



SAR RECORDINGS REDACTED FOR RELEASE, MAKKOVIK

Transcript

Volume 3

Wednesday

1 February 2012

February 1, 2012

February 1, 2012, 0006:14.

K. VARDY: Kristin?

K. MACDONALD: Yes.

K. VARDY: How are you doing? It's Corporal Vardy in Makkovik.

K. MACDONALD: Yup.

K. VARDY: Just checking on that 412 there, 444 squadron.

K. MACDONALD: Yes.

K. VARDY: Would you have an ETA for them to Makkovik?

K. MACDONALD: I do. They're ETA will be at 2337 Zulu. I guess that would be about 31 minutes from now.

K. VARDY: Thirty-one minutes from now?

K. MACDONALD: Yes.

K. VARDY: Okay, right on, 'cause I just had a call from the local airport guy and he said two hours.

K. MACDONALD: No, that's two back to him to refuel after they're done their search area.

K. VARDY: Okay.

K. MACDONALD: Yeah.

K. VARDY: So they're going to come there first and search.

K. MACDONALD: They're going straight to the last known position where the snowmobile is.

K. VARDY: Okay.

K. MACDONALD: And then they're going to do their search and when they're done –

K. VARDY: Yeah.

K. MACDONALD: – they don't have a lot of gas onboard those Griffons, so –

K. VARDY: Yeah.

K. MACDONALD: – they'll come back to Makkovik and refuel.

K. VARDY: Yeah.

K. MACDONALD: And depending on how much time they have left whether they go back out or not. Their flight engineer was in at 10 o'clock this morning, so they're only allowed 15 hours crew day.

K. VARDY: Yeah.

K. MACDONALD: So anyway (inaudible).

K. VARDY: We were wondering, we got two military guys here, a Sergeant Rude and Sergeant (inaudible), and they were wondering would they be able to take one or two people in the helicopter to show the last known location and what they've seen?

K. MACDONALD: Tonight?

K. VARDY: Yeah.

K. MACDONALD: I doubt very much.

K. VARDY: You doubt it?

K. MACDONALD: No.

K. VARDY: Okay. They were just wondering about that, so ...

K. MACDONALD: Now, there would be a possibility if – no, not for tonight, 'cause they're going direct on scene and they got such limited fuel –

K. VARDY: Yeah.

K. MACDONALD: – and weight and balance is a big issue for those Griffons. They don't have the – their flight planning's already done for this part of the search.

K. VARDY: Okay.

K. MACDONALD: Once they get to Makkovik, I'll ask the question –

K. VARDY: Yeah.

K. MACDONALD: – if they're willing to, but it wouldn't be normal unless they're trained spotters.

K. VARDY: Oh, this guy here is, I don't know what to tell you, he's with PPCLI, anyway, and I don't know if he's a trained spotter or not, but he's an airborne and all kinds of crap. He's got more things on him than you can shake a stick at.

K. MACDONALD: No, no, I'll pass it along to the guys when they land there in Makkovik, but they may not be going back out, depending on, you know, how long they get (inaudible).

So what the plan is, they're going to go to the LKP.

K. VARDY: Yeah.

K. MACDONALD: They're going to do a one-mile radius right around that –

K. VARDY: Yeah.

K. MACDONALD: – and see what they can find. When they're done that they'll come south down along the – it'd be the easterly shore of Ford's Bight –

K. VARDY: Yeah.

K. MACDONALD: – and then they'll go back out the westerly shore of Ford's Bight and they're going to beat up that whole inlet.

K. VARDY: Yeah.

K. MACDONALD: And then they're going to go back to the incident position again and then they're going to do a track crawl from there down towards Big Island down Makkovik Bay into the town. And then they'll be refueling there, so it'll take them most of their time.

K. VARDY: Okay.

K. MACDONALD: So they're going after the high probability areas first –

K. VARDY: Yeah, understandable.

K. MACDONALD: – and then –

K. VARDY: Worse comes to worse, would they end up going out to – where's my map again? Just out around the point, actually, from Cape Strawberry – Wild Bight?

K. MACDONALD: Wild Bight, yeah, that inlet?

K. VARDY: Yeah.

K. MACDONALD: You want them to have a look at that area, too?

K. VARDY: Just to make sure, just to go around, at least around to where the inlet starts.

K. MACDONALD: Yeah.

K. VARDY: Because we're thinking, we don't know and we're just thinking, you know what, if he was there and he thought he was coming into Makkovik, he may have walked around that, try to get his way around there. Now, I don't know if there's any ice there or not to tell you the truth.

K. MACDONALD: We have some ice charts here we've been looking at. The ice is not very thick anywhere.

K. VARDY: No, it's not. The guys were walking on it here and they're chopping through it about three and four inches, right?

K. MACDONALD: Yeah, and the Coast Guard guys are telling me it's fast ice, so ...

K. VARDY: Yeah.

UNIDENTIFIED MALE SPEAKER: Fast ice is between 30 and 70 –

K. MACDONALD: Thirty and 70 centimetres thick.

K. VARDY: Yeah.

K. MACDONALD: But I'll – when they check in, they're going to check in on Coast Guard radio and I'll get them to scoot around to Wild Bight as well.

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K. VARDY: Okay.

K. MACDONALD: Take a look in that area.

K. VARDY: Perfect.

K. MACDONALD: So –

K. VARDY: All right.

K. MACDONALD: Anyway, one mile offshore is going to take them out a ways and they're just going to do like a radius right around the LKP of one mile before they start.

K. VARDY: Yeah.

K. MACDONALD: I figure that's the highest probability area.

K. VARDY: Okay. Also, if all hope fails, would they be able to hover around the actual snowmobile itself to see if –?

K. MACDONALD: Oh, they will do that. Yes, for sure.

K. VARDY: Okay, just to see if anything stirs up there and if there's any body or something just laying there, right?

K. MACDONALD: Yeah, as soon as they arrive on scene that's the first thing they'll do.

K. VARDY: Okay.

K. MACDONALD: They'll pull into a hover over the LKP.

K. VARDY: Okay.

K. MACDONALD: And they'll look that area over and then they'll start searching –

K. VARDY: Okay.

K. MACDONALD: – searching all around.

K. VARDY: If you talk to them, just let them know that the shoreline along there by Cape Makkovik –

UNIDENTIFIED MALE SPEAKER:
(Inaudible.)

K. VARDY: Actually, they're not coming here; they're going straight out to the last known position.

The shoreline there from – just in from the snowmobile –

K. MACDONALD: Yes.

K. VARDY: – there was walkers on that, there were searchers on that, so they'll still see some fresh tracks there.

K. MACDONALD: Okay.

K. VARDY: So just tell them that they're not looking for fresh tracks, they're looking for older tracks.

K. MACDONALD: Okay. I don't know if they'd be able to tell the difference or not –

K. VARDY: Yeah, well ...

K. MACDONALD: – from up at that altitude anyway.

K. VARDY: Yeah, well, it should be a difference because everything has been snowed over here by like six or seven inches, right?

K. MACDONALD: Yeah.

K. VARDY: Unless he's out walking around, which is highly unlikely to be now.

K. MACDONALD: Yeah.

I'm not even sending them inland. They only have about 40 minutes of gas.

K. VARDY: Okay.

K. MACDONALD: So to cover off all of that area, we're going to need to keep them just along the shoreline.

K. VARDY: Okay.

K. MACDONALD: And that will cover off most of their time tonight.

K. VARDY: Okay.

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If at all possible, are they able to land here, stay the night and start tomorrow morning or start fresh or ...?

K. MACDONALD: No, they will go back to Goose Bay tonight and overnight there. They're the only crew up there on that helicopter.

K. VARDY: Yeah.

K. MACDONALD: So they'll have to have full crew rest before that helicopter could go back out.

K. VARDY: Yeah.

K. MACDONALD: Which would be normally 12 hours.

K. VARDY: Okay.

K. MACDONALD: So if they get back at 1 a.m. local, it would be 12 hours so it'd be 1 tomorrow afternoon before that helicopter would be able to go back out again.

K. VARDY: Yeah.

And do they have to go back to Goose Bay for that 12 hours, or can they spend that 12 hours here in Makkovik?

K. MACDONALD: No, they said that the aircraft wouldn't be secure there and they were going back to Goose Bay.

K. VARDY: Okay.

K. MACDONALD: That's 45 minutes –

K. VARDY: All right.

K. MACDONALD: – is their transit period there.

K. VARDY: Okay. So we're looking at about another 20 minutes or so.

K. MACDONALD: Yes.

So, tomorrow, are you making any arrangements for helicopter assets through EMO?

K. VARDY: Everything is going to depend on what happens tonight.

K. MACDONALD: Yeah, because they're calling for a great day tomorrow.

K. VARDY: Yeah, I know.

K. MACDONALD: So non-military resources won't have no problem flying.

K. VARDY: Yeah.

K. MACDONALD: I think EMO should try to make some arrangements tonight so they're not caught off guard in the morning.

K. VARDY: And you know what, they won't even do it. I tried to do that there the last – the first time and they won't do it. They said, oh no, call us back in the morning, call us back in the morning, right?

K. MACDONALD: That's crazy because you got, you know, 10 or 12 good hours of daylight tomorrow –

K. VARDY: Yeah.

K. MACDONALD: – and they should be ready to go at first light.

K. VARDY: Yeah, I know. Don't – you're preaching –

K. MACDONALD: Preaching to the choir.

K. VARDY: You got that right, you're preaching to the choir. It's unreal, right?

K. MACDONALD: Yeah.

K. VARDY: So, no, we went through that the very first day, right?

K. MACDONALD: Yeah.

K. VARDY: And we requested it that night. They never even looked at anything until 8 the next morning and I don't think they were here until after 10 or – no, it was actually almost 1 in the afternoon before the helicopter arrived.

K. MACDONALD: Do you know Dennis Shea?

K. VARDY: Dennis Shea. No.

K. MACDONALD: He's the director of EMO or Fire and Emergency Services, whatever they call themselves.

K. VARDY: Yeah.

K. MACDONALD: Let me give him a call –

K. VARDY: Yeah.

K. MACDONALD: – and just tell him our situation.

K. VARDY: Yeah, just give him a heads-up there. And the thing is right now time is of the essence, because if that young fellow was –

K. MACDONALD: Absolutely.

K. VARDY: He's on the last – his last legs now if he's still alive, and we're hoping he is.

K. MACDONALD: Yeah.

K. VARDY: Right?

K. MACDONALD: Another thing I can do for you is I can run a little bit of a cold-weather survival model –

K. VARDY: Yeah.

K. MACDONALD: – just as if he's – like, the most conservative case. Like, if he was sitting on land and –

K. VARDY: Dry and –

K. MACDONALD: – dry –

K. VARDY: Yeah.

K. MACDONALD: – and all that stuff too.

K. VARDY: Yeah if you could do that, that would be great.

K. MACDONALD: I mean it's just a tool.

K. VARDY: Yeah.

K. MACDONALD: It's not a definitive.

K. VARDY: No, I know.

K. MACDONALD: So (inaudible).

K. VARDY: I know but it's – like you said, it's a tool and it's something you can look at, right?

K. MACDONALD: Yeah.

Very good.

K. VARDY: All right. Thank you very much.

K. MACDONALD: I'll give you a call soon.

K. VARDY: Okay then.

K. MACDONALD: Okay. Bye.

K. VARDY: Bye.

(Call ended.)

February 1, 2012, 0011:10.

(Phone ringing.)

UNIDENTIFIED FEMALE SPEAKER:
Hello.

J. PARKER: Hello, I was wondering if I could (redacted) Halifax Search and Rescue calling.

UNIDENTIFIED FEMALE SPEAKER: Yes, he's right here, just a second.

J. PARKER: Thank you.

UNIDENTIFIED MALE SPEAKER: Hello?

(Redacted) yes, Sir.

J. PARKER: Hi, it's Corporal Parker calling from Halifax Search and Rescue –

UNIDENTIFIED MALE SPEAKER: Mm-hmm.

J. PARKER: – with reference to that missing teenager there up in Makkovik.

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UNIDENTIFIED MALE SPEAKER: Yeah.

J. PARKER: We have a Griffon coming from Goose Bay to do a search and he's going to need fuel.

UNIDENTIFIED MALE SPEAKER: Yeah, I'm just getting ready to go up now.

J. PARKER: Oh, you're aware of it, are you?

UNIDENTIFIED MALE SPEAKER: Yeah, they called me from Goose Bay –

J. PARKER: Oh, he did call you. Oh, okay.

UNIDENTIFIED MALE SPEAKER: – early on. But Goose Bay called me and told me it was going to be two hours she was going to be here.

J. PARKER: Yeah, he's going to be up there doing some searching and then he's going to refuel before he goes home.

UNIDENTIFIED MALE SPEAKER: Okay.

J. PARKER: So we're estimating probably around – about two hours from now, about 10 o'clock local. You guys are Atlantic Time up there?

UNIDENTIFIED MALE SPEAKER: Yeah. That's when you want the fuel, was it, around that time?

J. PARKER: Around 10 local.

UNIDENTIFIED MALE SPEAKER: He's going searching now when he comes in?

J. PARKER: Yeah, he's due to be there in about half an hour.

UNIDENTIFIED MALE SPEAKER: Okay.

J. PARKER: To do a search and then –

UNIDENTIFIED MALE SPEAKER: Good.

J. PARKER: We're estimating probably around 10 local.

UNIDENTIFIED MALE SPEAKER: Okay, Sir.

Thank you very much.

J. PARKER: Thank you. Bye.

(Call ended.)

February 1, 2012, 0023:44.

(Redacted.)

(Phone ringing.)

MESSAGE MANAGER: Your call has been forwarded to an automatic voice messaging system.

(Redacted.)

(Phone ringing.)

P. PEDDLE: Hello.

K. MACDONALD: Hi, is this EMO?

P. PEDDLE: Yes, it is.

K. MACDONALD: Would this be Paul Peddle?

P. PEDDLE: That's right.

K. MACDONALD: This is Kristin MacDonald calling from the rescue centre in Halifax.

P. PEDDLE: Yes, hi, how are you?

K. MACDONALD: Good.

I wasn't speaking with you, it was another MacDonald that you spoke with earlier today.

P. PEDDLE: Okay.

K. MACDONALD: I'm on the evening shift.

P. PEDDLE: Okay.

K. MACDONALD: I just wanted to let you know that the Griffon is gone out to the search area now from Goose Bay.

P. PEDDLE: Okay.

K. MACDONALD: They should be arriving on scene in the next 15 minutes or so.

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P. PEDDLE: Okay.

K. MACDONALD: When I was speaking with Corporal Vardy a few minutes ago, I had asked him what his intentions are for tomorrow and if he was going to line up any aircraft for a day search and try to make best use out of the full daylight.

P. PEDDLE: Sure.

K. MACDONALD: He indicated that you guys didn't really want to look at another air asset until you seen how the night search went.

P. PEDDLE: Okay. Well, that's fine, but you know tomorrow morning, once daylight, if they're looking for time, that won't be an issue.

K. MACDONALD: Yeah. All I'm suggesting is that it might be good if you could make those arrangements tonight to make use out of the full daylight.

P. PEDDLE: Yup, we will. I can do that now, shortly, actually.

K. MACDONALD: Because based on the weather forecast I just had, it looks like it's going to be a very favourable day tomorrow.

P. PEDDLE: Okay.

K. MACDONALD: And, you know – yeah, it would be good.

P. PEDDLE: Yeah, I know if I go tonight looking for permission, they'll say wait until ye guys do your thing tonight. Once I hear back tonight, I can contact Gander and Gander will have a chopper ready out of Goose Bay tomorrow morning.

K. MACDONALD: Yeah.

Well, if they can be ready for first light that would be very good. Our guys – there's only one crew that operates that Griffon out of Goose Bay and even if you had no resource, they're going to go home at 1 a.m. or 5 Zulu. They're going to crew rest 12 hours. They wouldn't be able to go out 'til early afternoon tomorrow.

P. PEDDLE: Okay, that's fine.

K. MACDONALD: And you just lost a half a day so –

P. PEDDLE: Okay.

Well, I'll touch base with Constable Vardy, or, I'm sorry, Corporal Vardy, and if they're looking for someone, I'll get him to call me later tonight and we'll arrange that for first light in the morning.

K. MACDONALD: Yup. Perfect.

P. PEDDLE: Okay.

K. MACDONALD: Thank you, Sir.

P. PEDDLE: Okay, thank you. Bye-bye.

(Call ended.)

February 1, 2012, 0032:58.

(Phone ringing.)

(Redacted.)

UNIDENTIFIED MALE SPEAKER: Pretty good.

K. MACDONALD: Good. My name is Kristin MacDonald. I'm with the Joint Rescue Coordination Centre in Halifax.

UNIDENTIFIED MALE SPEAKER: Yes.

K. MACDONALD: I was just calling to confirm your status there in Goose Bay, if you're still just two search coordinators or if you have any spotters or....

UNIDENTIFIED MALE SPEAKER: In Goose Bay we have spotters, yes. From CASARA Goose Bay we have about six – eight spotters – six. I think they're here right now, six spotters here in town right now.

K. MACDONALD: Okay.

UNIDENTIFIED MALE SPEAKER: There are about two or three gone on holidays as well.

K. MACDONALD: Okay. I'm just looking at your resource and callout status and it's only

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showing that you have two search coordinators, no spotters, no navigators and no pilots.

UNIDENTIFIED MALE SPEAKER: No, okay. We have no – that's strange, but we have about six – six to eight spotters total, but we have no pilot, no trained pilot and no trained navigator.

K. MACDONALD: Okay.

UNIDENTIFIED MALE SPEAKER: We can do EMT search and we can provide you spotters.

K. MACDONALD: Okay. Do you have a search coordinator as well?

UNIDENTIFIED MALE SPEAKER: We have some trained but we didn't do a search for a few years now so I would not even know.

K. MACDONALD: Okay, that's all right. So there is a search going on in Makkovik right now for a 14-year-old male who is missing.

UNIDENTIFIED MALE SPEAKER: Yup.

K. MACDONALD: EMO has sent out an aircraft earlier today to look around and – or, ground SAR, sorry –

UNIDENTIFIED MALE SPEAKER: Yeah.

K. MACDONALD: – and they've located a snowmobile where this 14-year-old had left from. They don't know if he went through the ice or not. There is a Griffon out of Goose Bay who is up there now flying around and –

UNIDENTIFIED MALE SPEAKER: Mm-hmm.

K. MACDONALD: – searching the area. But tomorrow morning at first light, EMO is planning on putting a helicopter out of Goose Bay –

UNIDENTIFIED MALE SPEAKER: Okay.

K. MACDONALD: – and I was thinking that I'll probably touch base with EMO and suggest that you guys be contacted –

UNIDENTIFIED MALE SPEAKER: Mm-hmm. Okay, good.

K. MACDONALD: – to take advantage of the CASARA resources.

UNIDENTIFIED MALE SPEAKER: Okay, if they want to we can give them few spotters and (inaudible). How many do they think you need – they need?

K. MACDONALD: Okay, I'll call you back after I chat with EMO.

UNIDENTIFIED MALE SPEAKER: Okay, good.

K. MACDONALD: Okay, talk to you soon.

UNIDENTIFIED MALE SPEAKER: Thank you, bye-bye.

(Call ended.)

February 1, 2012, 0035:01

UNIDENTIFIED MALE SPEAKER 2: Air/sea rescue, bonjour.

UNIDENTIFIED MALE SPEAKER 3: Hi, this is (inaudible).

UNIDENTIFIED MALE SPEAKER 2: Go ahead.

UNIDENTIFIED MALE SPEAKER 3: Hey, Rescue 40, they're up to normal, 12 minutes to be on scene. Any traffic for them?

UNIDENTIFIED MALE SPEAKER 2: No traffic for 40.

UNIDENTIFIED MALE SPEAKER 3: Excellent, thank you.

UNIDENTIFIED MALE SPEAKER 2: Twelve minutes, yeah, thanks.

(Call ended.)

February 1, 2012, 0058:19

(Redacted.)

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K. MACDONALD: Hello.

P. PEDDLE: Hi.

K. MACDONALD: Hi Paul?

P. PEDDLE: Yeah.

K. MACDONALD: It's the rescue centre, I'm calling in while you're trying to call out.

P. PEDDLE: Oh, sorry about that.

K. MACDONALD: Oh, no problem at all.

I just wanted to give you a heads up. There's something you might want to take advantage of for your aircraft tomorrow if you go out is the CASARA spotters in Goose Bay.

P. PEDDLE: Yeah.

K. MACDONALD: So you have six spotters available to go if you want to use them, and I would highly recommend them.

P. PEDDLE: What's that – spotters?

K. MACDONALD: Yeah.

P. PEDDLE: Okay, who's that through?

K. MACDONALD: That's CASARA, Civilian Air Search and Rescue.

P. PEDDLE: Okay.

K. MACDONALD: And the EMOs have the authority to hire them directly now.

P. PEDDLE: Okay, good, all right. Well, I've already put a call into air services. So what we'll do is we'll just wait until we hear from the police. They might call me 3 o'clock in the morning, it doesn't matter.

K. MACDONALD: Yeah.

P. PEDDLE: And then once they ask then I got the authority to go ahead and do it.

K. MACDONALD: Yeah, and the CASARA spotters normally have their own aircraft to go, but Goose Bay is short an aircraft right now.

P. PEDDLE: Right.

K. MACDONALD: But they have six spotters that's available and they're trained by the military to go out and do these types of searches.

P. PEDDLE: Okay.

K. MACDONALD: That'd be very useful to the guys that's going out tomorrow.

P. PEDDLE: All right then, great, thank you very much.

K. MACDONALD: Can I give you a contact name and number for them?

P. PEDDLE: Yeah, just hang on, let me grab a pen, I just came upstairs. Bear with me for a second.

K. MACDONALD: Sure.

P. PEDDLE: I was just out snow blowing the driveway, again. Man, we had a load of snow here today.

K. MACDONALD: Where are you located? You're ...

P. PEDDLE: I'm in – just outside of St. John's, in Mount Pearl.

K. MACDONALD: Yeah.

P. PEDDLE: And it's – we had quite the dump here this afternoon.

Okay, go ahead.

(Redacted) and what's her name again? CASARA?

K. MACDONALD: CASARA.

P. PEDDLE: CASARA.

K. MACDONALD: I'm surprised you don't know about them.

P. PEDDLE: I haven't heard of them, I'm not going to lie to you.

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K. MACDONALD: Yeah, they're national across Canada. They do a lot of air searches. They're the equivalent of ground SAR volunteers.

P. PEDDLE: Okay.

K. MACDONALD: They're available to all the EMOs. I know you guys used them before.

P. PEDDLE: Okay. All right, grand.

K. MACDONALD: Okay, take care.

P. PEDDLE: Thank you very much for your help.

K. MACDONALD: Bye.

P. PEDDLE: Bye-bye.

(Call ends.)

February 1, 2012, 0103:02.

(Dial tone.)

(Redacted.)

(Phone ringing.)

K. VARDY: RCMP Makkovik.

K. MACDONALD: Hi, it's Kristin MacDonald with the RCC in Halifax.

K. VARDY: How are you getting on b'y?

K. MACDONALD: Not too bad.

K. VARDY: Good.

K. MACDONALD: So are you getting a little more positive response from EMO?

K. VARDY: Yeah. Actually, I was talking to Paul Peddle there a little while ago.

K. MACDONALD: Yeah.

K. VARDY: And he actually gave me his personal cellphone and he said, listen, you know what, depending on what goes on tonight, if I

need a helicopter tomorrow, to give him a call at any time and he'll have it arranged for first light.

K. MACDONALD: I had a couple of chats with him and told him –

K. VARDY: Yeah.

K. MACDONALD: – that they're missing the picture if they don't have someone ready to go at first light.

K. VARDY: Yeah.

K. MACDONALD: And I just called them back again. There's – are you familiar with CASARA, what it is, civilian Air Search and Rescue?

K. VARDY: Yeah, yeah.

K. MACDONALD: Okay. He had never heard of CASARA.

K. VARDY: Yeah.

K. MACDONALD: And I highly recommended that he contact CASARA to have their spotters go on the aircraft that he hires out tomorrow morning.

K. VARDY: Okay.

K. MACDONALD: They're trained. This is their job; this is what they do.

K. VARDY: Yeah.

K. MACDONALD: I contacted CASARA. They have six spotters ready to go.

K. VARDY: Okay, where are they – are they out of St. John's?

K. MACDONALD: Out of Goose Bay.

K. VARDY: Out of Goose Bay, okay.

K. MACDONALD: And they're right – they'll be there ready to go at the aircraft that's being hired out of Goose Bay.

K. VARDY: Okay.

K. MACDONALD: But you need to make this request to Paul Peddle and tell him that you want CASARA to go with the aircraft.

K. VARDY: Yeah.

K. MACDONALD: Because he said that it'd be up to you guys whether you wanted CASARA but ...

Anyways, this is what they're trained for –

K. VARDY: Yeah.

K. MACDONALD: – and I highly recommend them.

K. VARDY: Yeah. And the thing is, is that right now time is very, very relevant right now, right?

K. MACDONALD: Well, I'll just tell you about the survival model that we ran here.

K. VARDY: Yeah.

K. MACDONALD: And –

(Redacted.)

(Call ended.)

February 1, 2012, 0105:02.

K. MACDONALD: (Inaudible) reports back from the helicopter yet?

K. VARDY: No. Actually, we can hear the helicopter just outside here, out – but we haven't heard anything. And you know what – and this is what I've been saying to everybody, too – there's no way for us to contact them directly. You know what? And that's been a bone of contention. Like, I was on with the RCMP dive team – well, I was (inaudible) up here.

K. MACDONALD: Yeah.

K. VARDY: And when we done the Ocean Guardian III exercise there in Corner Brook a couple of years ago, that was the bone of contention that we couldn't do.

K. MACDONALD: Are you familiar with the interagency working frequency that the National SAR Secretariat has?

K. VARDY: Yeah, we haven't got – see, it's not – we don't have that on our portables.

K. MACDONALD: Yeah.

K. VARDY: Which it should be that there should be – every portable, every radio, every department should have this frequency and have it there so that, you know, when they come into town I can push to Channel 6 and –

K. MACDONALD: Yeah.

K. VARDY: – they can just do Channel 6 and we all got the same –

K. MACDONALD: Yeah.

K. VARDY: – chat back and forth, right?

K. MACDONALD: Can you hang on just a sec?

K. VARDY: Certainly.

(Redacted.)

(Call ended.)

February 1, 2012, 0106:22.

K. MACDONALD: So 14 years old –

K. VARDY: Yeah.

K. MACDONALD: – and a height of 1.6 metres, 80 kilograms. We're just ballparking stuff here.

K. VARDY: Yeah.

K. MACDONALD: The take, we went with tired and, immersion, we went to the thigh.

K. VARDY: Yeah.

K. MACDONALD: I don't think we can keep him completely out of the water, because it's meant for a water calculation.

K. VARDY: Yeah, and he would've been walking in snow at least.

K. MACDONALD: Yeah. Clothing wetness, we said non-immersed segment was dry and the wind, we had at four knots.

K. VARDY: Okay.

K. MACDONALD: Air temperature minus 10.

K. VARDY: Yeah.

K. MACDONALD: Relative humidity 40; sea state life, which isn't really applicable; and for the dress we put him in a snowmobile suit and a light undergarment; and the survival time was greater than 36 hours.

K. VARDY: Okay.

K. MACDONALD: But his functional time was 29.2 hours.

K. VARDY: Yeah.

K. MACDONALD: So if – you know, if he's alive he might not, like, you know, have use of his digits to, say, unzip his jacket or something like that –

K. VARDY: Yeah.

K. MACDONALD: – or he might not be able to wave to somebody.

K. VARDY: Exactly. So functional time was how many hours?

K. MACDONALD: 29.2. And, again, this is just a tool.

K. VARDY: Yeah, I know. Yeah.

K. MACDONALD: Right? It's not –

K. VARDY: Yeah.

K. MACDONALD: I would not use it –

K. VARDY: But you know what? That's a great tool, actually. It'd be – do you have a program for that, or is there ...?

K. MACDONALD: Well, it's a part of our SAR Mission Management program.

K. VARDY: Yeah.

K. MACDONALD: It's not open source.

K. VARDY: Yeah, but I was (inaudible) –

K. MACDONALD: But we could run this for you, you know, if you ever –

K. VARDY: Yeah, okay.

So the local search and rescue could contact you guys and give that scenario to you and that you could run it.

K. MACDONALD: Yes.

K. VARDY: Oh, perfect. That's good to know, actually.

K. MACDONALD: Yeah.

But, again, like, I would never ever say to the media, well, based on the survival model (inaudible) –

K. VARDY: No, no, no. No, no, no.

K. MACDONALD: Because it's not proven, it's –

K. VARDY: No.

K. MACDONALD: It's just a guide.

K. VARDY: It's just a guide and a tool. It's just a bit of extra knowledge.

K. MACDONALD: Yeah, that's right.

K. VARDY: Yeah, I know.

K. MACDONALD: So –

K. VARDY: Yeah, I understand.

K. MACDONALD: Anyway, as soon as I hear from these guys –

K. VARDY: What was that frequency you said again? That was the international ...

K. MACDONALD: The interagency working frequency?

K. VARDY: Interagency?

K. MACDONALD: Interagency. It's 158.3, I believe.

K. VARDY: Okay.

K. MACDONALD: Interagency working frequency? Perfect, Sir.

Pretty certain it's 158.3, but I tell you, one time I was flying up in Labrador – or in Quebec – and the Sûreté had a helo there and they couldn't work on that frequency. It was too –

K. VARDY: Yeah.

K. MACDONALD: – high for them.

K. VARDY: Yeah.

K. MACDONALD: Actually, we might be getting an update here from the helo. I'll call you back soon.

K. VARDY: All right, thank you.

K. MACDONALD: Okay, bye.

K. VARDY: Okay, bye.

(Call ended.)

February 1, 2012, 0108:48.

K. MACDONALD: Air and sea rescue, bonjour.

UNIDENTIFIED MALE SPEAKER: Good evening, it's Halifax FIC. How are you tonight?

K. MACDONALD: Yeah, good.

UNIDENTIFIED MALE SPEAKER: That's good.

Up at Makkovik, Labrador –

K. MACDONALD: Yes.

UNIDENTIFIED MALE SPEAKER: – we have a flight plan on a Rescue 40.

K. MACDONALD: Uh-huh.

UNIDENTIFIED MALE SPEAKER: Helicopter left Goose tonight to go out to Makkovik. Have you been in communication with him?

K. MACDONALD: We have.

UNIDENTIFIED MALE SPEAKER: The flight plan is still active and he's just about to come overdue there soon.

K. MACDONALD: Okay.

Yeah we've been communicating through HF with them.

UNIDENTIFIED MALE SPEAKER: Okay.

K. MACDONALD: Just hang on a sec, I'll tell you when I was last talking to him. He's just outside Makkovik right now.

I was just chatting with people on the ground and they're hearing him overhead searching there.

UNIDENTIFIED MALE SPEAKER: Okay.

K. MACDONALD: So his destination was Makkovik, was it?

UNIDENTIFIED MALE SPEAKER: Yeah, he only filed one way and it was only a one-hour trip. So the flight plan (inaudible) have to do something with it, either extend it or do something with it; otherwise –

K. MACDONALD: What time was it set for his landing in Makkovik?

UNIDENTIFIED MALE SPEAKER: 0038 Zulu.

K. MACDONALD: 0038.

UNIDENTIFIED MALE SPEAKER: Yeah, so he's 30 minutes past his ETA.

K. MACDONALD: Okay.

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UNIDENTIFIED MALE SPEAKER: Or a little bit more than that now.

K. MACDONALD: Why don't you extend that by half an hour? Actually, extend it an hour.

UNIDENTIFIED MALE SPEAKER: Total time an extra hour?

K. MACDONALD: Yeah, make his destination time at Makkovik 0138 Zulu.

UNIDENTIFIED MALE SPEAKER: 0138, okay. All right, we'll do that.

K. MACDONALD: I expect he's going to be landing there soon to refuel and he'll file with you again.

UNIDENTIFIED MALE SPEAKER: Okay. So he's not on a medevac, he's actually searching, is he?

K. MACDONALD: He's searching. Yeah, that's right.

UNIDENTIFIED MALE SPEAKER: Okay, so we'll make it 0138 and they can update us if it's going to be later.

K. MACDONALD: Will do, thanks.

UNIDENTIFIED MALE SPEAKER: Thanks a lot.

K. MACDONALD: Bye.

UNIDENTIFIED MALE SPEAKER: Bye now.

(Call ended.)

February 1, 2012, 0115:55.

(Dial tone.)

(Redacted.)

(Phone ringing.)

K. VARDY: RCMP Makkovik.

K. MACDONALD: Hi, it's Kristin in Halifax.

K. VARDY: How's it going b'y?

K. MACDONALD: Good. Can you dial in 156.8?

K. VARDY: 156.8.

K. MACDONALD: Yeah.

K. VARDY: See, the thing is, is I don't really have the ability to –

K. MACDONALD: Presets?

K. VARDY: No, my channels are – that's it, actually. I got Channel 1, 2, 3 and 4 and that's it. Whatever they got on there is –

K. MACDONALD: Oh, they're all preprogrammed.

K. VARDY: Yeah.

K. MACDONALD: So you don't know what they actually are?

K. VARDY: No. I couldn't even tell you the frequency number.

K. MACDONALD: Oh, okay.

K. VARDY: But 156.8?

K. MACDONALD: 156.8 is Channel 16, like a marine channel.

K. VARDY: Marine channel. Barry, you got a Channel 16?

UNIDENTIFIED MALE SPEAKER:
(Inaudible.)

K. VARDY: Barry got that on VHF there.

K. MACDONALD: Yeah, yeah. Okay, try that 156.8, Channel 16 –

K. VARDY: Yeah.

K. MACDONALD: – and hail them on that because they're going to deal with Labrador Coast Guard radio on Channel 16 so they might be monitoring that one.

K. VARDY: Okay. They may be monitoring Labrador Coast Guard radio on Channel 16.

All right.

K. MACDONALD: Another one you could try is – if you can dial it in – 126.7.

K. VARDY: 126.7?

K. MACDONALD: Yeah, that's –

K. VARDY: We've got an air frequency radio that they use for the airport – the airstrip.

K. MACDONALD: Yeah, well, 126.7 is like an en route common frequency.

K. VARDY: Okay, 126.7, you got that one?

UNIDENTIFIED MALE SPEAKER:
(Inaudible.)

K. VARDY: We can get 126.7, yeah.

K. MACDONALD: That's like just a common en route air frequency –

K. VARDY: Okay.

K. MACDONALD: – so they might be monitoring that.

K. VARDY: All right.

K. MACDONALD: You can always try the frequency they have for the aerodrome in Makkovik, I assume it's 123.2.

K. VARDY: What's your aerodrome?

UNIDENTIFIED MALE SPEAKER:
(Inaudible.)

K. VARDY: 1.28?

UNIDENTIFIED MALE SPEAKER: 122.8.

K. MACDONALD: 122.8? You could try that one as well, if they're getting close to coming in they may be – they may give an advisory on that.

K. VARDY: Yeah.

K. MACDONALD: I'd reached out to them on those few channels and see how you make out.

K. VARDY: Yeah. Perfect.

K. MACDONALD: Okay.

K. VARDY: We'll see what we can do here. Thanks a lot.

K. MACDONALD: Okay. Bye.

K. VARDY: All right, take care. Bye.

(Call ended.)

February 1, 2012, 0122:50.

(Dial tone.)

(Phone ringing.)

UNIDENTIFIED MALE SPEAKER:
Labrador Coast Guard.

K. MACDONALD: Hi. It's the rescue centre in Halifax calling.

UNIDENTIFIED MALE SPEAKER: Oh, hi. Good evening, Sir.

K. MACDONALD: How are you doing tonight?

UNIDENTIFIED MALE SPEAKER: Oh, fine, thanks.

K. MACDONALD: Just wondering if you were talking to Rescue 40?

UNIDENTIFIED MALE SPEAKER: Rescue 40?

K. MACDONALD: The Griffon helicopter out of Goose Bay.

UNIDENTIFIED MALE SPEAKER: Right on, Sir. No, negative, nothing yet.

K. MACDONALD: Nothing yet, eh.

UNIDENTIFIED MALE SPEAKER: No, Sir. Do you want me to give them a call?

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K. MACDONALD: Yeah, if you wouldn't mind trying them on – they said they were going to monitor 16.

UNIDENTIFIED MALE SPEAKER: Okay. Let's give buddy – okay, give 'em a shout.

K. MACDONALD: Okay. Thanks a lot.

UNIDENTIFIED MALE SPEAKER: Okay. Bye.

(Call ended.)

February 1, 2012, 0125:33.

(Dial Tone.)

K. MACDONALD: JRC Rescue, bonjour.

UNIDENTIFIED MALE SPEAKER: Yes, this is the Labrador Coast Guard calling back.

K. MACDONALD: Yup.

UNIDENTIFIED MALE SPEAKER: Okay, yes, this is regarding Rescue 40. There – he is at the last known position, searching around there. He is going to start to search on the shore in about 10 minutes and they're going to be landing in Makkovik for fuel in about 45 minutes.

K. MACDONALD: Forty-five minutes, okay. Could you give me a phone patch with them?

UNIDENTIFIED MALE SPEAKER: Okay, yeah, give you a phone patch, okay, right on, okay. I'll have to call you back then, Sir.

K. MACDONALD: Okay, thank you.

UNIDENTIFIED MALE SPEAKER: Okay, bye.

(Call ended.)

February 1, 2012, 0127:29

K. MACDONALD: Air/sea rescue, bonjour.

UNIDENTIFIED MALE SPEAKER: Ah, yes, it's Coast Guard Goose Bay, how do you read?

K. MACDONALD: Yeah, I have you at four by five, go ahead.

UNIDENTIFIED MALE SPEAKER: Okay, go ahead, go ahead, go ahead, your (inaudible) Rescue 40, go ahead with your call.

K. MACDONALD: Roger, break, break, Rescue 40, it's RCC. How copy?

(Patching call.)

February 1, 2012, 0135:05

K. MACDONALD: Air/sea rescue, bonjour.

UNIDENTIFIED MALE SPEAKER: Good evening, (inaudible). I've got Rescue 405 who would like to conduct a phone patch with you.

K. MACDONALD: Roger, go ahead.

UNIDENTIFIED MALE SPEAKER: Okay, just one moment, please.

(Patching call.)

February 1, 2012, 0135:35

UNIDENTIFIED MALE SPEAKER: Rescue 405, this is Halifax (inaudible). I have your party on the line ready to initiate phone patch. Over.

UNIDENTIFIED MALE SPEAKER: Halifax (inaudible), Rescue 40 (inaudible) Romeo-Charlie-Charlie (inaudible) rescue 40. Copy.

K. MACDONALD: Rescue 40, it's Romeo-Charlie-Charlie. How me?

UNIDENTIFIED MALE SPEAKER: Romeo-Charlie-Charlie, Rescue 40 have you five by five. Over.

K. MACDONALD: Roger, good copy, have me five by five. Request your present position.

UNIDENTIFIED MALE SPEAKER: (Inaudible) Romeo-Charlie-Charlie, Air Rescue 40, I've just (inaudible) the (inaudible) on the LKP and starting a short crawl along the western side of Ford's Bight. How copy?

K. MACDONALD: I copy. You completed your search around the LKP and starting the western side of Ford's Bight. When you return back to the LKP before you start your track crawl down Makkovik Bay. Incident commander has requested that you search the east side of Cape Strawberry down in around Wild Bight as well, if you have the fuel. How copy?

UNIDENTIFIED MALE SPEAKER: Roger. We'll extend the short crawl (inaudible) when we come back around to Cape Strawberry to continue the short crawl down to Wild Bight. How copy?

K. MACDONALD: Good copy, good copy. And were you able to pull into a hover over the snowmobile?

UNIDENTIFIED MALE SPEAKER: Affirmative, affirmative, Rescue 40, one note there was a jerry can behind the (inaudible) – say again – there was a jerry can behind the (inaudible).

K. MACDONALD: Copy that, copy that. And was it floating in the water or on the ice?

UNIDENTIFIED MALE SPEAKER: On the ice, on the ice, Rescue 40.

K. MACDONALD: Good copy, good copy. Have you made any contact with the incident commander? Over.

UNIDENTIFIED MALE SPEAKER: We had one brief contact on Channel 16. No further contact since then. (Inaudible.)

K. MACDONALD: Okay, copy that, copy that. If you need the incident commander, continue on 16.

And flight information service called and they requested information about your flight plan. They only had you for one hour, I've extended to 0138 Zulu, which is now. How much longer would you like your flight plan extended?

UNIDENTIFIED MALE SPEAKER: (Inaudible) 45 minutes we'll be (inaudible.)

K. MACDONALD: Copy four five, Mikes, four, five, Mikes. I will make that arrangement and nothing further for RCC.

UNIDENTIFIED MALE SPEAKER: (Inaudible) RCC, Rescue 40, (inaudible) for fuel and then I'll give you a call (inaudible.)

K. MACDONALD: RCC copies your comments, copies your comments. Nothing further for RCC.

UNIDENTIFIED MALE SPEAKER: (Inaudible.)

(Call ended.)

February 1, 2012, 0142:30

(Dial tone.)

(Redacted.)

(Phone ringing.)

UNIDENTIFIED MALE SPEAKER: Halifax FRC.

K. MACDONALD: Hi, do you have a flight plan on Rescue 40, Goose Bay to Makkovik?

UNIDENTIFIED MALE SPEAKER: We do indeed.

K. MACDONALD: Yeah, he just asked that we – this is RCC calling, sorry.

UNIDENTIFIED MALE SPEAKER: Okay.

K. MACDONALD: He asked that they extend another 45 minutes, so 0220 Zulu for arrival at Makkovik.

UNIDENTIFIED MALE SPEAKER: 0220, okay.

K. MACDONALD: Thank you.

UNIDENTIFIED MALE SPEAKER: Very good, thank you. Bye.

(Call ended.)

February 1, 2012, 0143:49

(Redacted.)

(Phone ringing.)

K. VARDY: RCMP Makkovik.

K. MACDONALD: Hi, it's the rescue centre Halifax.

K. VARDY: How's it going?

K. MACDONALD: Good, just chatting with Rescue 40 and they said they made comms with you on 16?

K. VARDY: Yes.

K. MACDONALD: Right on. What's the latest you have from them for brief?

K. VARDY: The last thing we got from them was that they located the snowmobile and they're just continuing their search pattern.

K. MACDONALD: All right. Did they tell you what they found there at the snowmobile?

K. VARDY: No.

K. MACDONALD: On the ice behind the snowmobile was a jerry can.

K. VARDY: Yeah, yeah. Now, we knew that.

K. MACDONALD: Oh, did you?

K. VARDY: Yeah.

K. MACDONALD: Okay.

K. VARDY: We located that there ourselves.

K. MACDONALD: Okay.

K. VARDY: So –

K. MACDONALD: Was anyone physically out to the snowmobile?

K. VARDY: No. No, we couldn't get out to it.

K. MACDONALD: I'm curious to know whether the thing's out of gas or not.

K. VARDY: Yeah.

K. MACDONALD: Because jerry can out in the water and on the ice –

K. VARDY: Standing up straight, too.

K. MACDONALD: – sounds to me like he got off that sled and, you know, if he – something set it over there on the ice.

K. VARDY: Yeah.

K. MACDONALD: So, to me, that makes me think he's not in the water, unless he intentionally, you know, jumped in that open ...

K. VARDY: Yeah, he's about – actually, we calculated there with the map, he's 2.5 kilometres from the crack. That open crack, the initial one we were looking at –

K. MACDONALD: Yeah.

K. VARDY: – 2.5 kilometres.

K. MACDONALD: I don't think he's in the water.

K. VARDY: Well, it's hard to tell right now because in the area where the snowmobile is, all the – it's all like ice pans.

K. MACDONALD: Oh, okay.

K. VARDY: And there are cracks going everywhere.

K. MACDONALD: Okay.

K. VARDY: So –

K. MACDONALD: So even if he started walking off, he could've ended up in the water.

K. VARDY: And that's all going to depend on what the ice conditions was at that day and at that time.

K. MACDONALD: Do you have access to that information?

K. VARDY: No.

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K. MACDONALD: Okay. Let me look into that, see if there's anything we can do there.

K. VARDY: Yeah.

K. MACDONALD: We might be able to help you out. What date are you looking for exactly?

K. VARDY: That would've been Sunday. Sunday evening from 1:30 to, say, 7 o'clock – 7 or 8 Sunday night (inaudible), right?

K. MACDONALD: So Sunday evening at what time?

K. VARDY: Say any time around 3 to – say 3 o'clock to –

K. MACDONALD: Like 1500?

K. VARDY: – 6 o'clock, 1500 to 1800.

K. MACDONALD: Okay.

So you want an idea of what the ice was at that time?

K. VARDY: Yeah.

K. MACDONALD: Okay, we'll see what we can do there.

K. VARDY: All right.

K. MACDONALD: And I'll give you a call back.

K. VARDY: Perfect. Thanks a lot.

K. MACDONALD: Okay. Bye.

K. VARDY: Okay. Bye.

(Call ended.)

February 1, 2012, 0157:31.

(Phone ringing.)

UNIDENTIFIED MALE SPEAKER: RCMP, Makkovik.

D. BILLARD: Yeah, is this Corporal Vardy?

UNIDENTIFIED MALE SPEAKER: Just one second.

K. VARDY: Corporal Vardy speaking.

D. BILLARD: Yeah, Kimball, this is Donnie Billard calling from JRCC Halifax.

K. VARDY: Yes, how are you doing?

D. BILLARD: Good, b'y.

Kristin told me to give you a call. You wanted to be briefed on the ice that's there?

K. VARDY: Yes, please.

D. BILLARD: Well, looking at the chart there, Kimball, it looks like fast ice from Makkovik out, oh, probably – I'd say, out to, oh, halfway there's that little indraft there where the harbour is in Makkovik, that fast ice stretches outside of that.

K. VARDY: Okay.

D. BILLARD: Almost down to Ford's Bight, right?

K. VARDY: Yeah.

D. BILLARD: And then from about, oh, I'd say a kilometre inside of the point – the western point on Ford's Bight you got some grey ice, anywhere between 10 and 15 centimetres thick in small pans.

K. VARDY: Yeah.

D. BILLARD: And that runs off 'til you get outside, I'd say, a couple of kilometres off the shore of Strawberry point.

K. VARDY: Yeah.

D. BILLARD: And then outside that you got – let me see here now. I got to zoom out to look at what that is there now. A little thicker outside.

K. VARDY: Okay.

D. BILLARD: A little thicker ice outside. I guess the wind must have been off up there in – and it's opening up that pack ice –

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K. VARDY: Yeah.

D. BILLARD: – from the fast ice, right?

K. VARDY: Yeah. For a couple of days we had hardly any wind and now –

D. BILLARD: Yes.

K. VARDY: – I think it's gone off again now, right?

D. BILLARD: Yeah, yeah, and it's supposed to be off, I think, northwest –

K. VARDY: Tomorrow again, yeah.

D. BILLARD: – for the next couple of days, right?

K. VARDY: Yeah, yeah.

D. BILLARD: But the – any of the fast ice they're saying that it's anywhere between 30 and – what did I tell you, Christian, 70 centimetres?

UNIDENTIFIED MALE SPEAKER: Yeah, 30 (inaudible).

D. BILLARD: Thirty and 70 centimetres.

K. VARDY: Yeah.

D. BILLARD: Right?

K. VARDY: Yeah, they've – both of the guys here, they've been travelling from here out quite a ways. Actually, you guys have travelled right to Strawberry, haven't you?

UNIDENTIFIED MALE SPEAKER: Yeah, (inaudible) right to Strawberry Head.

K. VARDY: On Ski-Doo?

UNIDENTIFIED MALE SPEAKER: On Ski-Doo.

K. VARDY: Yeah, they're going right from Makkovik right to Strawberry Head on Ski-Doo.

D. BILLARD: Yeah, yeah. See, the problem with this ice chart that I looks at –

K. VARDY: Yeah.

D. BILLARD: – that's a satellite analysis.

K. VARDY: Yeah.

D. BILLARD: So it ain't like you fellas on the ground.

K. VARDY: Yeah, exactly.

D. BILLARD: Do you know what I mean?

K. VARDY: Yeah, yeah.

D. BILLARD: So this is, you know, kind of –

K. VARDY: Yeah. Right on.

D. BILLARD: Sometimes we get – like, if they has a Coast Guard helicopter and icebreaker around they'll do like a (inaudible) with the helicopter and you got –

K. VARDY: Yeah.

D. BILLARD: – a good feel for what you got.

K. VARDY: Yeah.

D. BILLARD: But I'd take this with a grain of salt. Them fellas are saying, you know –

K. VARDY: Yeah.

D. BILLARD: – they know a bit better.

K. VARDY: Outside – there's still a nice bit of pans on the outside as well, right?

D. BILLARD: Yeah.

K. VARDY: Okay.

D. BILLARD: Yeah.

K. VARDY: Hopefully, with any luck, that'll pack in, because now they're thinking about the Ski-Doo, right?

D. BILLARD: Yeah.

K. VARDY: But, anyway, it's all we can do.

D. BILLARD: Yeah.

K. VARDY: We'll go with what we got.

All right, then, Sir. I'm going to run up and have a look at that helicopter now and talk to the boys.

D. BILLARD: Sure.

K. VARDY: They're just coming in to get some fuel.

D. BILLARD: Yeah, good enough.

K. VARDY: All right, thank you.

D. BILLARD: All right, my friend.

K. VARDY: Take care.

D. BILLARD: Bye.

(Call ended.)

February 1, 2012, 0201:42.

(Dial tone.)

(Redacted.)

(Phone ringing.)

A. MERCER: (Inaudible) can I help you?

K. MACDONALD: Hey, Andrew, it's Kristin calling. How are you doing tonight?

A. MERCER: Good. What's up?

K. MACDONALD: Not too much. I was on the other line when you called earlier about (inaudible) coming up.

A. MERCER: (Inaudible) talking to you. The voice is similar so –

K. MACDONALD: It was Donnie.

A. MERCER: Okay.

K. MACDONALD: I see you get – what's Aurora up to anyway?

A. MERCER: It's up to some secret mission up on the Belle of St. Isle looking for – quote, unquote – unusual surface activity.

K. MACDONALD: Okay.

A. MERCER: That's all I can say.

K. MACDONALD: And whereabouts are they?

A. MERCER: Between the Belle of St. Isle, between the top of Newfoundland and the Coast of Labrador. Do you know where that is? Do you know where Blanc Sablon?

K. MACDONALD: Yes.

A. MERCER: Right up there.

K. MACDONALD: How much crew day do they have left?

A. MERCER: They have to be back here by 8 Zulu and they're done.

K. MACDONALD: Six hours eh? Are they spending the whole time up there?

A. MERCER: Two hours on there; two hours each way. So they'll update at 6 Zulu is as far as they can – the crew day ends after that.

K. MACDONALD: Yes, they're 67 miles away from an area that I have a strong interest in that the Griffon is working in.

A. MERCER: Oh, I was told something about that. That's just off of Goose Bay, right?

K. MACDONALD: It's just – yeah. I'm just wondering if they would consider scooting up there for a FLIR search.

A. MERCER: You'd have to talk to AOC and figure that out and see who gets the priority. (Inaudible) you got priority.

K. MACDONALD: Okay, I'm calling AOC.

A. MERCER: Also, I know they do have a (inaudible) radar on board so ...

K. MACDONALD: Yeah and they –

A. MERCER: They do have Satcom, which you guys have now.

K. MACDONALD: Yeah it's 113 right?

A. MERCER: 113 and they do – they're working through AGA and –

K. MACDONALD: So I'd call their Satcom if AOC agrees to it.

A. MERCER: Yeah.

K. MACDONALD: But if they're up on a Canada command, it's hard to say what they'll let them do.

A. MERCER: Yeah. Do you want – I have a lat and long where they're actually going. It came over the air, so I can give it to you if you want.

K. MACDONALD: Yeah, go ahead.

A. MERCER: 5124.22 in seconds and 05706.25.

K. MACDONALD: Okay. Yeah, 332 is up with (inaudible).

Right on, we'll talk to you later.

A. MERCER: (Inaudible.)

K. MACDONALD: Okay. Bye.

(Call ended.)

UNIDENTIFIED MALE SPEAKER: (Inaudible.)

K. MACDONALD: Yeah.

S. CHOUINARD: Hello.

K. MACDONALD: Hello.

How are you, Steve?

S. CHOUINARD: Good, how are you?

K. MACDONALD: Good.

Are you back from dinner?

S. CHOUINARD: Yeah.

K. MACDONALD: Can I give you a call back? I got a little bit on the go here.

S. CHOUINARD: Yeah, sure. I'll be up for a while.

K. MACDONALD: You going to be at your hotel or ...?

S. CHOUINARD: Yeah, I'm in my room.

K. MACDONALD: Okay. 222 right?

S. CHOUINARD: You got it.

K. MACDONALD: Okay. Bye.

S. CHOUINARD: Bye.

(Call ended.)

(Dial tone.)

(Phone ringing.)

K. MACDONALD: They weren't supposed to be up there, but they've been told to go up and look for unusual activity in that area.

UNIDENTIFIED MALE SPEAKER: AOC (inaudible) speaking.

K. MACDONALD: How are you doing tonight?

UNIDENTIFIED MALE SPEAKER: Oh, not too bad.

K. MACDONALD: Not too bad, eh? I've got a question for you.

UNIDENTIFIED MALE SPEAKER: Mm-hmm.

K. MACDONALD: I was chatting with 14 Wing ops and they tell me that tail number 113 is up in the Blanc-Sablon area looking for unusual activity.

UNIDENTIFIED MALE SPEAKER: Yes.

K. MACDONALD: Yes. (Inaudible) –

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UNIDENTIFIED MALE SPEAKER: Who am I talking to?

K. MACDONALD: Oh, sorry, I thought I identified myself. It's the rescue centre in Halifax.

UNIDENTIFIED MALE SPEAKER: Oh, okay.

K. MACDONALD: Sorry about that.

UNIDENTIFIED MALE SPEAKER: No, no, no. No problem.

K. MACDONALD: Yeah.

Do you know what kind of priority is on that mission, if they would be able to go out to assist in a SAR?

UNIDENTIFIED MALE SPEAKER: Okay, the latest that I just got from 14 Wing there was, yeah, that they just – that they were holding that standby there. They let the guys go there because they got the 130 that's –

K. MACDONALD: That's right.

UNIDENTIFIED MALE SPEAKER: – that's back and up running, right?

K. MACDONALD: Yeah.

UNIDENTIFIED MALE SPEAKER: So now you're – like, I don't know what the priority of their mission is right now. All I know is that they're out there doing what – whatever they're doing now and they can – they're doing that and that – you know, you would probably have to talk to – you know, I could –

K. MACDONALD: (Inaudible.)

UNIDENTIFIED MALE SPEAKER: Well, yeah, I could give them a call, and – you know what I mean – see what's going on there. I don't know exactly what –

K. MACDONALD: Yeah, I just –

UNIDENTIFIED MALE SPEAKER: – the priority –

K. MACDONALD: – heard they're looking for unusual activity.

UNIDENTIFIED MALE SPEAKER: Yeah.

K. MACDONALD: I tell you why I was interested in them and not the Herc is the search we have going on in Makkovik –

UNIDENTIFIED MALE SPEAKER: Oh, yeah. Okay, yeah.

K. MACDONALD: – for the 14-year-old boy.

UNIDENTIFIED MALE SPEAKER: Yeah.

K. MACDONALD: They're about 280 miles away from there now with –

UNIDENTIFIED MALE SPEAKER: Yeah.

K. MACDONALD: – the incident position they're interested in.

UNIDENTIFIED MALE SPEAKER: Yeah.

K. MACDONALD: What we've found so far was a jerry can behind the snowmobile.

UNIDENTIFIED MALE SPEAKER: Okay.

K. MACDONALD: And it looks like the kid walked off from the machine. It doesn't look like he went through the ice.

UNIDENTIFIED MALE SPEAKER: Oh, okay.

K. MACDONALD: I would love to have access to their FLIR for –

UNIDENTIFIED MALE SPEAKER: Yeah.

K. MACDONALD: – a little bit and to see if – I'm going to give JCC a call.

UNIDENTIFIED MALE SPEAKER: Yeah.

K. MACDONALD: Do you want to stay on the line and conference me through and we can just chat about it?

UNIDENTIFIED MALE SPEAKER: Yeah, because I – like, I can cut you a message if that's

required, you know what I mean? Like, if they're out there flying and they're able to do that and nothing else is holding them up, then yeah.

K. MACDONALD: Well, I'm not sure what, you know, the priority of this mission is.

UNIDENTIFIED MALE SPEAKER: Mmm.

K. MACDONALD: But we could talk about it anyway –

UNIDENTIFIED MALE SPEAKER: Yeah.

K. MACDONALD: – and see –

UNIDENTIFIED MALE SPEAKER: Exactly.

K. MACDONALD: – what they have to say.

UNIDENTIFIED MALE SPEAKER: Yeah, okay.

K. MACDONALD: I'll hold the line.

UNIDENTIFIED MALE SPEAKER: Oh, you want me to conference you through?

K. MACDONALD: Yeah, that's what I –

UNIDENTIFIED MALE SPEAKER: Oh, jeez.

K. MACDONALD: You know what? (Inaudible).

UNIDENTIFIED MALE SPEAKER: (Inaudible) to Halifax there?

K. MACDONALD: Do you have their phone number?

UNIDENTIFIED MALE SPEAKER: I have it on a quick button here. Hold on here. Let me see. I might be able to –

K. MACDONALD: Do you know what? If you give me the number, I can transfer you – put you on hold and I can get them and flash you back. I can do the three-way.

UNIDENTIFIED MALE SPEAKER: Yeah, okay. Well, here, hold on. Let me see here.

Okay, RCC's here; Halifax, okay. I don't know if that's the one. The CSM is 864 (inaudible).

K. MACDONALD: I have the CSM.

UNIDENTIFIED MALE SPEAKER: Oh, okay. Their M class line then?

K. MACDONALD: Yup.

UNIDENTIFIED MALE SPEAKER: 427-2100.

K. MACDONALD: No, that's me.

UNIDENTIFIED MALE SPEAKER: Oh, you're Halifax. Okay, sorry.

K. MACDONALD: I want to talk to JCC Opps.

UNIDENTIFIED MALE SPEAKER: (Inaudible.)

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UNIDENTIFIED MALE SPEAKER: (Inaudible) area code (redacted.)

K. MACDONALD: Okay, thank you.

UNIDENTIFIED MALE SPEAKER: Okay, bye.

(Call ended.)

(Redacted.)

(Phone ringing.)

MAJ MATTHEWS: Lieutenant Command, Major Matthews.

K. MACDONALD: Major Matthews this is Captain MacDonald calling from the rescue centre in Halifax. How are you tonight?

MAJ MATTHEWS: Hey, good. How's it going there?

K. MACDONALD: Not too bad.

MAJ MATTHEWS: Okay, talk to me.

K. MACDONALD: I'm calling about what we have going on up in Makkovik there.

MAJ MATTHEWS: Yeah.

K. MACDONALD: With Rescue 40, the Griffon out of Goose. I was just chatting with 14 Wing about the Herc coming back up and I mentioned that the Aurora was somewhere up in that area –

MAJ MATTHEWS: Okay.

K. MACDONALD: – looking for something of interest, which I didn't ask any further.

But I guess what I'm wondering is, if – what their priority is for that mission, if they would be able to take a couple of passes up by our SAR area. They're 270 south of our area, so less than an hour away and what I'm interested in is their FLIR capability, which I can't send the Herc up to do that because they don't have that capability but – what's your thoughts on that?

MAJ MATTHEWS: I'm looking at some of the emails that popped up. Give me about three seconds here.

K. MACDONALD: Yeah, sure.

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MAJ MATTHEWS: Hey. You know a gentleman who works down in Trinity by the name of Lieutenant-Commander (Inaudible)?

K. MACDONALD: I don't know him but –

MAJ MATTHEWS: Anyways, (inaudible) sent us an email talking about that other event.

K. MACDONALD: Yes.

MAJ MATTHEWS: And they said any SAR re-tasking should take priority over this information. I think that it would be reasonable if you'd talk to your counterparts and they decide or whatever, I have no problem, personally. I think it makes sense.

K. MACDONALD: Well, I'll tell you what's going on.

Rescue 40 went out there and there was – when they found the snowmobile off Makkovik today, there was kind of the thought that the kid probably went through the ice.

MAJ MATTHEWS: Mm-hmm.

K. MACDONALD: Rescue 40 got on scene, they found the snowmobile wasn't through the ice and there was a jerry can sitting a few feet behind the snowmobile, upright. So the kid got off the machine, took the jerry can off, so there's no reason to think that he went through the ice.

MAJ MATTHEWS: At least not there (inaudible).

K. MACDONALD: Not right there. He may have somewhere else –

MAJ MATTHEWS: Yeah.

K. MACDONALD: – walking off. But the FLIR capability could really enhance this, and from what I understand of the Aurora capability, it wouldn't take too many passes for them to go over and cover off that area.

MAJ MATTHEWS: Yeah, and you know, what you're saying sounds pretty reasonable to me. I'm a SAR guy as well, I'm a Herc guy, so it sounds, it sounds pretty logical, you know, so I don't see a problem with that.

Now, who gives the final okay on this stuff?

K. MACDONALD: (Inaudible) command, it's your asset.

MAJ MATTHEWS: Yeah, so this is the first time I've had anybody come back and ask me this question, so.

K. MACDONALD: Yeah, and, you know, it's not a normal request that I would make, that's for sure. Usually only give one asset to a humanitarian, you know. We're already going, you know, above and beyond to help out here, and EMO will put their own resources back out tomorrow to, you know, to take care of the search and they're going to take CASARA spotters and whatnot. We'll be out of the picture at that point.

MAJ MATTHEWS: Yeah.

K. MACDONALD: But, you know ...

MAJ MATTHEWS: Yeah, now, do you normally go and talk to the AOC in Winnipeg about this and ...?

K. MACDONALD: Well, I did.

MAJ MATTHEWS: What are their thoughts?

K. MACDONALD: I talked to them and they defaulted to you guys, which I suspected they would anyway because that Aurora is working under Canada Command right now, is that correct?

MAJ MATTHEWS: And that is a good question. If it's the ready bird we're using.

K. MACDONALD: I'm not sure, but –

MAJ MATTHEWS: Yeah.

K. MACDONALD: – domestic ops falls to you, doesn't it?

MAJ MATTHEWS: Yeah, if it's domestic ops I can't see it (inaudible) other events. I'd have to look at their op order.

K. MACDONALD: Mm-hmm.

MAJ MATTHEWS: But what you're asking sounds pretty reasonable to me, so I know (inaudible).

K. MACDONALD: I don't want to create a shit storm here either, but I just think that being less than an hour away to be able to take a couple of passes sinking back down, if they're not on a super secret mission and, you know – I don't know, I'm going to leave that to you to –

MAJ MATTHEWS: Okay, give me your phone number, what's the best way to get a hold of you?

K. MACDONALD: (Redacted.)

MAJ MATTHEWS: Yeah, I'll just talk to our, my boss, essentially, and give him the thoughts on this. You know, personally, I don't have any

concerns, just (inaudible) I don't have a lot of expertise in that area.

K. MACDONALD: Well, I'm not saying we have to have it; I'm just saying there is a capability there that might really enhance the search, and if it was available to me I would take advantage of it.

MAJ MATTHEWS: Yeah, so once they got on scene you're just asking to do a fairly small search, you know, you're saying –

K. MACDONALD: A very small search area, I mean they can take a pretty wide sweep with the FLIR.

MAJ MATTHEWS: Yeah. And the Griffon, is it still in the area or –?

K. MACDONALD: The Griffon just landed in Makkovik to refuel and I'm not sure – I don't even think they're going to have crew day to go back out.

MAJ MATTHEWS: I hear you.

K. MACDONALD: Two-and-a-half hours away from their crew day. So they'll be an hour and 20 back to Goose once they get go airborne.

MAJ MATTHEWS: Understood, yeah.

K. MACDONALD: Okay, let me call you back there, I'm going to talk to my boss and see the best way ahead of this.

MAJ MATTHEWS: Okay.

K. MACDONALD: Bye.

MAJ MATTHEWS: Bye.

(Call ended.)

February 01, 2012, 0224:36.

(Dial tone.)

(Redacted.)

(Phone ringing.)

(Redacted.)

MESSAGE MANAGER: (Inaudible) the officer in charge of the rescue centre in Halifax. Please leave a message and I'll get back to you as soon as possible. Merci. (Inaudible.)

To leave a callback number press five.

(Beep.)

K. MACDONALD: Hey, this is Kristin, 10:30 on Tuesday night. I initiated the process that I wanted to talk to you about for an air tasking. Give me a call back 2100 when you get a chance. I'm going to try your home number.

Bye.

(Dial tone.)

(Phone ringing.)

A. LAAOUAN: Hello.

K. MACDONALD: Hi Maj.

A. LAAOUAN: Hey.

K. MACDONALD: Sorry to get you up.

A. LAAOUAN: Oh, no problem.

K. MACDONALD: This is Kristin.

A. LAAOUAN: Hey.

K. MACDONALD: I just need to give you a quick brief on a process I initiated?

A. LAAOUAN: Okay.

K. MACDONALD: It is not a normal one so – Rescue 40 is up searching in Makkovik for that 14-year-old boy.

A. LAAOUAN: Yeah.

K. MACDONALD: They just gave me a call a short while ago saying they located the snowmobile on the ice, and we knew the snowmobile was out there, ground SAR had found it but they were unable to get out to it and when they went in to a hover over it they found a jerry can about 10 feet behind it sitting upright.

And there was no indication to look like that kid ended up in the water –

A. LAAOUAN: Okay.

K. MACDONALD: – or breaking through the ice; like he went off on foot.

Andrew Mercer from Greenwood called about 15 minutes ago to advise that 332 come up serviceable.

A. LAAOUAN: The Herc?

K. MACDONALD: Yeah.

A. LAAOUAN: Okay.

K. MACDONALD: And in that email chain – I don't know why it got sent to us, anyway, but on that email thread, it was noted that an Aurora that was previously holding standby for us is up in Blanc-Sablon on another mission looking for a target of interest. And right away, I thought: He's less than an hour transit from Makkovik, and a quick two passes of the FLIR might give us some satisfaction on this case.

A. LAAOUAN: Yeah.

K. MACDONALD: So I called JCC, talked to Major Matthews and told him what I was looking for. And he said Trinity made the request for the Aurora up there, but they did say in their message that any SAR tasking should be given priority over what they're doing. He said he wasn't really sure how to go about it and who the Aurora was working for. And I said well, if it's domestic ops, he's working for you; I guess it's up to you. If you're willing to give him up, I have an interest to use him. And he agreed that it really makes sense to send him up to do a quick pass with the FLIR, and he understands that the Herc doesn't have that capability, so.

Completely willing to co-operate with us. I didn't say it was a must and we have to have this. Just saying that we would like to if it was made available to us.

A. LAAOUAN: And so what was the outcome?

K. MACDONALD: He's going to call back, but I just expect that tomorrow this will – you know,

someone may take issue with it and someone may not. I don't know.

A. LAAOUAN: Well, you know what? Sorry. At the end of the day, if the priority is whatever mission they're on to start off with –

K. MACDONALD: Sorry?

A. LAAOUAN: I said, whatever mission they're on to start off with –

K. MACDONALD: Yeah.

A. LAAOUAN: – if it's a way higher priority, they won't let it go.

K. MACDONALD: Understood, yeah.

A. LAAOUAN: All we did was ask, so, I mean, if they're willing to do it, that's great.

K. MACDONALD: Actually, he just called back and told Donnie that they're willing to support.

A. LAAOUAN: Okay. There you go. So that's their decision. We never said, you know, go ahead and do that, right? We requested it and –

K. MACDONALD: Yeah.

A. LAAOUAN: – issued the call. So –

K. MACDONALD: Yeah.

A. LAAOUAN: – (inaudible).

K. MACDONALD: It's just a little different because it's not really our case; it's a humanitarian and we're only supporting until first light. I've got CASARA going out with – our EMO is requesting CASARA to go with a chartered company in the morning.

A. LAAOUAN: Right.

K. MACDONALD: And I advised them they should be ready for first light. And they agreed and that's what they're working towards. We'll be out of this picture tonight.

A. LAAOUAN: Yeah.

K. MACDONALD: But I have a reasonable belief that we may make a difference in the FLIR search.

A. LAAOUAN: Yeah. That's what I thought and that's what I told K. C. there earlier, that even if the Herc comes up serviceable, and if the Griffon's not available, send the Aurora.

K. MACDONALD: Oh, the Griffon's out there searching there right now.

A. LAAOUAN: No, I know that.

K. MACDONALD: Yeah.

A. LAAOUAN: But if the Griffon was not available, right –

K. MACDONALD: Yeah.

A. LAAOUAN: – I said send the Aurora, because the FLIR and all that stuff they have is better visibility, right?

K. MACDONALD: Yeah.

A. LAAOUAN: So –

K. MACDONALD: Okay, well, I'm gonna – it looks like I can give them a call airborne and free task right now, so that's what I'm going to do.

A. LAAOUAN: Okay, sounds good.

K. MACDONALD: Thanks.

A. LAAOUAN: Bye.

K. MACDONALD: Bye.

(Call ended.)

February 1, 2012, 0227:41.

UNIDENTIFIED MALE SPEAKER:
(Inaudible) rescue, bonjour.

MAJ MATTHEWS: Hi, yes, Maj Matthews calling back from Canada Command.

UNIDENTIFIED MALE SPEAKER: Yes.

MAJ MATTHEWS: Hi, yeah, so I talked to my J3, LCol Kearney, and yeah, he supports the intent to utilize the CP-140. That was you I was talking to, right?

UNIDENTIFIED MALE SPEAKER: No, it was Kristin; he's on the other line, but I'm aware of what's going on.

MAJ MATTHEWS: Okay.

Just in terms of a paper trail, do you guys normally send a RFA request to our RJOC? Is that what you do?

UNIDENTIFIED MALE SPEAKER: I'm not real sure what the paperwork trail is, Maj.

MAJ MATTHEWS: Yeah.

UNIDENTIFIED MALE SPEAKER: I'll get Kristin to make sure that it's done –

MAJ MATTHEWS: Okay.

UNIDENTIFIED MALE SPEAKER: – the way it needs to be done.

MAJ MATTHEWS: So what I'll do is I will phone the KOC, tell them our thoughts, that we support using it. They also need to have Greenwood's input as well.

UNIDENTIFIED MALE SPEAKER: Okay.

MAJ MATTHEWS: We don't want to create a real hassle but, obviously, if we can help save a life it's worth it.

UNIDENTIFIED MALE SPEAKER: Yeah, absolutely.

MAJ MATTHEWS: Okay.

So you have Canada Command's support here and I'll talk to the KOC.

UNIDENTIFIED MALE SPEAKER: Okay.

MAJ MATTHEWS: All righty?

UNIDENTIFIED MALE SPEAKER: Thanks a lot, Maj.

MAJ MATTHEWS: Okay.

UNIDENTIFIED MALE SPEAKER: Bye.

MAJ MATTHEWS: Cheers.

(Call ended.)

February 1, 2012, 0230:28.

(Dial tone.)

(Redacted.)

(Phone ringing.)

A. MERCER: (Inaudible), can I help you?

K. MACDONALD: Andrew, it's Kristin.

A. MERCER: Yes.

K. MACDONALD: Canada Command has approved for us to use that Aurora –

A. MERCER: Okay.

K. MACDONALD: – to go up and take a couple of passes with the FLIR. You say their three-day expires at 8 Zulu?

A. MERCER: No, they got to leave at 6 Zulu.

K. MACDONALD: They got to leave on scene at 6 Zulu.

A. MERCER: Yes.

K. MACDONALD: So they could give us potentially an hour and a half up there.

A. MERCER: Yeah. I don't know what their ETA is up there, but yeah.

K. MACDONALD: So if they're 279 miles away from on scene, so less than an hour.

A. MERCER: Okay.

K. MACDONALD: So, anyway, KOC just – or, sorry, Canada Command asked that we brief you guys to let you know and make sure you're in the picture.

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A. MERCER: Okay.

K. MACDONALD: And –

A. MERCER: So are they – are you going to use the whole time on the FLIR, or just a partial time?

K. MACDONALD: Well, we'll let the crew decide how much time they need. I don't know how much time it would take them to cover off that area. It's not very big.

A. MERCER: Okay.

K. MACDONALD: But we'll certainly, you know, cover them out four miles offshore and, you know, a mile inland or something, and try to pick up some potential targets for Rescue 40 to investigate or even the other guys to investigate in the morning.

A. MERCER: Okay.

So just so I have a basis, they're looking for that lost boy.

K. MACDONALD: Yes.

A. MERCER: That was – where is the initial point? Is it ...?

K. MACDONALD: It's right off of – it's almost –

A. MERCER: Is there a town?

K. MACDONALD: Yeah, Makkovik.

A. MERCER: M-A-C-K?

K. MACDONALD: M-A-K-K –

A. MERCER: M-A-K-K –

K. MACDONALD: – O-V-I-K.

A. MERCER: – O-V-I-K?

K. MACDONALD: Yeah.

A. MERCER: Okay and that's in Labrador, right?

K. MACDONALD: Yes, it is.

A. MERCER: Okay.

K. MACDONALD: It's – do you know where Cape Harrison is?

A. MERCER: Cape Harrison. I have a rough idea, yeah.

K. MACDONALD: Roughly 100 miles north of Cartwright.

A. MERCER: Okay.

And how old was the boy?

K. MACDONALD: Fourteen-year-old.

A. MERCER: Fourteen-year-old boy, okay.

K. MACDONALD: Yeah.

So, anyway, I'm going to contact 113 and retask them to head to that area.

A. MERCER: Okay.

And then they're going to be off – you're going to task them to do that area and then, if they have time left, they can continue on with their other operations?

K. MACDONALD: Yes. I'll stand them down and they can make contact with whoever their chain is –

A. MERCER: Okay.

K. MACDONALD: – and get further tasking.

A. MERCER: Okay. My understanding is if they're done yours just continue on with the other tasking.

K. MACDONALD: Yeah, whatever they have left for crew day, I'll confirm that with Canada Command Ops.

A. MERCER: Okay.

K. MACDONALD: Okay, thank you.

A. MERCER: Thanks guys.

K. MACDONALD: Bye.

A. MERCER: Cheers.

(Call ended.)

February 1, 2012, 0233:24.

(Dial tone.)

(Redacted.)

(Phone ringing.)

K. MACDONALD: I love that one guy just says, yeah, I agree, go. Somewhat easier.

MAJ MATTHEWS: Canada Command, Major Matthews.

K. MACDONALD: Hi, Maj, it's Kristin calling down at RCC Halifax.

MAJ MATTHEWS: Hey.

K. MACDONALD: So I just briefed 14 Wing Ops.

MAJ MATTHEWS: Okay.

K. MACDONALD: And KOC will have to come with the paperwork after the fact. I'm going to call the Satcom now on tail 113 –

MAJ MATTHEWS: All right.

K. MACDONALD: – and send them north. Is that good with you?

MAJ MATTHEWS: That is good, yeah. I was talking to one of your workers down there and – yeah, our J3 support.

K. MACDONALD: Okay. And did you brief Halifax or RJOC, I guess? RJOC Atlantic?

MAJ MATTHEWS: I tried calling RJOC, no answer. I'm just sending out word out on the chat lines that – we don't know what ripple effect it will have but, yeah, as much as practical we'll likely support it.

K. MACDONALD: So you got the authority from ...?

MAJ MATTHEWS: Our J3, yeah. LCol Kearney came back and said, yes, support it so I'm just advising the KOC now via chat.

K. MACDONALD: Okay.

What I have for a number for the duty watch officer is 902 –

MAJ MATTHEWS: Okay.

K. MACDONALD: – 427 –

MAJ MATTHEWS: Uh-huh.

K. MACDONALD: – 2501.

MAJ MATTHEWS: (Inaudible) 2501, okay.

K. MACDONALD: Yeah.

Okay, well, I'll contact them now.

Thanks.

MAJ MATTHEWS: Okay. Thanks a lot.

K. MACDONALD: Okay.

(Call ended.)

February 1, 2012, 0235:34.

(Phone ringing.)

UNIDENTIFIED MALE SPEAKER:
Pathfinder 31.

K. MACDONALD: Pathfinder 31, this is the Rescue Coordination Centre in Halifax calling. How do you copy?

UNIDENTIFIED MALE SPEAKER: Okay.

K. MACDONALD: Roger.

I was just speaking with Canada Command operations and they approved us to retask you on a SAR mission if you're able to accept tasking.

Can you confirm that you're still in the vicinity of St. Anthony, give or take a hundred miles?

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No. 3

UNIDENTIFIED MALE SPEAKER: Just stand by for a second.

(Inaudible) St. Anthony.

UNIDENTIFIED MALE SPEAKER: Hey?

UNIDENTIFIED MALE SPEAKER: St. Anthony.

UNIDENTIFIED MALE SPEAKER: Yeah.

UNIDENTIFIED MALE SPEAKER: (Inaudible.)

CAPT ARSENAULT: Hi, it's Captain Arsenault from Pathfinder 31. Go ahead.

K. MACDONALD: Good evening, Captain Arsenault. It's Captain MacDonald at the Rescue Coordination Centre in Halifax.

I was briefed by 14 Wing Ops that you're in the vicinity of Belle Isle – the Strait of Belle Isle. Could you confirm?

CAPT ARSENAULT: That's affirmative. We're about 70 miles back right now from Blanc-Sablon, but we're coming direct up the Strait of Belle Isle and we're probably about 20 minutes out from St. Anthony.

K. MACDONALD: Copy that, copy that.

What we have going tonight is a SAR case up in Makkovik. That's approximately 279 miles north of your position. We spoke with Canada Command Ops and they've given us approval to retask you on a SAR mission if you're able to accept, if you have fuel and crew day. Would you be able to reach out that far?

CAPT ARSENAULT: If you can give me 30 seconds, I'll give you a yea or a nay.

K. MACDONALD: Affirmative.

CAPT ARSENAULT: I (inaudible) it's about 278 nautical miles northwest of our position.

Can you say again the name of the town and perhaps spell it phonetically?

K. MACDONALD: Roger.

It's Makkovik: Mike-Alfa-Kilo-Kilo-Oscar-Victor-India-Kilo. And I can give you a latitude and longitude if that help.

CAPT ARSENAULT: Yeah, that would be great.

K. MACDONALD: 5509 north, 05902 west.

CAPT ARSENAULT: Okay, copy that.

Can you confirm if this was the information that was supposed to be passed from RJOC via air ground air, initially, by secure (inaudible) that we've been trying to get for the past hour and a half.

K. MACDONALD: I would say negative, negative on that. We've only initiated this conversation with Canada Command approximately a half an hour ago and we have not spoken with RJOC so I doubt it's the same information that they're trying to pass to you. We've had no comms with RJOC this evening (inaudible).

CAPT ARSENAULT: Copy all.

Okay, so looks like they are two separate things. The only thing that would preclude me from accepting this is if the other one was a higher priority, but can I get your number and I'll call you back?

K. MACDONALD: Yes. I'd say negative, negative on the other one being a higher priority. Canada Command Operations has contacted Trinity who originated the tasking for you and they've given us approval to task if you're willing to accept.

CAPT ARSENAULT: Okay, copy that.

At the request of Trinity, I'll try and talk to the skipper or crew commander and I'll get back to you.

K. MACDONALD: Okay, copy that.

CAPT ARSENAULT: If you just want to wait on the line?

K. MACDONALD: Okay.

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(Call on hold.)

February 1, 2012, 0237:44

UNIDENTIFIED MALE SPEAKER: Air/sea rescue, bonjour.

CAPT HOUSE: Hey, it's Captain House at DDO Winnipeg there.

UNIDENTIFIED MALE SPEAKER: Yeah.

CAPT HOUSE: Yeah, so I got a call from Major Matthews there and Can Comm. He supports the (inaudible) for that search that you guys want to do.

UNIDENTIFIED MALE SPEAKER: Yup.

CAPT HOUSE: I just need to know, like, basically all the details, I guess. Did you give him all the details?

UNIDENTIFIED MALE SPEAKER: Matthews?

CAPT HOUSE: Yeah.

UNIDENTIFIED MALE SPEAKER: I'm not sure. I wasn't talking to him myself.

CAPT HOUSE: Okay.

UNIDENTIFIED MALE SPEAKER: I know that the air coordinator is talking to the Aurora right now on Sat.

CAPT HOUSE: Okay. So I just need all the details: where we're going to be, you know, all that stuff.

UNIDENTIFIED MALE SPEAKER: Okay. Approximate position of the missing youth is 5510 north (redacted.)

(Call ended.)

February 1, 2012, 0245:43

D. BILLARD: Air/sea rescue, bonjour.

D. GILLIS: Good day, Kristin.

D. BILLARD: No, it's Donnie again.

D. GILLIS: You guys sound alike.

It's Captain Gillis again.

D. BILLARD: Yeah. We're twins they call us.

D. GILLIS: Right on.

Is Kristin available?

D. BILLARD: Yeah, just one second.

It's the AC on the Griffon.

Can you hang on for just – give us a call back number and I'll get him to give you a call when he gets free.

D. GILLIS: Oh, that's a good question.

D. BILLARD: Okay, I got it: 709-923-2367.

D. GILLIS: It's also a fax machine so if we don't catch it quick enough –

D. BILLARD: Okay.

D. GILLIS: – it'll become a fax.

D. BILLARD: All right.

D. GILLIS: We'll be quick with it.

D. BILLARD: Yeah. Kristin is on the line right now with an Aurora.

D. GILLIS: Okay.

D. BILLARD: And we're going to try to get him up there and give you a hand with a FLIR search.

D. GILLIS: Okay.

D. BILLARD: Probably be on scene in about – I'm thinking an hour.

D. GILLIS: Okay.

D. BILLARD: Okay.

D. GILLIS: That should be good. Also visibility up here is excellent.

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D. BILLARD: Yup. And the call sign for that Aurora will be Rescue 10 113.

D. GILLIS: 113?

D. BILLARD: 113, yeah.

D. GILLIS: Perfect. I'll be waiting your guys' call.

D. BILLARD: Yeah, good.

(Call Ended.)

February 1, 2012, 0251:16.

(Dial tone.)

(Ringing.)

D. GILLIS: Captain Gillis.

K. MACDONALD: Hey Dan, it's Kristin.

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

K. MACDONALD: Good, good.

So how long are you going back out for?

D. GILLIS: I would like to sort of come back, gas up, and head back around 1, that way we're not stretching into 15 – 18 hour too much.

K. MACDONALD: So you're talking –

D. GILLIS: So we're talking about two hours by the time we get airborne, up to searching (inaudible).

K. MACDONALD: So two hours from now you'll be returning to Makkovik to refuel again?

D. GILLIS: Yup. Yeah, we'll be topping off, and the wind is quite strong so we'll be having a long trip home.

K. MACDONALD: Okay. What working frequency do you want to use with the Rescue 113, the Aurora.

D. GILLIS: The uniform frequency would probably be the best just because we are running out of radios for VHF or –

K. MACDONALD: Well –

D. GILLIS: – or we – there is also the common frequency up here anyways, 122.8, it's the air corridor frequency.

K. MACDONALD: Are you keeping that one up?

D. GILLIS: We are keeping that one up and we are keeping Channel 16 up and then if they want something a little more discrete –

K. MACDONALD: No, no, they don't need discreet.

D. GILLIS: Okay.

K. MACDONALD: So I'll tell them Channel 16 or 122.8.

D. GILLIS: Yeah.

K. MACDONALD: The biggest priority for you right now is going to be deconfliction, not chatting with the incident commander.

D. GILLIS: Okay. The incident commander is only at 16 and 122.8 is the common frequency for all aircraft.

K. MACDONALD: Yeah, that's the aerodrome frequency there?

D. GILLIS: Yeah, it's up actually the whole corridor.

K. MACDONALD: Okay.

D. GILLIS: Yeah.

K. MACDONALD: I didn't know that, that's interesting.

D. GILLIS: It's new, it is within, like the last nine months. Yeah.

K. MACDONALD: When you say the whole corridor, what are you referring to for an area?

D. GILLIS: Down like Cartwright way, maybe even further south, right up to Nain.

K. MACDONALD: Okay.

D. GILLIS: There is also one on the South Coast of the St. Lawrence – or on the North Coast of the St. Lawrence.

K. MACDONALD: Oh, yeah, over by Sept-Îles there's an –

D. GILLIS: Yeah.

K. MACDONALD: – air corridor between Havre–Saint-Pierre and –

D. GILLIS: Yup.

K. MACDONALD: Yeah, yeah.

D. GILLIS: Same thing up here.

K. MACDONALD: Oh, right on.

D. GILLIS: Yeah.

K. MACDONALD: I didn't know that.

Okay, so, anyway, they're down by St. Anthony right now. They're coming your way; they'll be on scene in an hour.

D. GILLIS: Okay.

K. MACDONALD: And all that they're going to do is a FLIR search. They said they had worked their own deconfliction with you.

D. GILLIS: Okay.

K. MACDONALD: So I'll tell them Channel 16 or 122.8.

D. GILLIS: Yeah.

K. MACDONALD: I suggested they stay at 1,500 feet.

D. GILLIS: Okay.

K. MACDONALD: What have you been working at?

D. GILLIS: We've been working at, well, pretty much 200 to 500 (inaudible) and we're over the water most of the time, so I don't think we've hit a thousand.

K. MACDONALD: I would recommend that you –

D. GILLIS: Well, we'll stay low.

K. MACDONALD: – stay low.

D. GILLIS: No worries.

K. MACDONALD: Duck.

D. GILLIS: Yeah, we can do that. Yeah.

What was I going to say? We were talking to the RCMP here, too. They were here as well. He did have a Ski-Doo jacket on that was sort of a plaid, black plaid.

K. MACDONALD: Yeah.

D. GILLIS: And they didn't think he had any reflectors on.

K. MACDONALD: Okay.

D. GILLIS: But, I mean, night vis is excellent. Like, you can look under the goggles and see quite well. And, like, I mean, the sled we saw a mile back.

K. MACDONALD: Is that right?

D. GILLIS: Yeah, that whole north side of Cape Strawberry –

K. MACDONALD: Yeah.

D. GILLIS: – we saturated that. They said the ice keeps moving there quite a bit, and right along Cape Strawberry itself, on the northern tip, it's probably 20-foot crests as well as open, right, (inaudible). So they said, you know, a few days ago that might not have been opened.

K. MACDONALD: Yeah.

D. GILLIS: The sled definitely looked abandoned. Looked like there was a jerry can behind it, like about six, 10 feet behind it.

K. MACDONALD: Yeah.

D. GILLIS: And we could see a bit of tracks there that weren't – like, on the sled – that were

– it was on packed snow, and we couldn't see any footprints. Like, he would be leaving pretty light footprints regardless.

K. MACDONALD: Yeah.

D. GILLIS: As well there's the on-scene commander here gave us other coordinates, I don't know if you want them now or not, just up on Cape Strawberry, they said there's a lot of crows. We went up and investigated. No joy, no sighting.

K. MACDONALD: A lot of crows?

D. GILLIS: Yeah.

K. MACDONALD: Okay.

D. GILLIS: There seemed to be a lot up there and there was absolutely no indication of anything.

K. MACDONALD: Okay.

So does the incident commander know we're sending an Aurora up there?

D. GILLIS: I don't know if – (inaudible) the incident commander, right? They're just – I think they're just the Rangers they were talking to –

K. MACDONALD: Yeah.

D. GILLIS: – and getting some info from.

The RCMP, we were talking to them but they've left. I got two numbers for them, but–

K. MACDONALD: Oh, Corporal Vardy, yeah.

D. GILLIS: Yeah.

K. MACDONALD: Yeah.

No, that's fine. I'll give them a call back.

It's just when we got wind of the Aurora being in the area, we've been just going through the hoops trying to break the red tape to get them up there, which seemed to go pretty easy tonight.

D. GILLIS: Yeah.

K. MACDONALD: And they're en route now and I'm going to call them back and give them a tasking area. But I just wanted to chat with the incident commander to see if he had an area that he wanted to focus on –

D. GILLIS: Okay.

K. MACDONALD: – for the FLIR.

D. GILLIS: No problem.

K. MACDONALD: So you guys are taking off now?

D. GILLIS: Yeah, we will be taking off probably within the next – we will be walking in the next 10. We're going to take off to leave here for Makkovik, go up Makkovik Bay on the western – or, correction, eastern side –

K. MACDONALD: Yeah.

D. GILLIS: – go across Ford's Bight, pick up by Cape Strawberry and work our way down to Wild Bight. We will probably have time to do that once or twice here if we do that whole short crawl.

K. MACDONALD: Yeah.

D. GILLIS: And we'll be taking our time and saturating again, like Cape Strawberry, and looking for any signs.

K. MACDONALD: Yeah. Okay.

D. GILLIS: Okay.

K. MACDONALD: Very good.

Thanks, Dan.

D. GILLIS: Right on.

K. MACDONALD: We'll chat with you airborne.

D. GILLIS: No problem.

K. MACDONALD: Okay. Talk to you later.

D. GILLIS: Talk to you later.

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K. MACDONALD: Bye.

D. GILLIS: Bye.

(Call ended.)

February 1, 2012, 0259:08.

D. GILLIS: Dan Gillis.

D. BILLARD: Yeah, Dan, it's Donnie from RCC. Kristin told me to give you a call.

D. GILLIS: Yeah.

D. BILLARD: You know those islands that are out to the northwest of where you located the sled, there's one island out there and there's a bunch of rocks to the northwest.

D. GILLIS: Yeah.

D. BILLARD: Is it fast ice between the sled and those islands or is it the drift ice in pans?

D. GILLIS: It's more pans.

D. BILLARD: Okay.

D. GILLIS: There was – there's sort of a crack. I don't know how well you can see on the map, but just down from Cape Strawberry, sort of on the northeastern side – or the northwestern side, sorry, there's like almost a little piece that sticks out.

D. BILLARD: Yeah.

D. GILLIS: The crack runs from there almost out to those islands.

D. BILLARD: Okay.

D. GILLIS: We were kind of over by those islands (inaudible) –

D. BILLARD: Oh, you were. Okay.

D. GILLIS: Yeah.

D. BILLARD: Okay.

D. GILLIS: But if we have any extra gas, we'll go double-check.

D. BILLARD: Yeah, yeah.

Okay, no, that's fine. If you've been there, that's great. We were just thinking that if it was open around the cape, he might have tried to get to –

D. GILLIS: Back, yeah.

D. BILLARD: Okay, you guys thought of that. That's great.

D. GILLIS: Okay.

D. BILLARD: All right, bye.

D. GILLIS: Right on.

D. BILLARD: Yeah.

D. GILLIS: Thanks. Bye.

(Call ended.)

February 1, 2012 0310:17.

(Phone ringing.)

UNIDENTIFIED MALE SPEAKER:
Pathfinder 31.

K. MACDONALD: Pathfinder 31, it's Romeo, Charlie, Charlie. How do you copy?

UNIDENTIFIED MALE SPEAKER: We are good. We are ready to (inaudible) information for us.

K. MACDONALD: Affirmative, affirmative. I'm going to give you four corners of a box. The first corner I give you will be the south corner of your box – would be your commence search point and it's 5505N by 05853W.

UNIDENTIFIED MALE SPEAKER: Go ahead.

K. MACDONALD: The northeast corner of your box will be 5512N, 05853W. The northwest corner of your box will be 5512N, 05906W and the southwest corner of your box will be 5505N, 05906W. How copy?

UNIDENTIFIED MALE SPEAKER: Can you say again the first corner?

K. MACDONALD: The first corner, your commence search point will be 5505N, 05853W.

UNIDENTIFIED MALE SPEAKER: Commence search. Okay, roger. And right now, our PLE would be 05 Zulu if we're going back to Greenwood and 08 Zulu if we're going to Goose Bay.

K. MACDONALD: Okay, you say (inaudible) 05 Zulu for Greenwood (inaudible)?

UNIDENTIFIED MALE SPEAKER: And 08 Zulu for Goose Bay. We're going to update that as we keep on going.

K. MACDONALD: Copy that. So I'd like your commence search point to be in the southeast corner of that box. I'd like you to run north-south lines repeat west. How copy?

UNIDENTIFIED MALE SPEAKER: North to south line.

K. MACDONALD: No, south to north lines.

UNIDENTIFIED MALE SPEAKER: South to north, okay.

K. MACDONALD: Repeat west.

UNIDENTIFIED MALE SPEAKER: Repeat it west. Okay, roger.

Do you have a phone number that we can get a hold of you if we need to?

K. MACDONALD: Yes, 902 –

UNIDENTIFIED MALE SPEAKER: 902 –

K. MACDONALD: – 427 –

UNIDENTIFIED MALE SPEAKER: – 427 –

K. MACDONALD: – 2100.

UNIDENTIFIED MALE SPEAKER: – 2100. Roger.

K. MACDONALD: Do you want to read back the coordinates of that box?

UNIDENTIFIED MALE SPEAKER: Okay, I can read back (inaudible). Southeast corner, 5505N, 05853W is the commence search; the northeast corner at 5512N, 05853W; west corner, 5512N, 05906W; southwest corner is 5505N, 05906W. From the south to north lines creeping west and your phone number, 902-427-2100.

K. MACDONALD: Roger. Other assets on scene will be Rescue 40. They'll be working the frequency 122.8 for Channel –

UNIDENTIFIED MALE SPEAKER: 122.8.

K. MACDONALD: – for Channel 16.

UNIDENTIFIED MALE SPEAKER: Channel 16. Roger.

(Inaudible.)

K. MACDONALD: Roger. He's been working between 200 and 500 feet AWL.

UNIDENTIFIED MALE SPEAKER: Above water level. Roger.

K. MACDONALD: And once you commence your search, I'd like you to keep me updated. Establish comms with Rescue 40 who will only have one hour on scene – approximately one hour on scene before he has to RTD.

UNIDENTIFIED MALE SPEAKER: Okay.

K. MACDONALD: And do you have anything further for Romeo-Charlie-Charlie?

UNIDENTIFIED MALE SPEAKER: No, not for now. I'll (inaudible) through the (inaudible) or through (inaudible).

K. MACDONALD: That's not active through this phone number. That was patched in through radio.

UNIDENTIFIED MALE SPEAKER: Okay.

K. MACDONALD: And, again, this – we're requesting that you do a FLIR search and a visual search is not the priority. An infrared search is the priority. How copy?

UNIDENTIFIED MALE SPEAKER: Infrared search priority. Infrared search priority, (inaudible).

K. MACDONALD: That's a good copy. I have nothing further for you, unless you have something for me.

UNIDENTIFIED MALE SPEAKER: No. We'll keep you updated once we get to the area. Do you just need stuff like weather and water temperature and things like that, or just our updated PLE or bingo fuel?

K. MACDONALD: Well, if you find something of interest you can take note of it and keep a log so we can pass it to the incident commander, and also pass your – if you need an area investigated, pass it to Rescue 40.

UNIDENTIFIED MALE SPEAKER: Okay, perfect.

K. MACDONALD: Okay.

UNIDENTIFIED MALE SPEAKER: We'll keep you updated.

K. MACDONALD: Thank you very much.

UNIDENTIFIED MALE SPEAKER: Okay, thanks.

K. MACDONALD: I'll talk to you soon. Bye.

UNIDENTIFIED MALE SPEAKER: Bye.

(Call ended.)

February 1, 2012, 0317:02.

(Dial tone.)

(Redacted.)

(Phone ringing.)

K. VARDY: RCMP, Makkovik.

K. MACDONALD: Hi, it's Kristin MacDonald with the Rescue Centre in Halifax.

K. VARDY: How's it going, b'y?

K. MACDONALD: Well, not too bad.

Have you heard that we just sent another airframe your way?

K. VARDY: I just got advised that there was an Aurora on the way.

K. MACDONALD: That's right. We found out that there was an Aurora about 280 miles to the south working another incident, non-SAR related.

K. VARDY: Yeah.

K. MACDONALD: And I guess we trumped him for the SAR and we sent him your way.

K. VARDY: Okay.

K. MACDONALD: So we've given him a fairly – you know, the search area isn't that big, but we've given him a fairly big bite of your search area –

K. VARDY: Yeah.

K. MACDONALD: – to do an infrared search.

K. VARDY: Okay.

K. MACDONALD: So if there's a heat source there they're going to find it.

K. VARDY: Oh, perfect.

K. MACDONALD: Yeah.

K. VARDY: Excellent.

K. MACDONALD: And I'm not asking him to do a visual search, but where we start him – I'll give you some coordinates if you want to copy the box that he's going to search.

K. VARDY: Okay. I'll see if I have the actual map here.

Where's that other map that you got there, the one that was up with the –?

UNIDENTIFIED MALE SPEAKER: (Inaudible.)

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K. MACDONALD: The other question I have:
Do you have any bodies out there tonight?

K. VARDY: No.

K. MACDONALD: Okay, good.

K. VARDY: No.

K. MACDONALD: Because I don't want to get
that confused with –

K. VARDY: Yeah, for sure.

Okay, I'm looking at –

K. MACDONALD: Okay, the southeast corner
of the search area would be 5505 north.

K. VARDY: 5505, yup.

K. MACDONALD: By 05853 west. The
northeast corner of the box is 5512 north, 05853
west.

K. VARDY: Now, this map here doesn't show
that. I am looking at –

K. MACDONALD: So, basically, do you see
Double Island?

K. VARDY: Dunn's Island?

K. MACDONALD: Double.

K. VARDY: Double Island?

K. MACDONALD: Yeah, it's quite a bit south
of your search area.

K. VARDY: Double Island, here, okay, yeah.

K. MACDONALD: Okay, so he's starting just
to the northeast of Double Island.

K. VARDY: Okay. Just around Fox Island?

K. MACDONALD: No, well south of that.

K. VARDY: South of Fox Island, okay.

K. MACDONALD: So if you go point seven of
a nautical mile to the northeast of Double Island.

K. VARDY: Okay.

K. MACDONALD: Very short. You can almost
call it Double Island.

K. VARDY: Okay.

K. MACDONALD: They're going to search
from there.

K. VARDY: Yeah.

K. MACDONALD: North to between
Strawberry Island the next big island.

K. VARDY: Dunn's Island?

K. MACDONALD: Standby.

Yes.

K. VARDY: Okay.

K. MACDONALD: It's going to come right
between Strawberry Island and Dunn's Island.

K. VARDY: Okay.

K. MACDONALD: And then he's going to
search almost over to the other side of Makkovik
Bay.

K. VARDY: Other side of Makkovik Bay.
Which one is that? The Cape Makkovik?

K. MACDONALD: That would be, yes, Cape
Makkovik; almost over to that.

K. VARDY: Almost over to Cape Makkovik.
Okay.

K. MACDONALD: Yeah, he'll be – probably
be one mile from Cape Makkovik.

K. VARDY: A mile from Cape Makkovik.
Okay.

K. MACDONALD: Do you see there's an
island just between the incident position and
Cape Makkovik? They call it Jackos?

K. VARDY: Jackos Island, Yup.

K. MACDONALD: Jackos Island. He's going to come down just the west side of Jackos Island.

K. VARDY: Okay.

K. MACDONALD: And straight down to Ford's Bight.

K. VARDY: Yeah

K. MACDONALD: And he's going to come right down, he'll be almost down the west shore of Ford's Bight and then across to Double Island again. That's the box.

K. VARDY: Okay. So he's going to come down the west side of Jackos Island and right down to Ford's Bight

K. MACDONALD: Yeah, he'll take in all of Ford's Bight.

K. VARDY: Okay.

K. MACDONALD: So that's kind of the box. If you can visualize that now looking at your map.

K. VARDY: Yup.

K. MACDONALD: So the search area is almost eight miles wide by – in the north-south it's about seven miles.

K. VARDY: Okay.

K. MACDONALD: About 56 square miles there we're going to search by FLIR.

K. VARDY: Okay.

K. MACDONALD: So hopefully this will add something good –

K. VARDY: Yeah.

K. MACDONALD: – to your case. And –

K. VARDY: Yeah, it would be really, really great and it would be really excellent, actually.

K. MACDONALD: Yeah. And Rescue 40 is – I think they're going to be able to give you another hour or so.

K. VARDY: Yeah. They're just geared up there now. We were up talking to those guys there a few minutes ago.

K. MACDONALD: Yeah.

K. VARDY: And they're gearing up now to – I think they've just took off –

K. MACDONALD: Yeah.

K. VARDY: – and they're heading back out, and that's great.

K. MACDONALD: Yeah.

K. VARDY: That's excellent.

K. MACDONALD: Very good.

K. VARDY: All right.

K. MACDONALD: Oh, one more question for you.

K. VARDY: Certainly.

K. MACDONALD: How fast is the ice drift to the south from – just from your local knowledge?

K. VARDY: How fast is the ice drift to the south?

UNIDENTIFIED MALE SPEAKER:
(Inaudible.)

K. VARDY: But how fast does it normally drift?

UNIDENTIFIED MALE SPEAKER:
Normally?

K. VARDY: Yeah.

UNIDENTIFIED MALE SPEAKER:
(Inaudible.)

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K. VARDY: Ten or 11 knots.

K. MACDONALD: Ten or 11 knots. That's pretty fast.

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K. VARDY: Yeah.

K. MACDONALD: Okay. Very good.

Thank you.

K. VARDY: All right.

K. MACDONALD: Bye.

K. VARDY: Thank you very much.

(Call ended.)

February 1, 2012, 0346:12.

K. MACDONALD: (Inaudible) rescue, bonjour.

UNIDENTIFIED MALE SPEAKER: Hello, I'm calling from Rescue 31, the (inaudible).

K. MACDONALD: Yes, go ahead.

UNIDENTIFIED MALE SPEAKER: We arrived at – yeah. We arrived to commence the search point at 0342 Zulu, four minutes ago. We are now on the second leg of our search.

And info I got from Rescue 40: He is operating in the area. He has negative contact on HF with the CFH, and he's going to be on station for the next one hour and a half, until 0515 Zulu.

K. MACDONALD: Roger. Copy all, copy all.

I request that you be on-scene air coordinator for the time that you're on scene, and Rescue 40 pass all comms through you to relay it to RCC. How copy?

UNIDENTIFIED MALE SPEAKER: From Rescue 31, I copy all. Will be on-scene aircraft commander and we will relay comms to you.

Do you have any special requirements?

K. MACDONALD: Negative, negative. No special requirements.

I just want to confirm that you guys are only relaying information; you're not to decide where Rescue 40 searches. That will be for Romeo-

Charlie-Charlie. I want you to be an air communications platform. How copy?

UNIDENTIFIED MALE SPEAKER: Roger. Will be air communication platform, all tasking (inaudible) will come from RCC.

K. MACDONALD: Good copy, good copy.

And are you able to take any pictures?

UNIDENTIFIED MALE SPEAKER: Standby.

Are we able to take any pictures?

UNIDENTIFIED MALE SPEAKER: (Inaudible.)

UNIDENTIFIED MALE SPEAKER: (Inaudible.)

UNIDENTIFIED MALE SPEAKER: It is, but right now (inaudible).

UNIDENTIFIED MALE SPEAKER: (Inaudible.)

Okay. No, negative, it's nighttime and at this present time our EO/IR capability is fairly degraded.

K. MACDONALD: Copy all, copy all. Just curious.

And nothing further for Romeo-Charlie-Charlie.

UNIDENTIFIED MALE SPEAKER: Roger. We'll be monitoring our Iridium and comms through CFH.

K. MACDONALD: Copy all. RCC clear.

UNIDENTIFIED MALE SPEAKER: Okay.

(Inaudible) Rescue 31 out.

(Call ended.)

February 1, 2012, 0409:48.

K. MACDONALD: (Inaudible) rescue, bonjour.

UNIDENTIFIED MALE SPEAKER: Hello, I'm calling from Rescue 31 with sensor (inaudible) number one.

K. MACDONALD: Rescue 31 go ahead with your traffic.

UNIDENTIFIED MALE SPEAKER: Okay.

Time is 0355 Zulu. We were at position 5517 north, 05857 west. Ground speed 190 knots. Altitude 3,000 feet, ASL. We were on a south to north leg, creeping west; three legs were completed at that time. IR capability was down and then back up and then back down at the time we were talking. Operating on the QNH of 29.98.

K. MACDONALD: Yes.

UNIDENTIFIED MALE SPEAKER: Helo status: helo has still two hours of time on station until 0605 Zulu.

K. MACDONALD: Say again –

UNIDENTIFIED MALE SPEAKER: And for –

K. MACDONALD: – helo –

UNIDENTIFIED MALE SPEAKER: Helo has two hours now, that's their updated PLE as of five minutes ago.

K. MACDONALD: Okay. Confirm the helo will remain in – on scene for another two hours.

UNIDENTIFIED MALE SPEAKER: Yeah. They do have the gas for another two hours.

K. MACDONALD: Can you confirm that they went back to Makkovik to refuel?

UNIDENTIFIED MALE SPEAKER: Can you say that again?

K. MACDONALD: Did the helo go back to Makkovik to refuel?

UNIDENTIFIED MALE SPEAKER: I asked them what was their updated bingo fuel, and they said that they were good for another two hours. I can go back and reconfirm.

K. MACDONALD: Yes, (inaudible).

UNIDENTIFIED MALE SPEAKER: (Inaudible) – okay.

K. MACDONALD: Please reconfirm the timings of the helo. It sounds like that's more time than what they have endurance for.

UNIDENTIFIED MALE SPEAKER: Okay. I'll reconfirm that with them. All right.

And for (inaudible) our bingo – or 5 Zulu for Greenwood and 8 Zulu for Goose Bay.

K. MACDONALD: Copy, 5 Zulu for Greenwood, 8 Zulu for Goose.

UNIDENTIFIED MALE SPEAKER: Yeah. That's the time we have to depart from the area.

And the weather here in the area, we've been seeing high-covered, scattered cirrus at high level. (Inaudible) is not applicable, it's mostly high covered. Visibility is unlimited given nighttime. And the outside temperature is minus 16 degrees.

K. MACDONALD: Good copy, good –

UNIDENTIFIED MALE SPEAKER: And –

K. MACDONALD: – copy.

UNIDENTIFIED MALE SPEAKER: Can you say again for Rescue 31?

K. MACDONALD: Rescue 31, RCC copies all.

UNIDENTIFIED MALE SPEAKER: Okay.

We'll reconfirm the helo status, the time they still have on station, and I'll repeat it back to you. Or, actually, did you want to hold on for one mike? I can ask them right away.

K. MACDONALD: Confirm. I'll hold.

(On hold.)

February 1, 2012, 0415:04.

(Call resumed.)

UNIDENTIFIED MALE SPEAKER: Okay, are you still there?

K. MACDONALD: Roger. Go ahead.

UNIDENTIFIED MALE SPEAKER: Okay. He said that they do have two hours of fuel remaining, but they're running out of crew days at 5 Zulu. So at 5 Zulu, their plan is to go back to Makkovik to refuel and RTB Goose Bay.

K. MACDONALD: Copy all, copy all. Rescue 40 –

UNIDENTIFIED MALE SPEAKER: (Inaudible) –

K. MACDONALD: I copy. Rescue 40 will return to Makkovik at 5 Zulu for bingo to Goose Bay.

UNIDENTIFIED MALE SPEAKER: That's correct.

And what time do you want the next (inaudible) to be? In an hour or ...?

K. MACDONALD: Roger. Will you be able to complete your tasking before your bingo for Greenwood?

UNIDENTIFIED MALE SPEAKER: Let me double-check with (inaudible).

(Inaudible.) Are we going to be able to complete our tasking before we (inaudible)?

UNIDENTIFIED MALE SPEAKER: (Inaudible.)

UNIDENTIFIED MALE SPEAKER: (Inaudible.)

UNIDENTIFIED MALE SPEAKER: Yeah, (inaudible).

UNIDENTIFIED MALE SPEAKER: Yeah, (inaudible).

UNIDENTIFIED MALE SPEAKER: We won't be able (inaudible).

UNIDENTIFIED MALE SPEAKER: We won't be able?

UNIDENTIFIED MALE SPEAKER: (Inaudible.)

UNIDENTIFIED MALE SPEAKER: Hi, it's (inaudible).

One of the issues we're having is our IR is seriously degraded right now, so the image (inaudible) coming in and out of functionality. But the other issue is that because we don't have, like, a – I mean, we have a (inaudible) that we can work with, but we're going so fast and it's such a high altitude, our area coverage is probably only 70 per cent at best. Even if we cover the entire area, we can't say with a great deal of scrutiny that we (inaudible) imagery of the entire area.

K. MACDONALD: Understood, copy all. But you will be able to fly the legs with the capability that you have prior to 5 Zulu? Confirm.

UNIDENTIFIED MALE SPEAKER: Oh, yeah. We're about two-thirds completed on the search area right now, one mile (inaudible). We're at 3,200 feet right now for altitude based on safety heights because going north and south puts us at risk of – there's quite a large land mass called (inaudible) hill, it's got a (inaudible) height of (inaudible) hundred feet, so we got to stay above that. But it seems like our IR system is cooperating (inaudible) for the past five minutes (inaudible). So hopefully we'll be able to keep it up for the rest of the search.

K. MACDONALD: Roger. Copy your comments.

And we'll just get you to fly in the box with the capability that you have, and if you complete that box prior to 5 Zulu and you have some time left before bingo Greenwood, the area of water south of the box that was given, if you could take some passes in around the islands there, Double Island and Long Tickle Island, in around that area. Just have a look at that before you go as well. And once you come up on 5 Zulu, you'll be stood down to return to Base Greenwood.

How copy?

UNIDENTIFIED MALE SPEAKER: Okay, copy all.

And do you know – are you aware if there's any other assets coming to relieve us or anybody will be coming into the area at that time?

K. MACDONALD: Not at that time. At first light in the morning, Emergency Measures Newfoundland will resume the search. It is their case; we are assisting them with the night search as they have no capability. But at first light, they'll resume day search with chartered aircraft and CASARA spotters.

UNIDENTIFIED MALE SPEAKER: Okay. Copy all.

And you weren't given any direction – I mean, like, we could – the only way we could extend our PLE is if we recovered in Goose Bay, but the thing is right now we don't really have any – like, we have no technicians; we have no fuel – or, sorry, no spare parts or anything like that for recovery (inaudible).

K. MACDONALD: No, that will not be necessary. At 5 Zulu you can RTB Greenwood.

UNIDENTIFIED MALE SPEAKER: Okay. Copy all.

You're not – are you able to connect – reconnect me with the RJOC?

K. MACDONALD: Affirmative, affirmative, stand by on the line.

UNIDENTIFIED MALE SPEAKER: Thanks.

(Dial tone.)

(Redacted.)

(Busy signal.)

K. MACDONALD: Rescue 31.

The line's busy at RJOC right now. If you want to stay on the line for a minute, I can try them again.

UNIDENTIFIED MALE SPEAKER: Yeah, sure that works.

K. MACDONALD: Okay.

(Dial tone.)

(Redacted.)

(Phone ringing.)

UNIDENTIFIED MALE SPEAKER: RJOC (inaudible).

K. MACDONALD: Hi, it's JRCC calling. How are you?

UNIDENTIFIED MALE SPEAKER: Good.

K. MACDONALD: Good. I have, I guess, Rescue 31, was formerly Pathfinder 31 –

UNIDENTIFIED MALE SPEAKER: Yeah.

K. MACDONALD: – on the other line. They're looking for a conference call.

I'm going to patch you through, okay?

UNIDENTIFIED MALE SPEAKER: Go ahead.

(Patching call.)

K. MACDONALD: And Rescue 31, you have RJOC on the line, go ahead.

UNIDENTIFIED MALE SPEAKER: Hi, it's Rescue 31.

We're just off of Makkovik –

(Call ended.)

February 1, 2012, 0430:04.

K. MACDONALD: (Inaudible) rescue. Bonjour.

CAPT HOUSE: Hey, good day. It's Captain House here at DDO Winnipeg.

Did Pathfinder 31 let you know, like, how much playtime they have on site there?

K. MACDONALD: Yeah, they're bingo to Greenwood at 5 Zulu.

CAPT HOUSE: At 5, okay.

K. MACDONALD: Yeah.

CAPT HOUSE: Sounds good.

Thanks a lot.

K. MACDONALD: Okay. Bye

CAPT HOUSE: Bye now.

(Call ended.)

February 01, 2012, 0458:42.

K. MACDONALD: (Inaudible) rescue, bonjour.

UNIDENTIFIED MALE SPEAKER: Hello. I'm calling from Rescue 31, on behalf of Rescue 31 and Rescue 40.

K. MACDONALD: Go ahead.

UNIDENTIFIED MALE SPEAKER: Both units are going to be proceeding off station within the next two minutes. Rescue 40 going back to Goose Bay and Rescue 31 going back to Greenwood.

K. MACDONALD: Copy all, copy all.

You are both stood down from your tasking at this time.

Would this be a suitable time for you to conduct a debrief?

UNIDENTIFIED MALE SPEAKER: Stand by for a second.

Okay, I do have the (inaudible) here. He says is 5 o'clock local good if he gives you a call?

K. MACDONALD: Yeah.

No, I'm just wondering if you were able to cover off the whole area.

UNIDENTIFIED MALE SPEAKER: Yes, just a second.

Just wondering if we covered all the area and (inaudible).

UNIDENTIFIED MALE SPEAKER: (Inaudible) right now we've covered the area (inaudible).

UNIDENTIFIED MALE SPEAKER: All right, okay.

Right now we do have one complete sweep done, have about 85 to 90 per cent of the second one, and by the time we're going to out we're going to have two complete – two times completed the pattern.

K. MACDONALD: Okay.

UNIDENTIFIED MALE SPEAKER: But still, I'll make sure the (inaudible) will have your number and give you a call around 0500 local.

K. MACDONALD: Copy all.

UNIDENTIFIED MALE SPEAKER: Which is in four hours.

K. MACDONALD: Copy that, no problem.

We'll talk to you later.

UNIDENTIFIED MALE SPEAKER: Okay.

K. MACDONALD: Thank you. Bye.

UNIDENTIFIED MALE SPEAKER: Bye.

(Call ended.)

February 1, 2012, 0515:58.

K. MACDONALD: Air/sea rescue, bonjour.

D. GILLIS: Good day, it's Captain Gillis. How are you?

K. MACDONALD: Dan.

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

K. MACDONALD: You're back in Makkovik?

D. GILLIS: Yeah, we're just gassing up now.

Essentially, we did finish up the shore crawl.

K. MACDONALD: Mm-hmm.

D. GILLIS: We went around to Wild Bight. Absolutely zero sign there. We just went out and took a look at the south end of Strawberry Island to make sure there was nothing that way.

K. MACDONALD: Yeah.

D. GILLIS: No indication. We went back, checked out the rocks on one of the passes, too, the other side of northwest of the area, and, again, there's no sign. We did pull into a good hover, again, just double-checking around the sled.

K. MACDONALD: Yeah.

D. GILLIS: And the FE did find some tracks leading away, only about 150 feet we could track them.

K. MACDONALD: Which direction?

D. GILLIS: To the south.

I've also briefed the RCMP officers. They were just here when we landed too. And it was heading towards shore.

K. MACDONALD: Mm-hmm.

D. GILLIS: It's a big ice floe, so it could move directions a little bit, but it generally is to the –

K. MACDONALD: Like, right in towards Cape Strawberry, then?

D. GILLIS: Yeah. And the area he's going to, he could possibly get off it. It's kind of half-open there, but the ice is moving, so it's hard to say what it was like a few days ago.

Along that shoreline, it is pretty rocky and gnarly. They did do some foot searching on the ground a little more to the western side of that, but we couldn't find anything up on shore where they were kind of leading in that direction.

K. MACDONALD: How far away was that – the sled from shore?

D. GILLIS: I'd say, what, about 300, 400 metres. We still (inaudible) away. In the day, they might be able to see better tracks, but ...

K. MACDONALD: So footprints leading to shore.

D. GILLIS: But, again, we could only track them for about 150 feet, so we couldn't even tell if, you know, he just walked and started circling or anything. We couldn't tell. We were hoping we could pick them up a little further away, but –

K. MACDONALD: Yeah.

D. GILLIS: – no joy.

K. MACDONALD: Yeah.

Well, they'll have to go look at that in the morning.

D. GILLIS: Yeah.

K. MACDONALD: And –

D. GILLIS: Yeah, I think they're having a second chopper brought up.

K. MACDONALD: Yeah.

Is Corporal Vardy still there?

D. GILLIS: No, they just went to brief the family.

K. MACDONALD: Oh, they did?

D. GILLIS: Yeah. Yeah, they just walked out, oh, about two, three minutes ago.

K. MACDONALD: Yeah. Have you seen the family around there?

D. GILLIS: I haven't seen them up here, but I think they've been, you know, coming up, talking to us and then going down and briefing.

K. MACDONALD: Yeah.

D. GILLIS: Yeah.

K. MACDONALD: Okay. Great.

What time do you expect to be back in ...?

D. GILLIS: Probably about 3 o'clock local, or a little before. It'll be a little better than an hour transit tonight with the winds. They're just fuelling up now, and we're going to head back as soon as possible.

K. MACDONALD: About 2:45.

D. GILLIS: Yeah.

K. MACDONALD: All right.

I might not be at the desk. Take your time.

D. GILLIS: Okay.

K. MACDONALD: Someone else will.

D. GILLIS: Right on.

K. MACDONALD: Do you want a case number now?

D. GILLIS: Yeah, I'll grab it now.

K. MACDONALD: One-forty.

D. GILLIS: One-forty.

K. MACDONALD: Yeah. And SAR name is Makkovik.

D. GILLIS: Okay.

K. MACDONALD: And you can pass your time in whenever you get back.

D. GILLIS: Will do.

Do you guys think there'll be anything tomorrow or just now?

K. MACDONALD: No, I don't think so because EMO will be putting their resources out tomorrow.

D. GILLIS: Okay.

K. MACDONALD: Do you happen to have your times for the first leg that you've done so far?

D. GILLIS: Let's see if I can get them here. I don't have a book on me. Looks like two different pieces of paper right now.

Did you bring the book in yet?

UNIDENTIFIED FEMALE SPEAKER:
(Inaudible.)

D. GILLIS: Okay bring it to me. Just one second while I grab the book here.

K. MACDONALD: I figure while we're both still half-awake we can get – (inaudible) legs (inaudible.)

Three taskings in the year that you've been there.

D. GILLIS: Three in three years.

K. MACDONALD: Three in three years, bringing up the average for you.

UNIDENTIFIED MALE SPEAKER: There you go and two of them had been when we – in that night anyway. I don't know how you guys do that, we don't fly nights too often.

K. MACDONALD: Yeah.

D. GILLIS: There we go.

K. MACDONALD: We'll start out with your departed. For tasking time I have 2133.

D. GILLIS: 2133. Start with 2323?

K. MACDONALD: Yup.

D. GILLIS: And now down was 0203.

K. MACDONALD: Okay, just a second. That's liftoff or started engine.

D. GILLIS: That was engine start. Liftoff was 2326.

K. MACDONALD: Okay 2326. And what time did you get on the scene?

D. GILLIS: On scene, I put that down here, 045.

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No. 3

K. MACDONALD: Off?

D. GILLIS: Off was pretty much the same time as we landed so 0203.

K. MACDONALD: 0203.

D. GILLIS: Yeah.

Our second leg –

K. MACDONALD: Yeah.

D. GILLIS: – let's see here. I'm just trying to be (inaudible) time for you, Zulu 320.

K. MACDONALD: Yup.

D. GILLIS: And it was down at 0505. That was all one (inaudible.)

K. MACDONALD: Very good.

D. GILLIS: Right on.

K. MACDONALD: Okay, we'll talk to you when you get back.

D. GILLIS: Sounds good.

K. MACDONALD: Okay, thanks again.

D. GILLIS: No worries. Cheers.

(Call ended.)

February 1, 2012 0609:44

(Dial tone.)

(Redacted.)

(Phone ringing.)

(Redacted.)

MESSAGE MANAGER: Temporary greetings.

(Beep.)

K. MACDONALD: Good morning, you've reached the Halifax Rescue Coordination Centre.

It is Wednesday morning at 2 a.m. There's one case that just concluded in the Halifax SAR responsibility.

We were called upon to assist in the search for a 14-year-old missing boy in Makkovik, off the Coast of Labrador. A 14-year-old boy went missing two days ago and the search is being run by the RCMP in Makkovik, as well as EMO in Newfoundland.

DND was requested to provide air support. One Griffon helicopter from Goose Bay went out to assist in the search this evening, as well as an Aurora from 14 Wing Greenwood, Nova Scotia. Both have completed their search areas up there and have returned to base, and the RCMP and EMO will continue the search at first light with resources from the Province of Newfoundland.

Further updates will be posted at 6 a.m.

Thank you.

MESSAGE MANAGER: End of greeting.

(Dial tone.)

MESSAGE MANAGER: Your temporary greeting will not expire automatically. It will be played to callers until it is deleted.

Goodbye.

(Call ended.)

(Dial tone.)

(Redacted.)

K. MACDONALD: Good morning, you've reached the Halifax Rescue Coordination Centre.

It is Wednesday at 2 a.m. There's no cases active in the Halifax SAR responsibility of note this evening, JRCC Halifax was called upon by the RCMP in Makkovik, Labrador, to assist with the search for a 14-year-old boy who went missing two days ago. The request was for air support in their search.

A Griffon from 444 squadron Goose Bay was tasked to go out and search; as well as an Aurora

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from 14 Wing Greenwood also was tasked. Both have went out and searched throughout the evening and early part of the morning and they're now returning to base. The search will resume in the morning under the direction of the RCMP in Makkovik and with the support of EMO in Newfoundland.

The case is being run by the RCMP in Makkovik and JRCC Halifax was only called upon to assist as required. Next update will be posted at 6 a.m.

Thank you.

(Dial tone.)

MESSAGE MANAGER: Recording stopped.

(Dial tone.)

MESSAGE MANAGER: Start of greeting.

K. MACDONALD: Good morning, you've reached the Halifax Rescue Coordination Centre. It is Wednesday at 2 a.m.

As there's no cases active in the Halifax SAR area of responsibility of note this evening, JRCC Halifax was called upon by the RCMP in Makkovik, Labrador, to assist with the search for a 14-year-old boy who went missing two days ago. The request was for air support in their search.

A Griffon from 444 squadron Goose Bay was tasked to go out and search; as well as an Aurora from 14 Wing Greenwood also was tasked. Both have went out and searched throughout the evening and early part of the morning and they're now returning to base. The search will resume in the morning under the direction of the RCMP in Makkovik and with the support of EMO in Newfoundland.

The case is being run by the RCMP in Makkovik and JRCC Halifax was only called upon to assist as required. Next update will be posted at 6 a.m.

Thank you.

MESSAGE MANAGER: End of greeting.

(Dial tone.)

MESSAGE MANAGER: Your temporary greeting will –

(Call ended.)

February 1, 2012, 0718:38.

K. MACDONALD: JRCC rescue, bonjour.

D. GILLIS: Hey, it's Captain Gillis calling.

K. MACDONALD: Hey, Dan.

D. GILLIS: Hey. Got back to Goose.

K. MACDONALD: Yeah.

D. GILLIS: Our time for the flight back, approximately 0538.

K. MACDONALD: Yeah.

D. GILLIS: And down was 0658.

K. MACDONALD: I didn't give you the SAR name, I don't think – Makkovik.

D. GILLIS: Yeah, okay. No problem.

K. MACDONALD: And what I show here is 2.4 transit, 3.1 SAR for a total of 5.5. And I may – you know what, it will be a little different. You'll probably have more because we take your up time, not the engines-on time.

D. GILLIS: Okay. Yeah because we have 6.1 total so ...

K. MACDONALD: Yeah.

D. GILLIS: Okay, yeah. And so you have 5.5 for total and what was your transit (inaudible) on?

K. MACDONALD: Transit I have 2.4 and SAR 3.1, on scene 3.1.

D. GILLIS: 3.1. Perfect.

(Inaudible) I'll work on that in the morning.

K. MACDONALD: What's that?

February 1, 2012

D. GILLIS: I said I'll work on that – well, I probably won't even be in tomorrow, but ...

Right on. Thanks so much.

K. MACDONALD: Okay, well, thanks for going tonight, appreciate it.

D. GILLIS: No worries.

K. MACDONALD: We'll talk to you later.

D. GILLIS: Take care.

K. MACDONALD: Bye.

D. GILLIS: Bye.

(Call ended.)

February 1, 2012, 0719:59.

UNIDENTIFIED MALE SPEAKER: Search and Rescue, bonjour.

J. PALFY: Yeah, hi, it's Captain Palfy calling from Goose Bay. How are you tonight?

UNIDENTIFIED MALE SPEAKER: Not too bad.

J. PALFY: I'm just trying to – wondering if the air controller is available.

UNIDENTIFIED MALE SPEAKER: He's –

K. MACDONALD: Captain Palfy?

UNIDENTIFIED MALE SPEAKER: – coming on the line there.

J. PALFY: Okay, thank you.

K. MACDONALD: Hello.

J. PALFY: Yeah, hi. It's Joe Palfy here.

K. MACDONALD: Yeah.

J. PALFY: Just up to Goose Bay. I'm just wondering if you could give me any update on the Griffon.

K. MACDONALD: Sure and who are you again?

J. PALFY: I'm Captain Palfy. I'm at Goose Bay.

K. MACDONALD: Oh, okay. I didn't recognize your name there.

J. PALFY: No. No sweat.

K. MACDONALD: I just got a call from Dan Gillis, the AC on the Griffon.

J. PALFY: Yeah.

K. MACDONALD: And he just arrived in Goose Bay.

J. PALFY: Oh, they did. Okay.

K. MACDONALD: He just gave me his debrief and time, so they're down –

J. PALFY: No sweat. Okay.

K. MACDONALD: – and probably on their way home.

J. PALFY: Okay.

K. MACDONALD: Thanks.

J. PALFY: So they're back in Goose Bay already.

K. MACDONALD: Yeah.

J. PALFY: Okay. Sounds good.

K. MACDONALD: Okay.

J. PALFY: Thanks.

K. MACDONALD: Bye.

J. PALFY: Bye.

(Call ended.)

February 1, 2012, 1126:58.

(Dial tone.)

(Redacted.)

MESSAGE MANAGER: Welcome to 14 Wing Greenwood. Bienvenue –

(Dial tone.)

(Phone ringing.)

W. BURKE: 14 Wing ops, Warren Burke. How may I help you?

A. MACLEAN: Hi, Warren, it's Master Corporal MacLean from RCC Halifax. How are you this morning?

W. BURKE: Doing good. Yourself?

A. MACLEAN: Not too bad. Thank you.

Sorry to bug you, but I'm just looking at our file here on that – regarding that SAR tasking last night for the Aurora.

W. BURKE: Right.

A. MACLEAN: And we're just missing a couple of times for him. We have when he left and when we tasked (inaudible), but we don't have a sortie end and the release time. Would you happen to have that? I'm assuming the crew has gone home by now, so.

W. BURKE: Yeah, I can give you the time he landed.

A. MACLEAN: Okay, I can take that, sure.

W. BURKE: I think I can here, anyway. Just – oh, there it is, yeah. He landed at – is that local time? So that will be 0831 Zulu this morning he landed.

A. MACLEAN: Okay, perfect.

Okay, thank you very much.

W. BURKE: Oh, you're welcome.

A. MACLEAN: Bye-bye.

W. BURKE: Bye.

(Call ended.)

February 1, 2012, 1715:31.

UNIDENTIFIED MALE SPEAKER: (Inaudible) rescue, bonjour.

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

UNIDENTIFIED MALE SPEAKER: Uh-huh.

UNIDENTIFIED MALE SPEAKER: I just got a quick question for you.

UNIDENTIFIED MALE SPEAKER: Sure.

UNIDENTIFIED MALE SPEAKER: With that GSAR that's going on in Labrador –

UNIDENTIFIED MALE SPEAKER: Yes.

UNIDENTIFIED MALE SPEAKER: – Canada Command was curious as to whether the Canadian Ranger Patrol were officially activated for that GSAR.

UNIDENTIFIED MALE SPEAKER: If they were, they weren't activated by us.

UNIDENTIFIED MALE SPEAKER: Okay.

UNIDENTIFIED MALE SPEAKER: Yeah, I do not know. It's a humanitarian case, so it's really the Province of Newfoundland that's handling it.

UNIDENTIFIED MALE SPEAKER: Right.

UNIDENTIFIED MALE SPEAKER: And they just requested RCC Halifax as air support, which we provided last night.

UNIDENTIFIED MALE SPEAKER: Right.

UNIDENTIFIED MALE SPEAKER: But then this morning they switched over to their own assets.

UNIDENTIFIED MALE SPEAKER: Okay.

UNIDENTIFIED MALE SPEAKER: Yeah.

UNIDENTIFIED MALE SPEAKER: So whether or not there's a memo of understanding

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between the province and the Rangers, I'm not sure.

UNIDENTIFIED MALE SPEAKER: Oh.

UNIDENTIFIED MALE SPEAKER: But they have their own ground SAR.

UNIDENTIFIED MALE SPEAKER: Oh, okay.

UNIDENTIFIED MALE SPEAKER: Yeah.

UNIDENTIFIED MALE SPEAKER: Oh, that's perfect then.

That should be all of the info I need.

UNIDENTIFIED MALE SPEAKER: Okay.

UNIDENTIFIED MALE SPEAKER: Thanks a lot.

UNIDENTIFIED MALE SPEAKER: Okay.

UNIDENTIFIED MALE SPEAKER: Bye.

UNIDENTIFIED MALE SPEAKER: Bye-bye.

(Call ended.)

February 1, 2012, 2239:39.

(Phone ringing.)

F. RYAN: Royal Canadian Mounted Police, Felicity speaking.

D. BILLARD: Yeah, hi, Elizabeth. It's Donnie calling from the joint rescue centre in Halifax.

F. RYAN: Okay.

D. BILLARD: Just wondering if you had any luck finding that young fella today.

F. RYAN: What young fella?

D. BILLARD: In Makkovik. I was talking to –

F. RYAN: There was –

D. BILLARD: I was talking to Constable Vardy there last night. I think he was incident commander.

F. RYAN: Yeah, that's up in Makkovik.

D. BILLARD: Yeah.

F. RYAN: I'm in St. John's and answering the phones there now. But there was a news release went out from Staff Sergeant Morrison –

D. BILLARD: Okay.

F. RYAN: – from Corporal Vardy –

D. BILLARD: Okay.

F. RYAN: – at 1748 –

D. BILLARD: Okay.

F. RYAN: – our time.

D. BILLARD: Okay.

F. RYAN: He was located.

D. BILLARD: He was?

F. RYAN: Do you want me to read it you?

D. BILLARD: Yeah, yeah, I would.

F. RYAN: Okay.

Or if you have an email, I could forward it to you.

D. BILLARD: Yeah, you can email it to JRCCHalifax – all one word –

F. RYAN: Okay.

D. BILLARD: – @SARNET.DND – Delta-November-Delta –

F. RYAN: Yup.

D. BILLARD: – dot Charlie-Alpha.

F. RYAN: Okay. Juliet-Romeo-Charlie-Charlie-Hotel-Alfa-Lima-India-Foxtrot-Alfa-Xray?

D. BILLARD: Yup.

F. RYAN: @SARNET.DND.CA.

D. BILLARD: That's it. Thanks a lot.

F. RYAN: Okay, no problem.

D. BILLARD: Yup.

Bye-bye now.

F. RYAN: All right.

Bye-bye.

(Call ended.)