: 2012109461 Person Reported Missing @2012/01/29 19:30

Statement taker: #000169927 HOWLETT, S.

Statement time: 2012/02/07 12:39

Entered by: #000169927 HOWLETT, S.

Entered time: 2012/02/07 12:39

Remarks: See Attached.

Statement of:**Name: Dion Herman VOISEY****D.O.B (1985/02/02)****Address: 52 Andersen, Makkovik, Newfoundland and Labrador****Phone: (709) 923-2452****Date: 2012/02/07****Time: 12:39****Taken at: RCMP Makkovik Detachment****Taken by: Cst Stephen Howlett****Q1) Dion, Start from the beginning and tell me everything in regards to what you witnessed today?**

A1) We got together to get the snowmobile, we went across Strawberry head and into the Harbour, we got off and started walking out. We stopped looking around for the snowmobile, she was out of sight behind the rough ice. We carried on out further, and then we were walking along and about 50 yards in front of us we just seen the hood of her. She was up against the rough ice jammed in. We had to beat the rough ice off and then we hauler her out. We followed are track back then to the other snowmobiles, then came in through Fords bite and along to the office.

Q2) What time did you recover the snowmobile?

A2) About 11:30 A.M.

Q3) Tell me everything you noticed about the snowmobile?

A3) We noticed a small crack in the right side of the windshield. One of the

Protected B

screws was popped out of the front of the windshield. The key and kill switch was shut off. Gas can was 8 feet off behind the back of the snowmobile.

Q4) Did you start the snowmobile?

A4) Yes, 7 - 8 hauls she went right away, There was nothing wrong that skidoo.

Q5) Do you notice anything else around the snowmobile?

A5) A few foot prints walking back from her, he was walking around her almost like he was looking for a way to Shore, there was water all around the him. The gas can was 10 feet back, it was full.

Q6) Did you notice any snowmobile tracks?

A6) Yes, coming from outside, following the crack. We walked back to see where he came from, he was outside further and he was coming back in.

Q7) Did you notice anything else around the snowmobile?

A7) No, could' t tell if he stayed with the snowmobile.

Q8) Did the snowmobile appear to be stuck?

A8) Yes, she was jammed in the rough ice, took three of us to get the machine out. No way to get her out yourself, we kicked off ice by the side of her, the height of the snowmobile.

Q9) Do you think that was their the day he was lost?

A9) Yes.

Q10) Was the can can full?

A10) Yeah.

Q11) Was the snowmobile hard to find?

A11) Yes, it was rough ice.

Q12) Explain the ice conditions around the snowmobile?

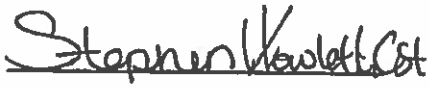
A12) Froze up good now, A lot of rough ice, right in among the rough ice, the height of the ice around the snowmobile is about 4 feet.

Q13) Who recovered the snowmobile?

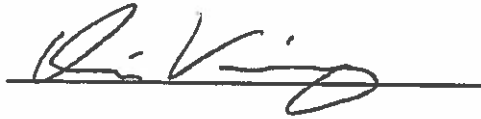
A13) Perry VOISEY, Andy EDMUNDS, me.

Q14) Is their anything else you would like to add?

A14) No. That it.



Cst Stephen Howlett



Dion Volsey