



SAR RECORDINGS REDACTED FOR RELEASE, MAKKOVIK

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Transcript

Volume 2

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Tuesday

31 January 2012

January 31, 2012

January 31, 2012, 1655:29.

**UNIDENTIFIED MALE SPEAKER:** JRCC rescue, bonjour.

**UNIDENTIFIED MALE SPEAKER:** Hi, it's the RJOCA watch officer calling.

**UNIDENTIFIED MALE SPEAKER:** Mm-hmm.

**UNIDENTIFIED MALE SPEAKER:** I just have a question here. Someone from Canada Com tweeted me about a possible ongoing SAR involving a member of our Ranger patrol group.

**UNIDENTIFIED MALE SPEAKER:** Nothing we're aware of.

**UNIDENTIFIED MALE SPEAKER:** No? a

(Inaudible) giving them some kind of a heads-up there, a possible 14-year-old missing and –

**UNIDENTIFIED MALE SPEAKER:** They phoned yesterday asking for support. We didn't have anything we could give them. And (inaudible) you mean – you get your information just like I do. They have a camera that they're going to look under the water and see if some tracks leading up to a hole in the ice, if they see the snow machine or the person in there. But I just got that off Google, so I'm sure you can do the same thing.

**UNIDENTIFIED MALE SPEAKER:** Yeah.

**UNIDENTIFIED MALE SPEAKER:** But we're not involved in anything, no. The short answer is no.

**UNIDENTIFIED MALE SPEAKER:** Okay, perfect.

**UNIDENTIFIED MALE SPEAKER:** Okay?

**UNIDENTIFIED MALE SPEAKER:** All right, thanks.

**UNIDENTIFIED MALE SPEAKER:** Bye-bye.

(Call ended.)

January 31, 2012, 2034:12.

**UNIDENTIFIED MALE SPEAKER:** Hi, good afternoon. How are you doing today?

**UNIDENTIFIED MALE SPEAKER:** Not too bad.

**UNIDENTIFIED MALE SPEAKER:** It's Captain Tim (inaudible) alpha headquarters in D201 here.

**UNIDENTIFIED MALE SPEAKER:** Uh-huh.

**UNIDENTIFIED MALE SPEAKER:** We have an incident ongoing up in Makkovik with a missing Junior Canadian Ranger.

**UNIDENTIFIED MALE SPEAKER:** Uh-huh.

**UNIDENTIFIED MALE SPEAKER:** Now, I've just gotten a call from Gander from the Rangers, and I guess there's been a major development is they found a Ski-Doo on an ice flow they can't get at. What is the process to engage resources to fly there and get this checked over, like to partake in the search, I guess.

Like I say, I'm – it's out of my loop but they're kind of calling anybody that's available right now, I guess, to (inaudible).

**UNIDENTIFIED MALE SPEAKER:** Yeah, I'll have my captain here step online.

**UNIDENTIFIED MALE SPEAKER:** Okay.

**UNIDENTIFIED MALE SPEAKER:** Stay on the line, Sir.

**UNIDENTIFIED MALE SPEAKER:** Yeah.

(Call ended.)

January 31, 2012, 2035:34.

**UNIDENTIFIED MALE SPEAKER:** Hi, how are you doing today?

**UNIDENTIFIED MALE SPEAKER:** Good.

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**UNIDENTIFIED MALE SPEAKER:** It's Captain Tim (inaudible) up at alpha headquarters in D201.

**UNIDENTIFIED MALE SPEAKER:** Um-hmm.

**UNIDENTIFIED MALE SPEAKER:** I don't know if you're aware of the Junior Canadian Ranger that's missing up in the Makkovik area of Labrador.

**UNIDENTIFIED MALE SPEAKER:** Yes, we heard about it yesterday.

**UNIDENTIFIED MALE SPEAKER:** Okay, I've just gotten a call from the Rangers. They've just gotten a call from Makkovik directly stating that they spotted the Ski-Doo on an ice flow. And I guess they're going to be requiring air assets to go and check this thing out here. What's the process? I'm –

**UNIDENTIFIED MALE SPEAKER:** That would be through EMO.

**UNIDENTIFIED MALE SPEAKER:** Through EMO?

**UNIDENTIFIED MALE SPEAKER:** Yeah. I mean they have charter services and they have all kinds – they have their own assets.

**UNIDENTIFIED MALE SPEAKER:** In ...?

**UNIDENTIFIED MALE SPEAKER:** In Newfoundland and Labrador.

**UNIDENTIFIED MALE SPEAKER:** In Newfoundland and Labrador, so –

**UNIDENTIFIED MALE SPEAKER:** So us circumventing that is not the proper (inaudible).

**UNIDENTIFIED MALE SPEAKER:** No, that's fine. I'm out of the loop; I'm in casualty management.

**UNIDENTIFIED MALE SPEAKER:** Okay.

**UNIDENTIFIED MALE SPEAKER:** And they're calling me because I guess I'm one of the few guys still around there this time of the day.

**UNIDENTIFIED MALE SPEAKER:** Yeah.

**UNIDENTIFIED MALE SPEAKER:** They should be contacting Newfoundland's EMO?

**UNIDENTIFIED MALE SPEAKER:** That's whom the calls to us have to come from.

**UNIDENTIFIED MALE SPEAKER:** Okay.

**UNIDENTIFIED MALE SPEAKER:** They do the staff check whether they can support it, and then the call comes to us, and we go to our boss –

**UNIDENTIFIED MALE SPEAKER:** Right.

**UNIDENTIFIED MALE SPEAKER:** – and he'll say whether he can support it. We don't have a Herc right now.

**UNIDENTIFIED MALE SPEAKER:** Right.

**UNIDENTIFIED MALE SPEAKER:** So I don't know whether the major will or not, because we had this request yesterday and we turned it down.

**UNIDENTIFIED MALE SPEAKER:** For – oh, that was for the search?

**UNIDENTIFIED MALE SPEAKER:** Yes.

**UNIDENTIFIED MALE SPEAKER:** Yeah, but now they spotted the Ski-Doo.

**UNIDENTIFIED MALE SPEAKER:** Mm-hmm.

**UNIDENTIFIED MALE SPEAKER:** I guess they're trying to determine now if the guy is alive and that's beyond me.

**UNIDENTIFIED MALE SPEAKER:** Yeah.

**UNIDENTIFIED MALE SPEAKER:** I'm the poor messenger here trying to get the – find out the process. So it's EMO Newfoundland they need to contact.

**UNIDENTIFIED MALE SPEAKER:** Yeah.

**UNIDENTIFIED MALE SPEAKER:** Do you have a contact?

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**UNIDENTIFIED MALE SPEAKER:** They have all that.

**UNIDENTIFIED MALE SPEAKER:** In Gander?

**UNIDENTIFIED MALE SPEAKER:** The RCMP –

**UNIDENTIFIED MALE SPEAKER:** Yes.

**UNIDENTIFIED MALE SPEAKER:** – will have the EMO officer.

**UNIDENTIFIED MALE SPEAKER:** Okay.

**UNIDENTIFIED MALE SPEAKER:** He'd be the one that's making the request.

**UNIDENTIFIED MALE SPEAKER:** Okay then, so it's EMO they need to contact, bottom line.

**UNIDENTIFIED MALE SPEAKER:** Yeah.

**UNIDENTIFIED MALE SPEAKER:** Okay then. I'll try that and see where we go.

**UNIDENTIFIED MALE SPEAKER:** Okay.

**UNIDENTIFIED MALE SPEAKER:** Thanks.

**UNIDENTIFIED MALE SPEAKER:** Bye.

**UNIDENTIFIED MALE SPEAKER:** Bye.

(Call ended.)

**January 31, 2012, 2041:51.**

(Dial tone.)

(Redacted.)

**MESSAGE MANAGER:** You have reached Canadian Forces Base –

(Phone ringing.)

**UNIDENTIFIED FEMALE SPEAKER:** Telephone (inaudible) Halifax, operator.

**J. PARKER:** Hi, this is Corporal Parker calling from Halifax Search and Rescue.

**UNIDENTIFIED FEMALE SPEAKER:** Yes.

**J. PARKER:** I am having a problem getting a hold of Goose Bay. Can you put me through to the Goose Bay switchboard?

**UNIDENTIFIED FEMALE SPEAKER:** In – do you have an extension number over there?

**J. PARKER:** (Redacted.)

**UNIDENTIFIED FEMALE SPEAKER:** Just a moment, hold the line.

**J. PARKER:** Thank you.

(Call ended.)

**January 31, 2012, 2042:39.**

**UNIDENTIFIED MALE SPEAKER:** Hello.

**J. PARKER:** Hello.

**UNIDENTIFIED MALE SPEAKER:** This is MCC. Can I help you?

**J. PARKER:** Is this Goose Bay?

**UNIDENTIFIED MALE SPEAKER:** Yes, Sir, it is.

**J. PARKER:** All right. I'm looking for Goose Bay ops.

**UNIDENTIFIED MALE SPEAKER:** This is Goose Bay Military Coordination Centre, Sir. Go ahead.

**J. PARKER:** Perfect. This is Corporal Parker calling from Halifax Search and Rescue.

**UNIDENTIFIED MALE SPEAKER:** How you doing?

**J. PARKER:** We're just looking for your availability of your SAR Griffon.

**UNIDENTIFIED MALE SPEAKER:** Hopefully we should find out within a couple of minutes. They did have a maintenance problem and they're taking her – in the process of taking her out and doing a maintenance run now.

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**J. PARKER:** Maintenance run. Okay.

**UNIDENTIFIED MALE SPEAKER:** So I hopefully should know something very soon.

**J. PARKER:** Would you be able to call us back?

**UNIDENTIFIED MALE SPEAKER:** I could give you a call back and – let's see now, and I'll give you another number. Captain Dan Gillis (redacted). Dan will be flying.

**J. PARKER:** What's the base number there?

**UNIDENTIFIED MALE SPEAKER:** 555. That's CSN.

**J. PARKER:** Okay.

(Redacted.)

**UNIDENTIFIED MALE SPEAKER:** And give me your number there in case you don't get hold to him. I'll give you a call back.

**J. PARKER:** Yeah, that would be probably better. It's 1-800 (redacted).

**UNIDENTIFIED MALE SPEAKER:** (Inaudible) for anybody in particular or ...?

**J. PARKER:** Ask for the air coordinator.

**UNIDENTIFIED MALE SPEAKER:** Air coordinator?

**J. PARKER:** Yeah.

**UNIDENTIFIED MALE SPEAKER:** Okay.

Yeah, (inaudible). I'm expecting a call any minute now on the radio and –

**J. PARKER:** All right.

**UNIDENTIFIED MALE SPEAKER:** – I'll give you a call.

**J. PARKER:** Okay. Thank you.

**UNIDENTIFIED MALE SPEAKER:** Okay, Sir.

**J. PARKER:** Bye.

**UNIDENTIFIED MALE SPEAKER:** Bye.

(Call ended.)

**January 31, 2012, 2051:57.**

**UNIDENTIFIED MALE SPEAKER:** JRCC rescue, bonjour.

**P. PEDDLE:** Yes, good evening. It's Paul Peddle calling from Fire and Emergency Services over in St. John's.

**UNIDENTIFIED MALE SPEAKER:** Yes.

**P. PEDDLE:** How are you this evening?

**UNIDENTIFIED MALE SPEAKER:** Fine.

**P. PEDDLE:** That's good.

Yesterday, we put a request in to you folks; unfortunately, you weren't able to help us.

**UNIDENTIFIED MALE SPEAKER:** Mm-hmm.

**P. PEDDLE:** In Makkovik, Labrador, where there was a 14 year-old boy missing.

**UNIDENTIFIED MALE SPEAKER:** Mm-hmm.

**P. PEDDLE:** He had gone on his Ski-Doo and the police tracked the Ski-Doo yesterday to the edge of the water. And they were able to put underwater cameras down today and found the Ski-Doo and the gas can, but they – where it is, they seem to think there is a possibility he could have made it to shore.

Now, the question is: Are ye able to do a search?

**UNIDENTIFIED MALE SPEAKER:** Okay.

Right now, we don't have a Hercules; we're broken.

**P. PEDDLE:** Okay.

**UNIDENTIFIED MALE SPEAKER:** We got a call already about this, this afternoon and we

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were doing a little staff checking. We're also US right now in Goose Bay but they're on a test flight for that.

**P. PEDDLE:** Okay.

**UNIDENTIFIED MALE SPEAKER:** And Gander would have to be approved by the OIC. Are you flying any – do you have any air resources available?

**P. PEDDLE:** No, not this evening we don't. Once it comes dark, we're out of service.

**UNIDENTIFIED MALE SPEAKER:** Did you fly them today?

**P. PEDDLE:** No, we did not because we only received the request no more than three minutes ago.

**UNIDENTIFIED MALE SPEAKER:** Okay, do you have a lat. and long. where this position – where they found the snowmobile?

**P. PEDDLE:** No, I don't but all I have the phone number of the RCMP contact.

**UNIDENTIFIED MALE SPEAKER:** Can you get me that lat. and long., please, and I'll try and get a hold of the OIC at the same time.

**P. PEDDLE:** Okay, will do, Sir, I'll call you right back.

**UNIDENTIFIED MALE SPEAKER:** Thank you.

**UNIDENTIFIED MALE SPEAKER:** Thank you. Bye.

(Call ended.)

**January 31, 2012, 2053:37.**

(Redacted.)

(Phone ringing.)

**MESSAGE MANAGER:** (Inaudible) Rescue Centre in Halifax. Please leave a message and I'll get back to you as soon as possible. Merci.

To leave a call back number press five.

**C. MACDONALD:** Hey, Boss, it's K. C. The Makkovik case has opened up again. They found the snowmobile underwater. They're requesting some air support for a search up there tonight. Give me a call back at (redacted).

(Call ended.)

**January 31, 2012, 2057:21.**

**UNIDENTIFIED MALE SPEAKER:** (Inaudible) Rescue, bonjour.

**P. PEDDLE:** Hi, it's Paul Peddle again from Fire and Emergency Services.

**UNIDENTIFIED MALE SPEAKER:** Yes.

**P. PEDDLE:** I told you something incorrect. The Ski-Doo was not found down under the water. It was found on the top of the ice. That's why they think that he must have headed inland or gone somewhere.

Anyway, I've got the longitude and the latitude.

**UNIDENTIFIED MALE SPEAKER:** Okay, go ahead.

**P. PEDDLE:** It's 55.14714 latitude.

**UNIDENTIFIED MALE SPEAKER:** 55.14 –

**P. PEDDLE:** 714.

**UNIDENTIFIED MALE SPEAKER:** 714.

**P. PEDDLE:** Latitude, and 59.07016 longitude.

**UNIDENTIFIED MALE SPEAKER:** Mm-hmm. Okay.

**P. PEDDLE:** Okay?

**UNIDENTIFIED MALE SPEAKER:** All right. I don't have anything ready yet. I'm just waiting for a callback from my OIC.

**P. PEDDLE:** Okay.

**UNIDENTIFIED MALE SPEAKER:** He's the approving authority on it.

**P. PEDDLE:** All right.

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**UNIDENTIFIED MALE SPEAKER:** I need your number there, Paul, just to make sure I can reach you.

**P. PEDDLE:** Sure, you can get me at (redacted). That's my house.

**UNIDENTIFIED MALE SPEAKER:** Okay, and what are they doing right now as far as searching?

**P. PEDDLE:** They're still searching the area by snow machine. It's getting dark up here now, that's the problem. They seem to think there's a definite possibility that this boy, who is only 14 years old, could still be alive. The Ski-Doo did not go in the water. They found it, believe it or not, only about a kilometre or two away from where they were searching yesterday.

**UNIDENTIFIED MALE SPEAKER:** Mm-hum

**P. PEDDLE:** And – anyway we'd appreciate your help, if you can do it.

**UNIDENTIFIED MALE SPEAKER:** Right. I'll see what he feels we need to do on that.

Do you have any kind of indication of the local weather?

**P. PEDDLE:** No, I don't but I can get you that in a second and call you right back.

**UNIDENTIFIED MALE SPEAKER:** Thank you.

**P. PEDDLE:** Okay, bye-bye.

(Call ended.)

**January 31, 2012, 2106:08.**

(Phone ringing.)

**UNIDENTIFIED MALE SPEAKER:** Hello.

**C. MACDONALD:** Hey, Boss, K. C.

**UNIDENTIFIED MALE SPEAKER:** Hi, K. C.

**C. MACDONALD:** Makkovik has reared its head again.

**UNIDENTIFIED MALE SPEAKER:** Oh, is that right.

**C. MACDONALD:** They said they've found the machine on the ice. They're requesting assistance. We don't have a Herc.

**UNIDENTIFIED MALE SPEAKER:** Right.

**C. MACDONALD:** We have an Aurora on standby. Goose Bay is on a test flight right now, so it's 400 miles for the Cormorant.

**UNIDENTIFIED MALE SPEAKER:** Okay.

**C. MACDONALD:** They say – Paul Peddle was saying that they think he may have, you know, walked away. They didn't do any air searching today because they just found the machine when it was something near dark.

**UNIDENTIFIED MALE SPEAKER:** How long is the test flight through Goose?

**C. MACDONALD:** We're not sure yet. They're up right now.

**UNIDENTIFIED MALE SPEAKER:** Okay, so as soon as they (inaudible).

**C. MACDONALD:** Say again?

**UNIDENTIFIED MALE SPEAKER:** (Inaudible) we should know as soon as they come up serviceable, then?

**C. MACDONALD:** I should know shortly, yes.

**UNIDENTIFIED MALE SPEAKER:** Okay, well, if they come up serviceable and they're able, we could send Goose for sure, but sending Gander when we have no Herc, I'm not too sure about that. What time does it get dark up there?

**C. MACDONALD:** Oh, it'd be dark already, I'm sure.

**UNIDENTIFIED MALE SPEAKER:** Yeah. So, you know, how efficient are we going to be at night, anyway, doing that?

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**C. MACDONALD:** I don't know, Boss.

**UNIDENTIFIED MALE SPEAKER:** Yeah. Well, let's just see what Goose Bay says, if they're serviceable. If not, my first instinct would be that I don't want to send a Cormorant up there if –

**C. MACDONALD:** Okay, I've got an Aurora that's going fine, but I don't think that'd be – have any value in that area.

**UNIDENTIFIED MALE SPEAKER:** Well, the Aurora might have the FLIR and all that stuff, I don't know. You know, for a high – just to say we send something, maybe. You know, they have definitely better-suited capability than the Herc would to look for something like that.

**C. MACDONALD:** Yeah.

**UNIDENTIFIED MALE SPEAKER:** So maybe we could – if the Aurora's on standby, maybe we could send them up there for a very quick sweep, you know, at altitude, if 444 is not available.

**C. MACDONALD:** Okay, if 444 doesn't come up within the next, we'll say, 45 minutes –

**UNIDENTIFIED MALE SPEAKER:** Yeah.

**C. MACDONALD:** – I'll send the Aurora up.

**UNIDENTIFIED MALE SPEAKER:** Yeah, that's a good idea.

**C. MACDONALD:** Okay, then.

**UNIDENTIFIED MALE SPEAKER:** Thanks.

**C. MACDONALD:** Okay.

**UNIDENTIFIED MALE SPEAKER:** Bye.

**C. MACDONALD:** Captain MacDonald.

**UNIDENTIFIED MALE SPEAKER:** Hey, Kristin, it's (inaudible).

**C. MACDONALD:** It's K. C. actually.

**UNIDENTIFIED MALE SPEAKER:** Oh sorry, wrong one. Wrong one.

**C. MACDONALD:** How are you guys looking?

**UNIDENTIFIED MALE SPEAKER:** Right now, we had an oil line that was replaced and it has a small leak, but we just did the ground lines and they should be tightening it up and we should be good to go in about an hour or so.

**C. MACDONALD:** Good to go in one hour?

**UNIDENTIFIED MALE SPEAKER:** Yeah, thereabouts.

**C. MACDONALD:** Okay, I'm going to need you to go up to Makkovik.

**UNIDENTIFIED MALE SPEAKER:** Okay.

**C. MACDONALD:** And do a search for the 14 – I'm sure you're familiar –

**UNIDENTIFIED MALE SPEAKER:** Yeah.

**C. MACDONALD:** – 14-year-old. Position and all that stuff I can get ready for you and then we can talk or you can talk with Kristin because he'll be taking over for me in about 30 minutes.

**UNIDENTIFIED MALE SPEAKER:** Okay.

**C. MACDONALD:** But it's basically, the 14-year-old boy went through the ice, they think maybe that he may have made it to shore and –

**UNIDENTIFIED MALE SPEAKER:** So they're looking for (inaudible).

**C. MACDONALD:** Yeah, so it's been a couple of days, we've got a pretty accurate lat. and long. where they found the machine.

**UNIDENTIFIED MALE SPEAKER:** Okay.

**C. MACDONALD:** So you think about 45 minutes you'll know for sure?

**UNIDENTIFIED MALE SPEAKER:** Thereabout. What I'll do is I'll start heating, and we'll start trying to get the wing commander on board and all that good stuff and –

**C. MACDONALD:** Okay.



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**UNIDENTIFIED MALE SPEAKER:** – try to take care of some of the admin stuff.

**C. MACDONALD:** Okay, so you're going to call me back by, we'll say, 2200 Zulu?

**UNIDENTIFIED MALE SPEAKER:** Sure, I'll give you a call back and give you an update.

**C. MACDONALD:** Okay.

**UNIDENTIFIED MALE SPEAKER:** Okay.

**C. MACDONALD:** And you guys are US, I'm going to send an Aurora up, so –

**UNIDENTIFIED MALE SPEAKER:** No worries.

**C. MACDONALD:** Okay.

**UNIDENTIFIED MALE SPEAKER:** We'll let you know as soon as we do.

**C. MACDONALD:** Fine, thanks.

**UNIDENTIFIED MALE SPEAKER:** Right on.

**C. MACDONALD:** Okay.

**UNIDENTIFIED MALE SPEAKER:** Cheers, bye.

(Call ended.)

**January 31, 2012, 2107:49.**

**UNIDENTIFIED MALE SPEAKER:**  
(Inaudible) rescue, bonjour.

**D. GILLIS:** Good day, Captain Gillis from 444.

Is the air controller there, please?

**UNIDENTIFIED MALE SPEAKER:** Just stand by one second.

**UNIDENTIFIED MALE SPEAKER:** You have his assistant, go ahead.

**D. GILLIS:** Hi, it's Captain Gillis from 444.

MCC was just saying that you guys were wondering if we're serviceable.

**UNIDENTIFIED MALE SPEAKER:** Oh, yes, they're coming from Goose Bay.

**D. GILLIS:** Yes.

**UNIDENTIFIED MALE SPEAKER:** Yeah.

**D. GILLIS:** We're – there's a small leak in the line they just replaced, so we should be serviceable in an hour or so.

Was there something coming down the pipe or ...?

**UNIDENTIFIED MALE SPEAKER:** We're just possibly projecting for the Makkovik case there.

**D. GILLIS:** Okay.

**UNIDENTIFIED MALE SPEAKER:** They requested air support again and we're just getting permission through the OIC here.

**D. GILLIS:** Okay.

**UNIDENTIFIED MALE SPEAKER:** But it's possible.

**D. GILLIS:** Would you be looking at something tonight or for tomorrow?

**UNIDENTIFIED MALE SPEAKER:** I'm not sure; we're still in the planning.

**D. GILLIS:** Okay.

Just for you guys' info, I'm the only AC up here right now.

**UNIDENTIFIED MALE SPEAKER:** Okay.

**D. GILLIS:** The major is away and I started at 12 today for a three-day, but if you're looking at something for first light I can easily go to ground now.

(Redacted.)

**UNIDENTIFIED MALE SPEAKER:** I'll let you talk to the captain here.

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**D. GILLIS:** Okay.

**UNIDENTIFIED MALE SPEAKER:** Stand by.

(Inaudible) on the line.

Yeah, Captain MacDonald.

**UNIDENTIFIED MALE SPEAKER:** Captain MacDonald –

(Redacted.)

(Call ended.)

**January 31, 2012, 2111:31.**

(Redacted.)

(Phone ringing.)

**P. PEDDLE:** Hello.

**C. MACDONALD:** Yes, Paul Peddle, please.

**P. PEDDLE:** Speaking.

**C. MACDONALD:** Yeah, Paul, it's the JRCC calling.

**P. PEDDLE:** Yes.

**C. MACDONALD:** I've talked to my boss; we've got a 412 in Goose Bay that they think it will be serviceable in 45 minutes to one hour.

**P. PEDDLE:** Okay, great.

**C. MACDONALD:** He's willing to send that up to have a look.

**P. PEDDLE:** Great, and the weather up there is great.

**C. MACDONALD:** Mm-hmm.

**P. PEDDLE:** And I got better coordinates here for you.

**C. MACDONALD:** Okay, go head.

**P. PEDDLE:** It's 550915.8 north.

**C. MACDONALD:** Okay, which format are you giving me this in?

**P. PEDDLE:** My friend, I don't know. It's all Dutch to me. I'm not going to lie to you.

**C. MACDONALD:** (Inaudible) we have to know where to go.

**P. PEDDLE:** Well, how about if you speak directly to the RCMP –

**C. MACDONALD:** (Inaudible) –

**P. PEDDLE:** – there, they –

(Redacted.)

**P. PEDDLE:** Yes, that's correct.

**C. MACDONALD:** Okay.

And, I mean, you might want to just consider giving that a quick learn because, if you're going to pass those on to us, we certainly don't want to send any resources (inaudible) –

**P. PEDDLE:** (Inaudible) definitely.

**C. MACDONALD:** Okay.

**P. PEDDLE:** Okay, great.

Thank you.

**C. MACDONALD:** All right, thank you.

**P. PEDDLE:** Bye-bye.

(Call ended.)

**January 31, 2012, 2115:43.**

(Dial tone.)

(Redacted.)

(Phone ringing.)

**UNIDENTIFIED MALE SPEAKER:** RCMP, Makkovik.

**C. MACDONALD:** Yes, hi.

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Can I speak to Corporal Vardy, please?

**UNIDENTIFIED MALE SPEAKER:** One second, please.

**K. VARDY:** Corporal Vardy speaking.

**C. MACDONALD:** Hey, it's Captain MacDonald calling from the Rescue Centre.

How are you doing?

**K. VARDY:** Good. Yourself?

**C. MACDONALD:** Good, thank you.

I was talking to Paul Peddle and he requested some air assistance.

**K. VARDY:** Yes.

**C. MACDONALD:** We have a 412 in Goose Bay that we're expecting it will be serviceable by 2200 Zulu, and that (inaudible) about 45 minutes from now. So should that come serviceable, we're going to task that to go up and have a look for you.

**K. VARDY:** Okay.

**C. MACDONALD:** We need the most accurate position that you have.

**K. VARDY:** The best thing we have is 55 09 158 –

(Redacted.)

**K. VARDY:** – and 59 02 244.

**C. MACDONALD:** Okay.

Which format are you giving me this in? Do you know? Or where are you getting (inaudible) –

**K. VARDY:** What format is that, Barry?

**UNIDENTIFIED MALE SPEAKER:** Lat and long.

**K. VARDY:** Lat and long.

**C. MACDONALD:** Just straight lat and long.

**K. VARDY:** Yes.

**C. MACDONALD:** So 55:09:15.8?

**K. VARDY:** 15.8, Barry?

**UNIDENTIFIED MALE SPEAKER:** Yup.

**K. VARDY:** Okay, yeah.

**C. MACDONALD:** Okay. That's 52 – 59:02:24.4?

**K. VARDY:** 59:02:24.4.

**UNIDENTIFIED MALE SPEAKER:** (Inaudible.)

**K. VARDY:** Yeah.

**C. MACDONALD:** Okay.

Now, that's quite a ways – how far away is that from his parent's house?

**K. VARDY:** That's probably about 10 kilometres from his parent's house.

**C. MACDONALD:** Okay.

**K. VARDY:** Nine to –

**UNIDENTIFIED MALE SPEAKER:** (Inaudible.)

**C. MACDONALD:** Now, why would he go up and –

**K. VARDY:** 11.4 km.

**C. MACDONALD:** 11.4. So why would he go up in that area? We're just trying to –

**K. VARDY:** Why?

**C. MACDONALD:** – get an idea of where to be – where would we be looking. Is he just on an escape route or is it between somebodies' houses or ...?

**K. VARDY:** No, it's on broken ice, out of the harbour, heading out.

**C. MACDONALD:** Heading out to sea?

**K. VARDY:** Yeah.

**C. MACDONALD:** So there's no reason for him to be out there other than he just wanted to get away or –

**K. VARDY:** Either he's lost – totally lost; not sure where he was going.

**C. MACDONALD:** Uh-huh.

**K. VARDY:** Or the other option, maybe he wanted to go to Goose Bay and he wanted – he thought the ice was frozen all the way to Goose Bay and he was going to follow the track of the Ranger.

**C. MACDONALD:** Okay.

**K. VARDY:** Which would be the boat track, right.

**UNIDENTIFIED MALE SPEAKER:**  
(Inaudible.)

**K. VARDY:** Yeah, I don't see why that would ever – I – no.

**C. MACDONALD:** Uh-huh.

**K. VARDY:** It doesn't make sense to me.

**C. MACDONALD:** Okay.

**K. VARDY:** But –

**C. MACDONALD:** So what did you want us to do, a shoreline search? Or –

**K. VARDY:** Yeah.

**C. MACDONALD:** – what did you have in mind?

**K. VARDY:** We're looking at a shoreline search in – and especially in that area. Because that snowmobile is about 400 feet, say, 400 yards or so from the shore.

**C. MACDONALD:** Mm-hmm.

**K. VARDY:** So if there's any chance he made it into the shore, we'd like you to be able to get in there –

**C. MACDONALD:** So that's Cape Strawberry, basically.

**K. VARDY:** Yes, it is, yeah. Cape Strawberry, yeah.

**C. MACDONALD:** So I'm just trying to get an idea of how big of an area. So you want a shoreline search around Cape Strawberry – would he climb up on those hills? They look pretty steep, just (inaudible).

**K. VARDY:** They are pretty steep, yeah. But along that shore there, if he was – if there's anywhere along that shore from –

**C. MACDONALD:** Cape Strawberry all the way up to – what's that other cape that's over there? Let me see if I can scroll down and get it to read. Cape Makkovik, it looks like.

**K. VARDY:** Cape Makkovik, yeah.

**C. MACDONALD:** Makkovik, excuse me.

**K. VARDY:** (Inaudible.)

**C. MACDONALD:** (Inaudible) Cape Strawberry. It's not frozen out to Strawberry Island, or any of those places, is it?

**K. VARDY:** No, it's not frozen out to Strawberry Island.

**C. MACDONALD:** (Inaudible.)

**K. VARDY:** The frozen ice is just around that area – that's it.

**C. MACDONALD:** Okay.

So, okay, we'll go all around that bay as best we can.

**K. VARDY:** Mostly that cape – the cape would be the main point. That –

**C. MACDONALD:** Cape Strawberry.

**K. VARDY:** Around that cape and in towards Makkovik, itself, along by Ford's Bight.

**C. MACDONALD:** By Ford's Bight. Okay, I got that. Yeah, okay.

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All right, we won't know for sure until about 2200 Zulu.

**K. VARDY:** Okay.

**C. MACDONALD:** And we'll be touching base with you then –

**K. VARDY:** Okay.

**C. MACDONALD:** – to let you know whether they're on route or if we have to come up with another plan. We have an Aurora, but it'd be very limited value in that area.

**K. VARDY:** Yeah.

**C. MACDONALD:** And our Hercules is broken right now, so ...

**K. VARDY:** Okay. So what's the one, the 412 is it?

**C. MACDONALD:** It's a 412 out of Goose Bay.

**K. VARDY:** Is that the 444, triple four?

**C. MACDONALD:** 444 Squadron, yes.

**K. VARDY:** Yeah.

**C. MACDONALD:** So we'll have them come up and if they're able to help – we have – we may run into a crew day issue where they may get one bag of gas doing the search around there, but that will probably be about all they can do.

**K. VARDY:** Okay.

**C. MACDONALD:** Anyway –

**K. VARDY:** All right.

**C. MACDONALD:** – I'll – we'll keep in touch with you. You'll be at this number all the time?

**K. VARDY:** Yes.

**C. MACDONALD:** Okay, then.

**K. VARDY:** Thank you.

**C. MACDONALD:** Bye.

**K. VARDY:** Okay, bye.

**C. MACDONALD:** Goodbye.

(Call ended.)

**January 31, 2012, 2121:40.**

(Redacted.)

(Phone ringing.)

**UNIDENTIFIED MALE SPEAKER:**  
(Inaudible.)

(Redacted.)

**CAPT LUDLOW:** (Inaudible), Captain Ludlow.

**C. MACDONALD:** Hey, it's K. C. in Halifax, how are you doing?

**CAPT LUDLOW:** Good.

**C. MACDONALD:** I got a task, 444 Squadron. We got a – that 14-year-old boy up in Makkovik.

**CAPT LUDLOW:** Mm-hmm.

**C. MACDONALD:** The Maj does not want to send our Cormorant that far north with no Herc. to back us up down south here.

**CAPT LUDLOW:** Yeah.

**C. MACDONALD:** So are you okay with that?

(Redacted.)

**CAPT LUDLOW:** Have you contacted them?

**C. MACDONALD:** I have and they're US right now, but they think they're going to be serviceable by 2200.

**CAPT LUDLOW:** Fourteen-year-old boy. Oh, yeah.

**C. MACDONALD:** Up in Makkovik, the ranger.

**CAPT LUDLOW:** How do you spell that?

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**C. MACDONALD:** M-A-K-K-O-V-I-K.

**CAPT LUDLOW:** O-V-I-K, okay.

When do you think they'll be airborne?

**C. MACDONALD:** Twenty-two-ish, we're going to have a better idea. They're still broken right now.

**CAPT LUDLOW:** Okay.

All right, I'll hold off again until you –

**C. MACDONALD:** Hold off which? The tasking?

**CAPT LUDLOW:** The tasking, yeah.

**C. MACDONALD:** If you could task them now, that would be great. And then that will be one less step for us to take care of.

**CAPT LUDLOW:** Okay. Do you think they can go?

**C. MACDONALD:** I think they will. They just had an oil-line leak.

**CAPT LUDLOW:** Okay.

**C. MACDONALD:** They're going to do a ground run. They think they got it all tightened up.

**CAPT LUDLOW:** Okay. Sure.

**C. MACDONALD:** Okay, thank you.

**CAPT LUDLOW:** If that's what you want, no problem.

**C. MACDONALD:** I appreciate it.

**CAPT LUDLOW:** Bye-bye.

(Call ended.)

**January 31, 2012, 2131:14.**

**UNIDENTIFIED MALE SPEAKER:** Sea rescue, Bonjour.

**CAPT LUDLOW:** Hey, Captain Ludlow, AOC. What's the case number for your Makkovik?

**UNIDENTIFIED MALE SPEAKER:** The case number for the Makkovik is 0140.

**CAPT LUDLOW:** 0140. Thank you.

**UNIDENTIFIED MALE SPEAKER:** All right.

(Call ended.)

**January 31, 2012, 2133:58.**

**OPERATOR:** Welcome to Five Wing Goose Bay, for service in English please press one, for service in French –

If you know the four-digit (inaudible) please enter it now. If you require (redacted).

Please hold, you will be transferred shortly.

(Phone ringing.)

**UNIDENTIFIED MALE SPEAKER:** MCC (inaudible.)

**UNIDENTIFIED MALE SPEAKER:** Is Captain Gillis there or Captain Ellis?

**UNIDENTIFIED MALE SPEAKER:** No, this is MCC. Captain Gillis is over at 444 at the moment.

**C. MACDONALD:** Okay, this is the search and rescue from Halifax phoning in.

**UNIDENTIFIED MALE SPEAKER:** Yes, Sir.

**C. MACDONALD:** We're just wondering what the call sign of the aircraft would be? Or what airframe he's taking.

**UNIDENTIFIED MALE SPEAKER:** 4-0.

**C. MACDONALD:** 4-0?

**UNIDENTIFIED MALE SPEAKER:** Yes. When he's regular or training, he goes Viper 4-0, so I guess if he goes out on a mission –

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No. 2

**C. MACDONALD:** Rescue 4-0.

(Redacted.)

**UNIDENTIFIED MALE SPEAKER:** Rescue with 4-0.

(Dial tone.)

**C. MACDONALD:** So the airframe is 4-0, okay.

(Phone ringing.)

**UNIDENTIFIED MALE SPEAKER:** I should hear from him shortly anyway. He said he just had to do a quick fix maybe and ...

**C. MACDONALD:** Yes, Corporal Vardy, please.

**C. MACDONALD:** Yeah, well, he called us directly and he said he had a little leak that they figured they'd fix up in 45 minutes to an hour.

**K. VARDY:** Speaking.

**UNIDENTIFIED MALE SPEAKER:** Yeah, he said it was matter of tightening up. The last time I was talking to him, Dan was going out to do an engine run and check it out.

**C. MACDONALD:** Hey, it's K. C. from the Rescue Centre.

**C. MACDONALD:** Yeah, I'm sure he'll get us back.

I need a little information to pass to my crew: What was the person wearing?

**UNIDENTIFIED MALE SPEAKER:** If everything checks out good, is he going to get a tasking?

**K. VARDY:** The person was wearing black snow pants, a black-and-grey checkered jacket – snow jacket. He had red goggles.

**C. MACDONALD:** I believe it's looking that way, yes.

**C. MACDONALD:** Black and grey – I'm sorry, I'm just trying to keep this (inaudible).

**UNIDENTIFIED MALE SPEAKER:** Looking that way.

**K. VARDY:** Okay.

**C. MACDONALD:** Yes.

**C. MACDONALD:** Black and grey jacket?

**UNIDENTIFIED MALE SPEAKER:** Make him happy anyway, get him flying.

**K. VARDY:** Yeah, checkered – like a checkered jacket.

**C. MACDONALD:** Yup.

**C. MACDONALD:** Okay, that's fine.

**UNIDENTIFIED MALE SPEAKER:** Okay.

**K. VARDY:** And he had red snow goggles.

**C. MACDONALD:** Thank you.

**C. MACDONALD:** Okay. Now, did he have any survival equipment?

**UNIDENTIFIED MALE SPEAKER:** All right. Bye.

**K. VARDY:** Not that we're aware of.

**C. MACDONALD:** Bye.

**C. MACDONALD:** No flares or flashlight?

(Call ended.)

**K. VARDY:** No. No.

**C. MACDONALD:** How long has he been missing?

**K. VARDY:** He went missing on Sunday night.

**C. MACDONALD:** So two days.

**K. VARDY:** Yup.

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**C. MACDONALD:** Okay. What are his survival skills like?

**K. VARDY:** Well, he is a part of the Canadian – the Junior Rangers, right? So they've gone off and done some survival skills –

**C. MACDONALD:** So what do they assess his – I mean, there's obviously some Rangers there. What do they assess his survival skills at? Good, medium, poor?

**K. VARDY:** I would assume – I'm thinking poor.

**C. MACDONALD:** Okay.

**K. VARDY:** If I had to –

**C. MACDONALD:** You're going to go with poor?

**K. VARDY:** I'm going to go with poor.

**C. MACDONALD:** Okay. Any cabins or anything?

**K. VARDY:** There's a small shelter there.

**C. MACDONALD:** Has anybody checked it?

**K. VARDY:** Did anybody check the small shelter? Yeah.

**C. MACDONALD:** So it has already been checked.

**K. VARDY:** Yeah.

**C. MACDONALD:** Okay.

**K. VARDY:** It's not really a cabin; it's like a fallen down –

**C. MACDONALD:** Yeah, yeah. But if somebody has already checked it –

**K. VARDY:** Yup.

**C. MACDONALD:** – it is unlikely that – now the snowmobile, was it – did it just run out of gas?

**K. VARDY:** We don't know. We don't know.

**C. MACDONALD:** Is anybody on scene with the snowmobile?

**K. VARDY:** Nobody's on scene – we can't get to it because it's broken ice there.

**C. MACDONALD:** Okay.

**K. VARDY:** The ice is broken up to the snowmobile and we can't get out to it.

**C. MACDONALD:** Okay. All right. So the snowmobile is at position that was given?

**K. VARDY:** Yes.

**C. MACDONALD:** Okay. And that's 55 –

**K. VARDY:** Or pretty close to it, right.

**C. MACDONALD:** That's 5509.26 N, 05902.41 W.

**K. VARDY:** No, it's 550915.8.

**C. MACDONALD:** Okay.

**K. VARDY:** And 590224.4.

**C. MACDONALD:** Okay. Okay, then. All right. And that's right up by Cape Strawberry so what –

**K. VARDY:** Yup.

**C. MACDONALD:** – we intend to do, we're hoping to hear back from them shortly, but we'll be tasking them to do, basically, from the edge of Wild Bight, around Cape Strawberry, Ford's Bight, all the way down to Makkovik.

**K. VARDY:** Okay.

**C. MACDONALD:** Is there something else you had in mind where you'd like them to be?

**K. VARDY:** That would be about it. That would be –

**C. MACDONALD:** Okay.

**K. VARDY:** – the main area.



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**C. MACDONALD:** It's probably, as I said earlier, only going to be one bag of gas just cause we have flight crew issues.

**K. VARDY:** Yeah.

**C. MACDONALD:** Okay?

**K. VARDY:** All right.

**C. MACDONALD:** All right, we'll be in touch shortly.

**K. VARDY:** Perfect, thank you.

**C. MACDONALD:** All right, bye.

**K. VARDY:** Okay, bye.

(Call ended.)

January 31, 2012, 2139:42.

(Redacted.)

**UNIDENTIFIED MALE SPEAKER:**  
(Inaudible.)

**C. MACDONALD:** Hey, (inaudible) RCC and they said their tasking message is on the way.

**UNIDENTIFIED MALE SPEAKER:** Yeah, I just seen it come through.

**C. MACDONALD:** And also we're tasking 444 to go and search for that 14-year-old boy up in Makkovik.

**UNIDENTIFIED MALE SPEAKER:** Yeah, I got that as well.

**C. MACDONALD:** Okay.

**UNIDENTIFIED MALE SPEAKER:** All right.

**C. MACDONALD:** Thank you.

**UNIDENTIFIED MALE SPEAKER:** Have a good one.

(Call ended.)

January 31, 2012, 2154:49.

**UNIDENTIFIED MALE SPEAKER:** Air/sea rescue, bonjour.

**D. GILLIS:** Good day, it's Dan Gillis calling from 444, how are you?

**UNIDENTIFIED MALE SPEAKER:** Hey Dan, how are you?

**D. GILLIS:** Hey, how's it going?

**UNIDENTIFIED MALE SPEAKER:** Good. We're just doing a turnover right now, are you serviceable?

**D. GILLIS:** We'll be towing right now and we'll be doing the ground run in probably about the next five or 10.

**UNIDENTIFIED MALE SPEAKER:** Okay. Can we maybe get you to knock that out while we finish our turnover and then he'll be all set to brief you?

**D. GILLIS:** Perfect.

**UNIDENTIFIED MALE SPEAKER:** Okay, thanks, Dan.

**D. GILLIS:** Bye.

(Call ended.)

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**OPERATOR:** – be transferred shortly.

**UNIDENTIFIED MALE SPEAKER:** Afternoon, MCC (inaudible).

**UNIDENTIFIED MALE SPEAKER:** Hi, it's Halifax Search and Rescue calling.

**UNIDENTIFIED MALE SPEAKER:** Sure.

**UNIDENTIFIED MALE SPEAKER:** Just wondering if you got our fax?

**UNIDENTIFIED MALE SPEAKER:** Got your fax and sent it over to Captain Gillis. He should be on the back to you.

**UNIDENTIFIED MALE SPEAKER:** Okay, thank you.

**UNIDENTIFIED MALE SPEAKER:** Okay, Sir.

**UNIDENTIFIED MALE SPEAKER:** Bye.

**UNIDENTIFIED MALE SPEAKER:** Bye.

(Call ended.)

**January 31, 2012, 2228:31.**

(Redacted.)

(Phone ringing.)

**K. VARDY:** RCMP Makkovik.

**K. MACDONALD:** Hi, it's Captain MacDonald calling from the rescue centre in Halifax. How are you?

**K. VARDY:** Good, yourself?

**K. MACDONALD:** Good. Is this Corporal Vardy?

**K. VARDY:** Yes, it is.

**K. MACDONALD:** My name's Kristin and I have a few questions for you. I just – we did a shift change here and I'm the air coordinator taking over for the night. The Griffon out of Goose Bay is just getting ready to go there now.

A couple of questions I had about the incident location where you found the snowmobile. Was it clear where the tracks led out to that point?

**K. VARDY:** What happened are the tracks led into a large open crack –

**K. MACDONALD:** Okay.

**K. VARDY:** – in the ice.

**K. MACDONALD:** Yeah.

**K. VARDY:** And that crack was open water for about – I'd say, what, 60 feet probably, and then beyond that was another 400 or 500 feet of just new ice.

**K. MACDONALD:** Yes.

**K. VARDY:** So initial thoughts were that he had gone into the open ice. Besides that, we just kept on checking around the area to see if there was anything and we couldn't see anything.

**K. MACDONALD:** Okay.

So I guess my question was the tracks that led up to where the snowmobile was found, was it up through the fjord's bight or was it across land?

**K. VARDY:** Ford's Bight. It's leaving from Makkovik – leaving from Makkovik, going out across Ford's Bight and up towards Strawberry.

**K. MACDONALD:** So he followed right up around the point and then up by Cape Strawberry where it looks like it broke through.

**K. VARDY:** Yeah.

**K. MACDONALD:** Okay.

**K. VARDY:** It never broke through. It – I don't know, it seems to me like he's either stuck, the machine is stuck, or it's up against some –

**K. MACDONALD:** Yeah.

**K. VARDY:** – ice or something, like an ice ridge, ice or something, right?

**K. MACDONALD:** Okay. So was there any indication that there might have been tracks following back – like if he tried to walk out he probably would have followed his snowmobile track back to – than breaking through the snow.

**K. VARDY:** No, there is no indication of any tracks back from when we checked.

**K. MACDONALD:** Okay.

**K. VARDY:** We can't get beyond the crack.

**K. MACDONALD:** Yeah.

**K. VARDY:** So that's about a kilometre from the crack – or a kilometre, or better than a kilometre from the crack, out to where the snowmobile is.

**K. MACDONALD:** Is the snowmobile still there?

**K. VARDY:** Yeah, still on the ice.

**K. MACDONALD:** Okay.

So what we'll get them to go to that position first and then start working backwards.

**K. VARDY:** Yeah.

**K. MACDONALD:** Do you have any reason to think he might have continued on out, like, further north?

**K. VARDY:** We had no reason – we had no reason to think he was gone there in the first place.

**K. MACDONALD:** Yeah.

**K. VARDY:** But what we're thinking is maybe the snowmobile looks like it's heading in towards the land. The only logical thing we could think of was either follow the tracks back or head towards the land.

**K. MACDONALD:** Okay.

What's the weather been since he – has it snowed? Or are the tracks still –

**K. VARDY:** Yes, we've got about – I'd say we've got about eight inches of snow – six, eight inches of snow on the ground.

**K. MACDONALD:** Since the incident.

**K. VARDY:** Yeah.

**K. MACDONALD:** Okay.

So the snowmobile is pointing back in towards Ford's Bight?

**K. VARDY:** Pointing – the snowmobile is pointing towards Cape Strawberry right now.

**K. MACDONALD:** Cape Strawberry, okay.

So what I'm going to do is send them there first. Of course, they're going to be on night-vision goggles so they'll do the best they can do.

**K. VARDY:** Yeah.

**K. MACDONALD:** It's probably not rational to think he would've tried climbing up to that first point at the top of Cape Strawberry. That's 1,225 feet up.

**K. VARDY:** Yeah.

**K. MACDONALD:** And there looks like a main road he would've had to cross by that –

**K. VARDY:** There are no roads there. There are absolutely no roads.

**K. MACDONALD:** No roads there.

**K. VARDY:** No main road. No, no roads. There's nothing.

**K. MACDONALD:** Okay. So –

**K. VARDY:** That area there, they got the Town of Makkovik, which is in there –

**K. MACDONALD:** Yeah.

**K. VARDY:** – down to the southwest there.

**K. MACDONALD:** Yeah.

**K. VARDY:** Okay, we have the Town of Makkovik; there are roads in the town. That's it.

**K. MACDONALD:** So he would've been following his tracks back then.

**K. VARDY:** He would've been following either his tracks back or heading to the land because it's all open – a lot of open water there in that area –

**K. MACDONALD:** Following the shoreline.

**K. VARDY:** – and probably heading to the land and following the shoreline.

**K. MACDONALD:** Would it be quicker for him to cut across to – by, like, instead of coming back through Ford's Bight to go over to the bay?

**K. VARDY:** Yeah. Oh, yeah, it would've been a lot quicker for – and that's the way his tracks left. His tracks left from around –

**K. MACDONALD:** Makkovik Bay?

**K. VARDY:** – just north of Makkovik you got Big Island there.

**K. MACDONALD:** Yes, I see Big Island.

**K. VARDY:** Okay, so from between Big Island and that (inaudible) land there –

**K. MACDONALD:** Yeah.

**K. VARDY:** – is it (inaudible), it looks like (inaudible). From that area, a track has gone from there across Makkovik Bay, south beyond the point there of Ford's Bight and then gone on out to Strawberry – Cape Strawberry.

**K. MACDONALD:** Okay. Okay, so that's his (inaudible) tracking and it looks like he was turned around and headed back in to Cape Strawberry.

**K. VARDY:** Yeah. Now, that's what it looks like. His snowmobile may have been turned around by the ice itself because the ice is all broken up out there.

**K. MACDONALD:** Okay.

**K. VARDY:** So the ice itself may have turned and turned the snowmobile. There's no indication that he turned it or the ice has turned itself out there, right –

**K. MACDONALD:** Right on.

**K. VARDY:** – with the currents and the tide.

**K. MACDONALD:** Okay, what are your intentions for tomorrow for a search?

**K. VARDY:** Well, right now it's a very difficult area. We can't really get out to the snowmobile by foot. We got searchers on the ground there now, just below Cape Strawberry.

**K. MACDONALD:** So there are ground SAR teams out there?

**K. VARDY:** Yeah, right there now and they're actually heading on the way back.

**K. MACDONALD:** Okay, so there will be one on there throughout the night?

**K. VARDY:** No.

**K. MACDONALD:** Okay. What are they working for a frequency, so our air guys don't get them confused?

**K. VARDY:** 122.8 is the frequency of the two military guys that are there now.

**K. MACDONALD:** How many people are on scene in the ground SAR?

**K. VARDY:** Right now, there are nine.

**K. MACDONALD:** Nine POB. And how are they making their way back? Snowmobile?

**K. VARDY:** They'll walk back so far and then they'll get the snowmobile back to the community.

**K. MACDONALD:** Okay. Do you know where the rendezvous point is?

**K. VARDY:** Right now, they are pretty much – let me see here. I don't have the coordinates for them. You'll notice on the map there's a 1,225?

**K. MACDONALD:** Yes.

**K. VARDY:** Okay if you go directly west of that, it's like a cove, a small cove there.

**K. MACDONALD:** Yeah.

**K. VARDY:** Okay, they're in close to that area there now.

**K. MACDONALD:** Okay.

Very good.

**K. VARDY:** All right?

**K. MACDONALD:** And the boy had no medical conditions?

**K. VARDY:** No, none that we know of.

**K. MACDONALD:** Okay.

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Very good. I'll give you a sitrep probably in a couple of hours. Are you on duty throughout the evening?

**K. VARDY:** I'll be sticking around. You got no worries.

**K. MACDONALD:** Okay, very good. And call me – you got my direct line?

**K. VARDY:** No, I don't, actually. That would be great because I was (redacted).

**K. MACDONALD:** (Inaudible) you might get confused by this. The guy who just went off shift was Captain MacDonald.

**K. VARDY:** Yeah.

**K. MACDONALD:** K. C. was his first name and I'm Captain MacDonald, my first name is Kristin.

**K. VARDY:** Okay, so you're Kristin and he's K. C.

**K. MACDONALD:** Yeah and I'm just coming on duty now.

**K. VARDY:** Okay.

**K. MACDONALD:** Okay? So I'll give you a sitrep within a couple of hours. If you don't hear from me in, I guess, by – it's 7 o'clock over there now?

**K. VARDY:** It's 6:30 here now, 6:36.

**K. MACDONALD:** Okay.

**K. VARDY:** We're on Nova Scotia time.

**K. MACDONALD:** Yeah.

If you don't hear from me by 8:30, you call me back for a sitrep.

**K. VARDY:** Okay.

**K. MACDONALD:** Right on. Thanks.

**K. VARDY:** Did you say they're on – are they in the area now or are they ...?

**K. MACDONALD:** No, they're in Goose Bay. The aircraft was unserviceable and they're just finishing their ground run. They're ready to get briefed and walk out to take off.

**K. VARDY:** Okay.

**K. MACDONALD:** So they'll probably be an hour and 45 minutes before they're on scene.

**K. VARDY:** Okay.

**K. MACDONALD:** Okay?

**K. VARDY:** Thank you.

**K. MACDONALD:** Thanks. Bye.

**K. VARDY:** Bye.

(Call ended.)

January 31, 2012, 2230:26.

**UNIDENTIFIED MALE SPEAKER:**  
(Inaudible) you have the air assistant.

**D. GILLIS:** Good day, it's Captain Gillis from 444. We decided that the aircraft is (inaudible) and we got your (inaudible) on the tasking.

**UNIDENTIFIED MALE SPEAKER:** Okay.

**D. GILLIS:** Shouldn't be a problem, I just have to make sure the wing commander is briefed and gives us the okay, but I don't see any problem with that. He knows something is coming through.

**UNIDENTIFIED MALE SPEAKER:** Okay.

**D. GILLIS:** The (inaudible)?

**UNIDENTIFIED MALE SPEAKER:**  
Actually, I don't know. Kristin just took over for K. C.

**D. GILLIS:** Okay.

**UNIDENTIFIED MALE SPEAKER:** He actually wants to talk to you. He'll call you right back.

**D. GILLIS:** Okay. Do you want the number?  
Do you have a CSN available there?

**UNIDENTIFIED MALE SPEAKER:** CSN,  
that (inaudible), I don't think we do.

**D. GILLIS:** Okay, well, I'll give you the – my  
desk number here. It's 709-896 –

**UNIDENTIFIED MALE SPEAKER:** 896.

**D. GILLIS:** – 6900.

**UNIDENTIFIED MALE SPEAKER:** Uh-huh.

**D. GILLIS:** Extension 7591.

**UNIDENTIFIED MALE SPEAKER:** 7591.

**D. GILLIS:** Our CSN is (inaudible).

**UNIDENTIFIED MALE SPEAKER:** 5550.

**D. GILLIS:** Yeah.

**UNIDENTIFIED MALE SPEAKER:** Okay.

**D. GILLIS:** Okay, thanks.

**UNIDENTIFIED MALE SPEAKER:** All  
right.

**D. GILLIS:** Cheers.

**UNIDENTIFIED MALE SPEAKER:** Bye.

**D. GILLIS:** Bye.

(Call ended.)

**January 31, 2012, 2236:34.**

(Dial tone.)

(Redacted.)

(Phone ringing.)

**D. GILLIS:** Hello.

**K. MACDONALD:** Hello, Dan.

**D. GILLIS:** Hey, how's it going?

**K. MACDONALD:** Good. It's Kristin. Is this  
your cellphone?

**D. GILLIS:** Yeah, it's my Blackberry.

**K. MACDONALD:** Blackberry.

**D. GILLIS:** Yeah.

**K. MACDONALD:** Is there another phone  
where I can get you on speaker with you and the  
team lead?

**D. GILLIS:** Yeah, you can do it up here; I just  
need to give him a call up here. If you want to  
get back down, give us (redacted).

**K. MACDONALD:** How much time do you  
need?

**D. GILLIS:** Give me about two minutes.

**K. MACDONALD:** Okay.

**D. GILLIS:** And it's 709.

**K. MACDONALD:** Yeah.

**D. GILLIS:** Okay.

**K. MACDONALD:** Okay. Bye.

**D. GILLIS:** Bye.

(Call ended).

**January 31, 2012, 2248:08.**

**K. MACDONALD:** JRCC Rescue.

**D. GILLIS:** Good day, Kristin. It's Dan.

**K. MACDONALD:** Hey, Dan.

**D. GILLIS:** Team leads here with me too.

**K. MACDONALD:** Right on. Who's your team  
lead tonight?

**D. GILLIS:** Les Mclean.

**K. MACDONALD:** Hey, Les, how are you  
doing? Wes or Les?

**D. GILLIS:** Les.

**K. MACDONALD:** Les, how are you doing?

**L. MCLEAN:** Good, how are you?

**K. MACDONALD:** Good.

So I just spoke with Corporal Vardy up in Makkovik and I just want to give you the latest I got from him before you guys go.

**D. GILLIS:** Okay.

**K. MACDONALD:** Do you have a VNC in front of you?

**D. GILLIS:** We can, one second; we were looking at the map not too long ago.

**K. MACDONALD:** Okay.

**D. GILLIS:** So we just put it away.

**K. MACDONALD:** Break it out and gather around.

**D. GILLIS:** No worries. So we have one in 250.

**K. MACDONALD:** That's no problem. So the area that we're focusing is from Makkovik, northeast up to Cape Strawberry. Are you familiar with the area?

**D. GILLIS:** I've flown over it once and I have it on the maps here.

**K. MACDONALD:** Okay. So, two days ago this kid – I'll give you right the background story. Fourteen year-old boy (inaudible) he left Makkovik and he headed northeast, out the bay is where his tracks went.

**D. GILLIS:** Okay.

**K. MACDONALD:** Past (inaudible) Island, on out the bay towards Cape Strawberry.

**D. GILLIS:** Okay.

**K. MACDONALD:** It looked like he was headed towards – out towards Strawberry Island. At that point, it looks like the machine either gets stuck or broke through the ice and that's

where they found the incident position, that's on your tasking message, is where they found the snowmobile. It's still sitting on the ice right now.

**D. GILLIS:** Okay.

**K. MACDONALD:** Just, you know, not even a quarter of a mile off Cape Strawberry.

**D. GILLIS:** Okay.

**K. MACDONALD:** So the machine's pointed back towards land and it's unclear whether the ice turned it around. It looks like – they're not able to get out there at all, ground SAR, and walk around because it's all open. So it's unclear whether it got turned around by the ice or whether he was turned around pointed back in, heading back in. And it's also unclear whether he fell through the ice or whether he got off the machine and started walking back.

So according to the RCMP, the shortest route for him would've been following his tracks back through Makkovik Bay towards Big Island.

**D. GILLIS:** Okay.

**K. MACDONALD:** However, if he thought the ice was unsafe, he may have come down the eastern shore of Ford's Bight.

**D. GILLIS:** Okay.

**K. MACDONALD:** And walked that shoreline. Now, you see the – on Cape Strawberry the elevation's pretty good there: 1225.

**D. GILLIS:** Yeah.

**K. MACDONALD:** I don't think it's reasonable to think he would've climbed that hill.

**D. GILLIS:** I don't either. I mean, it's pretty rocky, gnarly terrain up that way.

**K. MACDONALD:** Yeah.

Now, what he was wearing was a black and grey jacket, red goggles. So presumably snow gear. We have no description on his pants –

**D. GILLIS:** Okay.

**K. MACDONALD:** – what colour they were. We do know that he had – the family reported that he had zero survival skills.

**D. GILLIS:** Okay.

**K. MACDONALD:** Like, no training or anything like that. And he doesn't have any medical history.

The ground SAR team is up there now and they're working their way back out to a rendezvous point to get on their sleds and head back in. They're done for the night. If they're still there, you'll get them on frequency 122.8.

**D. GILLIS:** 122.8?

**K. MACDONALD:** Yeah, and there's nine people in that party.

**D. GILLIS:** Okay

**K. MACDONALD:** So if you can get a HF phone pack, if we're lucky this time, if you spot somebody, call, and I'll try to find out, you know, whether it could possibly be that ground party or whether it's your subject that you're looking for. But the best thing to do is try to get them on comms –

**D. GILLIS:** Yeah.

**K. MACDONALD:** – right away and get their position. If you look at the highest point on Cape Strawberry, 1225 –

**D. GILLIS:** Yeah.

**K. MACDONALD:** – and come almost due west, maybe just a little bit northwest, you'll see a little bit of an inlet –

**D. GILLIS:** Okay, yeah.

**K. MACDONALD:** – on the land. That's the ground SAR's rendezvous point to get on their sleds and head back in.

**D. GILLIS:** Okay.

**K. MACDONALD:** So you might expect to see them right around that area.

**D. GILLIS:** Okay, well (inaudible) there and coming across the ice.

**K. MACDONALD:** Yeah. And I know K. C. laid out a tasking area for you on your message.

**D. GILLIS:** Yeah.

**K. MACDONALD:** We're going to change that up a little bit.

**D. GILLIS:** Okay.

**K. MACDONALD:** I want you to go to the incident position.

**D. GILLIS:** Okay.

**K. MACDONALD:** And I want you to take a one-mile radius around that point.

**D. GILLIS:** Okay.

**K. MACDONALD:** Like, the farthest land goes like, say, Cape Strawberry would be if you went due east of the incident position and start, like, an arc one mile right around that position right back 'til you're pointing west.

**D. GILLIS:** Okay.

**K. MACDONALD:** Do you know what I mean? So it's kind of like you're doing the upper half of a circle.

**D. GILLIS:** Yup, no problem.

**K. MACDONALD:** Once you're done that, do a real good shore search or shore crawl in around Cape Strawberry.

**D. GILLIS:** Okay.

**K. MACDONALD:** And work your way down Ford's Bight.

**D. GILLIS:** Okay.

**K. MACDONALD:** The whole way down along the shore until to get back towards Makkovik and work your way back up the other shoreline and cover off the whole fjords. The fjords only – it's only 0.9 of a mile wide.



**D. GILLIS:** I was going to say it doesn't look like it's that long.

**K. MACDONALD:** Yeah.

And so your main focus is that arc around the incident position.

**D. GILLIS:** Yup.

**K. MACDONALD:** Back down the shoreline. They think because of the open water he probably would have stayed on the edge of the shoreline and I don't think you need to even concentrate on – you know, if you're limited gas – don't even go up on that point looking around the land.

**D. GILLIS:** Okay.

**K. MACDONALD:** It doesn't make sense that he would have tried climbing up there. He would have walked the path of least resistance. That's what we'll start with anyway. Get the high probability area. If you have enough gas left, go back to the incident position –

**D. GILLIS:** Yup.

**K. MACDONALD:** – and take, like a track crawl from there, back down Makkovik Bay towards Big Island and right back into the town.

**D. GILLIS:** Okay.

**K. MACDONALD:** Presumably, you know, if he were to try walking his track back out.

Now, they tell me it snowed eight inches since the incident –

**D. GILLIS:** Okay.

**K. MACDONALD:** – so you probably won't pick up his track.

**D. GILLIS:** Yup.

**K. MACDONALD:** And, of course, now there's enough snowmobiles up there with Ground SAR that it might – what you see might actually be Ground SAR tracks.

**D. GILLIS:** Okay, yeah.

**K. MACDONALD:** So any questions on what I want you to do?

**D. GILLIS:** No, that's pretty clear there. Just to let you know, we're night flying tonight but our (inaudible) team came in about 10 or so.

**K. MACDONALD:** Yeah.

**D. GILLIS:** Our crew then will start running out around one. Although I don't think this will take us that long or, if we do, that'll be an extension.

**K. MACDONALD:** You're about 120 miles away.

**D. GILLIS:** Yeah, we're about an hour, an hour and a quarter away.

**K. MACDONALD:** Is there any place you can fuel in that area?

**D. GILLIS:** Yeah, Makkovik itself. So what our plan is, is to go up, we'll do the search and then we'll refuel at Makkovik.

**K. MACDONALD:** Do I need to do anything for you there?

**D. GILLIS:** No, we have the name. I'll give you the number just in case we need you to give them a heads up so that they'll be home. It's the phone number and the area code is (redacted.)

And that's a gentleman that works for Woodward.

**K. MACDONALD:** Do you have his name?

**D. GILLIS:** Just one second, the (inaudible) is grabbing that.

We'll be (inaudible), actually we'll probably be finished this up as (inaudible) and we'll (inaudible) back here for the night.

The airport up there is not secure.

**K. MACDONALD:** No problem.

**D. GILLIS:** There's, I think, one hangar.

**K. MACDONALD:** No problem. If you can, it'd be nice if you could get two bags of gas out before you ran out of crew day, but you say you're an hour and a half up?

**D. GILLIS:** Yeah, probably there or close to it.

**K. MACDONALD:** So you'd only be able to have, what, a half hour, 45-minute search before you have to refuel?

**D. GILLIS:** Yeah. The other option is if you wanted to go to ground now, we can give you a full day tomorrow.

**K. MACDONALD:** No, I'd like to get a bit of a night search in.

**D. GILLIS:** Okay. No worries.

**K. MACDONALD:** And then we'll reassess after that. Why don't you go do your search, give me a call from Makkovik and – when you're refuelling.

**D. GILLIS:** Okay.

Do you know if they have Coast Guard comms up there for the phone patch or are we just ...?

**K. MACDONALD:** You just stand by one second. I'm not sure if Labrador is seasonal, so ...

**D. GILLIS:** Yeah, I'm not quite sure either. We'll try – Captain, there's also no cellphone comms up there, but once on ground (inaudible) we'll be able to do it for ya.

**K. MACDONALD:** Yeah.

**D. GILLIS:** (Inaudible.)

**K. MACDONALD:** Yeah, I know there is a tower right in that area. You should have no problem with the comms as long as they're open.

**D. GILLIS:** Okay.

**K. MACDONALD:** We'll confirm that and call you right back in a minute.

Troy, would you mind calling (inaudible) to see if Labrador is open?

**UNIDENTIFIED MALE SPEAKER:** Yeah, it is.

**K. MACDONALD:** It is?

Okay, yeah, it's confirmed, Dan. They're good –

**D. GILLIS:** Okay.

**K. MACDONALD:** – to go.

**D. GILLIS:** Thank you. Channel 16?

**K. MACDONALD:** Yeah. Do a phone patch through Labrador MCTS –

**D. GILLIS:** Right on.

**K. MACDONALD:** – and channel 16. They'll hear you no problem.

**D. GILLIS:** Right on. And (redacted).

**K. MACDONALD:** Uh-huh.

Okay, that sounds good.

Team lead, do you have any questions for me?

**UNIDENTIFIED MALE SPEAKER:** No.

**K. MACDONALD:** I'm going to note that. That's the first time a team lead's ever declined questions after the brief.

**UNIDENTIFIED MALE SPEAKER:** And I think you're right.

**K. MACDONALD:** Okay. You guys fly safe tonight. And, Dan, I have a little disclaimer for you.

**D. GILLIS:** Yeah.

**K. MACDONALD:** I know you already signed it, but in the opinion of yourself, is the crew capability sufficient to complete this mission as briefed?

**D. GILLIS:** Yes.

**K. MACDONALD:** And the unit commander understands that at any time a condition situation is encountered that exceeds the unit or crew capabilities, the mission shall be aborted?

**D. GILLIS:** Yes.

**K. MACDONALD:** Right on.

Guys, like I say, it's two days since the incident. The machine was found late this afternoon. And just only go with what you feel is a reasonable risk.

**D. GILLIS:** No worries. I'm also the only AT up here, so if – after we get back, it will be 12 hours before we can do anything.

**K. MACDONALD:** Right on. Okay, we'll talk to you soon.

**D. GILLIS:** Right on. We'll make sure you get a message when we get airborne.

**K. MACDONALD:** Okay. Safe flight.

**D. GILLIS:** (Inaudible.)

**K. MACDONALD:** Bye.

(Call ended.)

**January 31, 2012, 2257:30.**

(Dial tone.)

(Redacted.)

(Phone ringing.)

**UNIDENTIFIED MALE SPEAKER:** Marine Rescue Sub-Centre.

**UNIDENTIFIED MALE SPEAKER:** Good evening, Sir, it's JRCC Halifax calling.

**UNIDENTIFIED MALE SPEAKER:** Yeah.

**UNIDENTIFIED MALE SPEAKER:** We've got a Griffon rescue 442, I believe, going up to look after that fella – young fella who had the snowmobile out.

**UNIDENTIFIED MALE SPEAKER:** Yeah.

**UNIDENTIFIED MALE SPEAKER:** Labrador radio is open right now, right?

**UNIDENTIFIED MALE SPEAKER:** Yeah.

**UNIDENTIFIED MALE SPEAKER:** Okay, just wanted to – we were 99.9 per cent sure of it; just wanted to make sure that they were open and running and everything.

**UNIDENTIFIED MALE SPEAKER:** No problem.

**UNIDENTIFIED MALE SPEAKER:** So I'll probably be talking to them.

**UNIDENTIFIED MALE SPEAKER:** All right, then.

**UNIDENTIFIED MALE SPEAKER:** Okay, Sir. Have a good one.

**UNIDENTIFIED MALE SPEAKER:** Okay, take care.

**UNIDENTIFIED MALE SPEAKER:** Okay. Bye-bye.

**UNIDENTIFIED MALE SPEAKER:** Bye-bye.

(Call ended.)

**January 31, 2012, 2307:37.**

(Phone ringing.)

**UNIDENTIFIED MALE SPEAKER:** (Inaudible.) Good evening.

**D. BILLARD:** Hello Labrador radio, it's JRCC Halifax calling.

**UNIDENTIFIED MALE SPEAKER:** Yes, Sir, go ahead.

**D. BILLARD:** Just wanted to let you know there's a Griffon helicopter heading out of Goose Bay rescue 440.

**UNIDENTIFIED MALE SPEAKER:** 440.

**D. BILLARD:** Yeah, he's heading up towards Makkovik.

**UNIDENTIFIED MALE SPEAKER:** Okay.

**D. BILLARD:** They got to search for a 14-year-old –

**UNIDENTIFIED MALE SPEAKER:** Oh, yeah, I understand about that one. Yeah.

**D. BILLARD:** – missing on a Ski-Doo up there.

**UNIDENTIFIED MALE SPEAKER:** Sure, yeah, no problem.

**D. BILLARD:** He'll probably be coming at you on 16 and we'll probably be wanting to do a phone patch every now and then to get updates from him.

**UNIDENTIFIED MALE SPEAKER:** Yeah, that's not a problem.

**D. BILLARD:** Okay.

**UNIDENTIFIED MALE SPEAKER:** Take care – and your name?

**D. BILLARD:** It's Donnie.

**UNIDENTIFIED MALE SPEAKER:** Okay, thanks Don.

**D. BILLARD:** All right. Bye.

**UNIDENTIFIED MALE SPEAKER:** Bye now.

(Call ended.)

**January 31, 2012, 2328:04.**

(Dial tone.)

(Redacted.)

(Phone ringing.)

**MESSAGE MANAGER:** Welcome to 5 Wing Goose Bay. For service in English, please press 1. For –

(Dial tone.)

**MESSAGE MANAGER** If you know the four digits of (redacted).

Please hold. You will be transferred shortly.

(Phone ringing.)

**UNIDENTIFIED MALE SPEAKER:** Good evening, (inaudible).

**UNIDENTIFIED MALE SPEAKER:** Hi, it's Halifax Search and Rescue calling.

**UNIDENTIFIED MALE SPEAKER:** Yes, Sir.

**UNIDENTIFIED MALE SPEAKER:** Just wondering if rescue 440 has departed yet.

**UNIDENTIFIED MALE SPEAKER:** No, he hasn't departed yet. I was talking to him there a little while ago and he was getting ready to go then.

**UNIDENTIFIED MALE SPEAKER:** Okay.

**UNIDENTIFIED MALE SPEAKER:** But I haven't got an off time yet, Sir.

**UNIDENTIFIED MALE SPEAKER:** Okay. Once you get an off time, let us know.

**UNIDENTIFIED MALE SPEAKER:** Will do.

**UNIDENTIFIED MALE SPEAKER:** Thank you.

**UNIDENTIFIED MALE SPEAKER:** Okay, bye.

**UNIDENTIFIED MALE SPEAKER:** Bye-bye.

(Call ended.)

**January 31, 2012, 2336:14.**

**K. MACDONALD:** Search and rescue, bonjour.

**CAPT LUDLOW:** Hi, it's Captain Ludlow at AOC.

Do you have 30 seconds for an update on Makkovik?

**K. MACDONALD:** Sure do.

We have passed 44 –

**CAPT LUDLOW:** 44?

**K. MACDONALD:** – 44E.

**CAPT LUDLOW:** Yeah. Or 444?

**K. MACDONALD:** 444 squadron.

**CAPT LUDLOW:** Yeah.

**K. MACDONALD:** Well, 44E is the tail number, I guess, is what I was trying –

**CAPT LUDLOW:** Oh, was it? All right.

**K. MACDONALD:** – trying to get out.

**CAPT LUDLOW:** Okay.

**K. MACDONALD:** They're tasked; they're not airborne yet, but I suspect them to be up in a few minutes.

**CAPT LUDLOW:** A few minutes?

**K. MACDONALD:** They're going to head up to Makkovik and they'll probably only be able to give us about 30 to 45 minutes on scene, come back and refuel. And by the time they get back, they'll be out of crew day. They're –

**CAPT LUDLOW:** Refuel where?

**K. MACDONALD:** Pardon?

**CAPT LUDLOW:** Where are they going to refuel?

**K. MACDONALD:** Makkovik.

**CAPT LUDLOW:** Oh, really?

**K. MACDONALD:** Yeah.

**CAPT LUDLOW:** What's the transit time to the – from – or from Goose to Makkovik?

**K. MACDONALD:** About an hour.

**CAPT LUDLOW:** Oh, is that all? Okay.

**K. MACDONALD:** Maybe an hour and a half.

**CAPT LUDLOW:** Okay.

**K. MACDONALD:** It depends on the winds, I guess.

**CAPT LUDLOW:** Mm-hmm.

**K. MACDONALD:** They're about 120 kilometres from the incident position, or 120 miles from the incident position.

**CAPT LUDLOW:** They are now at Goose, eh?

**K. MACDONALD:** Yeah.

**CAPT LUDLOW:** Okay.

**K. MACDONALD:** That's how far Goose is back.

**CAPT LUDLOW:** Okay.

**K. MACDONALD:** So they'll go to where the snowmobile was located, beat up the area and hit the high probability areas with the 30 to 45 minutes.

**CAPT LUDLOW:** Mm-hmm.

**K. MACDONALD:** And if they have enough time to go back out after the refuel for a quick search, they will; and, if not, they're going to be out of crew day at 0500 Zulu and then they'll be going to crew rest.

And the intentions for Corporal Vardy, the incident commander with the RCMP, is to send the ground SAR team back out tomorrow and they'll probably be able to put out their own resources tomorrow as the weather is going to be VFR.

**CAPT LUDLOW:** Okay.

Okay, sounds good.

**K. MACDONALD:** So I expect after they get back from this they'll be released and we won't be asked for any more support.

**CAPT LUDLOW:** You don't think they'll refuel and head out there again.

**K. MACDONALD:** Well, if they think they got enough crew day left they'll try it.

**CAPT LUDLOW:** Yeah.

**K. MACDONALD:** I hope they can.

**CAPT LUDLOW:** Okay.

**K. MACDONALD:** But if the winds are real strong going back up – going up to Makkovik, it's gonna –

**CAPT LUDLOW:** Yeah. And the search object is a 16-year-old?

**K. MACDONALD:** Fourteen-year-old.

**CAPT LUDLOW:** Fourteen-year-old.

**K. MACDONALD:** And they found the snowmobile where he was – I got a call there on the emergency line there, I got to go.

**CAPT LUDLOW:** Okay.

**K. MACDONALD:** Thanks, bye.

(Call ended.)

**January 31, 2012, 2338:27.**

**UNIDENTIFIED MALE SPEAKER:**  
(Inaudible) rescue, bonjour.

**J. PARKER:** Sir, it's John calling from MCC in Goose.

**UNIDENTIFIED MALE SPEAKER:** Yes.

**J. PARKER:** Rescue 40 just got airborne at 2337.

**UNIDENTIFIED MALE SPEAKER:** 2337.

**J. PARKER:** Four souls on board, one hour, in route.

**UNIDENTIFIED MALE SPEAKER:** Okay. Very good, Sir.

**J. PARKER:** Okay, Sir.

**UNIDENTIFIED MALE SPEAKER:** Thank you.

**J. PARKER:** Okay, bye.

(Call ended.)

**January 31, 2012, 2338:51.**

(Dial tone.)

(Redacted.)

(Phone ringing.)

**CAPT LUDLOW:** (Inaudible) office, Captain Ludlow.

**K. MACDONALD:** Yeah, it's Kristin at RCC, sorry about that.

**CAPT LUDLOW:** No, that's fine.

**K. MACDONALD:** That was 444. They just went airborne.

**CAPT LUDLOW:** Oh, they're airborne now?

**K. MACDONALD:** Yeah.

**CAPT LUDLOW:** 2339, okay.

**K. MACDONALD:** So, anyway, you can feel free – I'll send out an email once I know more. I'm briefing everybody on what the plan is and what they've accomplished.

**CAPT LUDLOW:** Yeah, no, that's good. We're going to do a handover here in Canada command. Got a little high-vis because of the screw-up back east there with the Hercs and stuff, so – not a screw-up, but, you know, the Hercs being down –

**K. MACDONALD:** Yeah.

**CAPT LUDLOW:** – and response time and stuff. But –

**K. MACDONALD:** Yeah.

**CAPT LUDLOW:** – usually the way things go at Canada command.

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**K. MACDONALD:** Oh, understood.

**CAPT LUDLOW:** What was I going to say? You don't think they'd want to send the Cormorant up?

**K. MACDONALD:** No, the OIC has already directed that the Cormorant will not go up with the Herc unserviceable.

(Redacted.)

**CAPT LUDLOW:** We have a – okay. We got the Trenton search, but that's what it is, yeah.

**K. MACDONALD:** Yeah, no, no.

**CAPT LUDLOW:** Okay.

**K. MACDONALD:** That's – this isn't our primary – you know, we're air-sea.

**CAPT LUDLOW:** Yeah.

**K. MACDONALD:** This is humanitarian, so ...

**CAPT LUDLOW:** Yeah, yeah. Yeah, I understand. Yeah, okay.

**K. MACDONALD:** Yeah.

So, anyway, we'll assist them tonight, because they can't do a night search and we do have the capability. But tomorrow I suspect they're going to put their own resources back up and we'll be off the hook.

**CAPT LUDLOW:** Very good.

Thanks for your help.

**K. MACDONALD:** No problem. Call –

**CAPT LUDLOW:** Have a good night.

**K. MACDONALD:** – back any time.

**CAPT LUDLOW:** Okay. Bye-bye.

(Call ended.)

January 31, 2012, 2346:21.

**K. MACDONALD:** (Inaudible) rescue, bonjour.

**UNIDENTIFIED MALE SPEAKER:** Hey, this is (inaudible).

**K. MACDONALD:** Yeah.

**UNIDENTIFIED MALE SPEAKER:** Rescue 440 would like to let you know that they're opening watch.

**K. MACDONALD:** Okay.

**UNIDENTIFIED MALE SPEAKER:** Their ETA is one hour from last known position, and they're requesting traffic.

**K. MACDONALD:** No traffic.

**UNIDENTIFIED MALE SPEAKER:** All right.

Thank you.

**K. MACDONALD:** Thank you. Bye.

(Call ended.)