

Mulrooney, Marcella

From: Langmead, Carmel Anne
Sent: Tuesday, May 8, 2012 12:31 PM
To: Thompson, Robert
Cc: Samson, Mike; Gullage, Cheryl
Subject: TRIM CORRESPONDENCE : COR/2012/04155 : Other - Review of FES-NL Involvement of Ground Search and Rescue Incident at Makkovik (January 29 - February 1, 2012)
Attachments: Other - Review of FES-NL Involvement of Ground Search and Rescue Incident at Makkovik (January ~ February 1, 2012).PDF

Forwarded for your information as requested by Minister O'Brien.

-----< TRIM Record Information >-----

Record Number: COR/2012/04155
Title : Other - Review of FES-NL Involvement of Ground Search and Rescue Incident at Makkovik (January 29 - February 1, 2012)



Government of Newfoundland and Labrador
Fire and Emergency Services

MEMORANDUM

TO: Honourable Kevin O'Brien
Minister

FROM: Mike Samson
Deputy Minister/Chief Executive Officer

DATE: April 4, 2012

RE: **Review of Fire and Emergency Services – Newfoundland and Labrador (FES-NL) involvement of the Ground Search and Rescue Incident at Makkovik (January 29 – February 1, 2012)**

I am writing in response to your request that:

1. FES-NL review its participation in the above noted incident to determine whether the Agency and its staff acted in accordance with established standard operating procedure in securing air support for the ground search and rescue operation at Makkovik; and
2. FES-NL facilitate a review of inter-agency protocols and operating procedures involving agencies having a role in the provision of air support services to ground search and rescue operations in the Province.

Ground Search and Rescue in Newfoundland and Labrador

In Newfoundland and Labrador, Ground Search and Rescue (GSAR) operations are led by police forces, which are designated as the lead agencies in coordinating any searches for missing persons. When an individual is suspected missing, the police force with jurisdiction assesses and determines if air support resources should assist in ground and inland water searches.

Search and Rescue organizations in the province are volunteer based though they are comprised of highly trained and experienced individuals. In search and rescue operations, GSAR volunteers are engaged by and work under the command of the lead agency—the police force with jurisdiction.

It is through the police that a request for additional assistance can be made of the Province for air support for ground search and rescue operations. FES-NL's Emergency Services Division authorizes air support services from the Department of Transportation and Works' Air Services Division (in Gander) for ground search and rescue missions at the request of policing agencies (RCMP or

RNC). The Air Services Division engages a contracted private operator for this service. The request to provide air search capabilities to a missing person search must come from the Criminal Operations Division of the RCMP (not a local detachment) or the Emergency Management division of the RNC for FES-NL to authorize.

The Provincial Government has a helicopter services contract with Universal Helicopters Newfoundland Limited which provides access to a minimum of 5 helicopters. These helicopters are not capable of night flying. The agreement dictates that helicopter service shall be available at all times during the term of the contract, subject only to adverse weather conditions and can be used by the Provincial Government or anyone named by the Minister for any purpose, including aerial search.

In the event that the contracted private operator is unable to respond (mostly due to inclement weather or night time flying requirements), FES-NL will contact the Joint Rescue Coordination Center (JRCC) in Halifax to request humanitarian air support services for the lead agency conducting the search, either the RCMP or RNC.

Review of the Incident at Makkovik

Part 1 – Role of FES-NL

At your request I have reviewed the part played by FES-NL in the conduct of the GSAR operation that occurred in and around the community of Makkovik during January 29 – 31, 2012. This review consisted of an in-depth analysis of FES-NL's internal event log (attached as Appendix 1) to determine whether the Agency's involvement in this incident was managed in accordance with established standard operating procedures for engagement of air support services (attached as Appendix 2).

I have determined that all actions of the Agency and its staff between the time of the original contact by the lead agency (RCMP) at 8:19 am on Monday, January 29, 2012 and release of the contract air support resource at approximately 12:00 p.m. on Wednesday, February 01, 2012 were consistent with established standard operating procedures and protocols.

Part 2 – Review of Inter-Agency Protocols

On February 28, 2012, at the request of the Joint Rescue Coordination Center (JRCC), FES-NL facilitated a meeting of agencies involved in the provision of air support to GSAR operations in Newfoundland and Labrador. The following agencies were represented: Fire and Emergency Services – Newfoundland and Labrador, Department of Transportation and Works (Air Services Division), Department of Justice, Royal Newfoundland Constabulary (Emergency Services Division), Royal Canadian Mounted Police (B Division – St. John's) and the Joint Rescue Coordination Center (Department of National Defence – Halifax).

The purpose of the meeting was to discuss and review current **inter-agency** protocols and operating procedures. It is important to note that discussion of the internal protocols and decision-making processes of participating agencies were explicitly excluded from this session.

Participants in the meeting were in general agreement that while inter-agency processes used to request air support services for GSAR operations are working effectively, these should be clarified to reflect the following:

- Upon a call for request from FES-NL, JRCC will open a case file, ask reason for inability to use contracted asset and request contact information of Incident Commander.
- JRCC Halifax will evaluate the nature of the request and determine if request is valid and if assistance can be provided. JRCC Halifax will inform FES-NL if able to assist or not and will provide reason if unable.
- If able, resources will be tasked and coordinated with Incident Commander. FES-NL will be advised.
- If unable, FES-NL will be advised.
- If unable to assist, JRCC Halifax may close the case at that time or advise FES-NL to call back after a determined period of time.
- If the call back period of time expires with no further request from FES-NL, JRCC Halifax will contact FES-NL prior to closing the case.
- If JRCC is unable to assist and contracted resources are secured by FES-NL during the call back period, JRCC will expect a call from FES-NL with new information so the case can be closed.
- If the case is still open at JRCC Halifax and the situation changes on scene to dictate that assistance is no longer required, FES-NL will advise JRCC.

FES-NL is now incorporating these clarifications into its standard operating procedures.

I trust you will find the above to address the substance of your request and I remain available to discuss at your convenience.



Mike Samson
Chief Executive Officer

Attachments

Samson, Mike

From: English, Tracy
Sent: Wednesday, May 16, 2012 8:20 PM
To: Samson, Mike
Subject: RE: Timeline

We used AST in the column that identifies what time events occurred.

From: Samson, Mike
Sent: Wednesday, May 16, 2012 8:04 PM
To: English, Tracy
Subject: Re: Timeline

Thx. "Discrepancies" are all in terms of a few minutes and are to be expected when working with "approximate" timelines. I will confer with staff and review source docs 1st thing in am and give you a call.

I think the document would benefit from use of a consistent time zone - the 30 minute difference between AST and NST is confusing and always makes it appear as though we were 30 minutes slow on everything. M

Sent Via BlackBerry

From: English, Tracy
To: Burrage, Don; Samson, Mike
Cc: Thompson, Robert
Sent: Wed May 16 19:42:11 2012
Subject: Timeline

The timeline is attached for your review. It includes three sources – the RCMP press release of May 7 and the DND operational log, which are both public, and the FES-NL note, which is not. We used the exact wording provided in each of the three documents so that there were no errors. When the DND operational log is cited, this can lead to some very technical language.

Mike, there are a few sections highlighted – could you answer any questions included or clear up the time differences?

If this is to be released, I would propose that it be reformatted to look more like the document that Mike prepared and less like a log, as the times are listed as approximate in both the RCMP press release and the FES-NL note. We can discuss this in the morning.

Thanks
Tracy

Date	Time (AST)	From	To	Event	Notes	Sources
29-Jan	7:30pm (approx)			Makkovik RCMP receive a report of an overdue youth traveling on snowmobile. He was last seen at 2:00 PM (NL time). A search was being conducted in the area during the evening period by the RCMP and local search and rescue members.		May 7, 2012, RCMP Press Release
29-Jan	10:40pm (approx)	Cpl Vardy (RCMP)	Sgt Youden (RCMP)	RCMP Makkovik contacted RCMP Operational Support Services requesting air support. Through discussions with Cpl. Vardy, it was decided to have the search continue in the community. Based on the investigational findings the ground search teams continued to follow leads and ensure a thorough search of the community and immediate surrounding area was completed considering all investigation information available. Searchers did not have a starting point and continued to look throughout the community, and surrounding area. Present weather conditions were deteriorating.		May 7, 2012, RCMP Press Release
29-Jan	11:45pm (approx)			A community member attended the detachment advising that he had seen a snowmobile track on the ice heading from Makkovik Bay out toward the "Shina", the edge of the ice. This track had been observed initially at approximately 2:30 PM (NL time) and reported to searchers at this time. Searchers were sent out to follow the track to see if they could get a direction of travel.		May 7, 2012, RCMP Press Release
30-Jan	12:30am (approx)			The searchers turned back after getting as far as possible but had to return due to poor ice conditions and could not confirm track origin or direction of travel due to weather conditions.		May 7, 2012, RCMP Press Release
30-Jan	2:30am (approx)			All remaining searchers returned and the operations were called off for the night.		May 7, 2012, RCMP Press Release
30-Jan	6:08am (approx)			RCMP Operational Support Services contacted Cpl. Vardy for an update. Burton Winters had not been located. Makkovik RCMP advised that the snow continued to fall and was covering any tracks.		May 7, 2012, RCMP Press Release

30-Jan	7:30am (approx)	RCMP	RCMP	<p>RCMP Air Services were contacted by Operational Support Services to confirm weather conditions and confirm if they would be flying to coastal Labrador on this date and would be available to assist. Air Services informed RCMP Operational Support Services that the plane was unable to fly due to poor weather conditions but once weather permitted would be available to assist in a search.</p>	May 7, 2012, RCMP Press Release	
30-Jan	7:49am (approx)	RCMP	FES-NL	<p>RCMP Operational Support Services contacted NL Fire and Emergency Services and requested helicopter support. NL Fire and Emergency Services would assess the availability and advise the RCMP.</p>	<p>FESNL - Telelink records indicate call was placed to Fred Hollett on his cell phone (Mr. Hollett's cell phone indicates this call was received at 8:18 am) and RCMP Sgt. Lloyd Youden was patched through to Mr. Hollett's cell phone. Mr. Hollett reports that Sgt. Youden indicated he couldn't reach Mr. Peddle and that this was a "heads-up call"; that there was a search ongoing in Makkovik for a young fellow. Furthermore Sgt. Youden advised that while a search was ongoing, the RCMP were not yet sure what they were looking for but assistance for air support may be required. Mr. Hollett was enroute to the office and advised Sgt. Youden that he would have Mr. Peddle call him back. Within 3-4 minutes of receiving this call, Mr. Hollett had arrived at FES-NL's office and he contacted Mr. Peddle and requested that he contact Sgt. Youden.</p>	May 7, 2012, RCMP Press Release
30-Jan	8:00am (approx)	FES-NL	RCMP	<p>RCMP Operational Support Services was advised by NL Fire and Emergency Services that weather conditions in the area were poor and that there was no commercial aircraft flying and that they would be contacting the DND for helicopter support.</p>	May 7, 2012, RCMP Press Release	

30-Jan	8:00-8:30am (approx)	FES-NL	RCMP/JRCC	<p>• Mr. Peddle contacted Sgt. Youden (RCMP) and was advised that last night at approximately 11 pm, Sgt. Youden became aware that the RCMP in Makkovik was conducting a ground search for a missing 14 yr old boy. At the time of that 11 pm call, Sgt. Youden was not sure air support services were required as he was not convinced that a thorough ground search had been completed. Sgt. Youden discussed with Mr. Peddle what air support services may be available (there were some weather considerations) and they agreed to request a chopper through Air Services in Gander, and if necessary (ie: weather would prevent provincial air support response), the JRCC would be contacted for humanitarian assistance.</p> <p>• Mr. Peddle contacted Air Services and was advised that they would determine if weather conditions would permit dispatch of a flight. A few minutes later, Mr. Peddle was informed the chopper was unable to fly due to weather.</p> <p>• Mr. Peddle contacted Sgt. Youden to advise of status. Decision to contact the JRCC for humanitarian assistance confirmed.</p> <p>• Mr. Peddle contacted the JRCC and was informed by the Duty Officer that they had minimal resources available, however, he would check into the request and get back to Mr. Peddle. A short time later, the JRCC contacted Mr. Peddle informing him there were no aircraft available; nothing was in service. Mr. Peddle contacted Sgt. Youden to advise that the JRCC had no choppers in service; that nothing was available to assist. At that point in time, they agreed to keep in contact and once weather conditions improved, a second request would be made to Air Services in Gander.</p> <p>• Mr. Peddle reported to his Director and Deputy Minister that this was the first time in almost 12 years that he could remember being denied assistance from the JRCC; Mr. Peddle advised his Director and Deputy Minister of the JRCC's response.</p>	FES-NL	DND Operational Report
30-Jan	9:12am	FES-NL	JRCC	<p>There appears to be a discrepancy in the timing of these exchanges as reported by FES-NL, the RCMP and DND. FES-NL and the RCMP have the events occurring between 8:00 and 8:30am (Atlantic time). DND maintains that the first call occurred at 9:12am. At 9:33, as noted below, FES-NL was advised by JRCC that the weather was not suitable at Makkovik. FES-NL asked to call back when weather improved in Makkovik and if CF assistance still required.</p>	FES-NL	DND Operational Report

30-Jan	9:24am				Significant Incident Report filed by 5 Canadian Ranger Patrol Group (CRPG) to LFAA HQ into CFICCC indicating teenager reported missing. 5 CPRG indicated as involved in search with RCMP (9:35am - 10 rangers and 2 HQ staff). Weather is hampering the ground search.	DND Operational Report
30-Jan	9:33am	JRCC	FES-NL		FES-NL is advised by the JRCC that weather is not suitable in Makkovik. FES-NL asked to call back when weather improved in Makkovik and if CF assistance still required.	DND Operational Report
30-Jan	10:30am (approx)	RCMP	FES-NL		FES-NL officials receive a call from Sgt. Youden who had been in contact with the RCMP in Makkovik who advised him that a private aircraft (Woodwards) was about to land in the community and Sgt. Youden asked if it may now be possible to fly in air support (it was noted that Mr. Peddle was advised by the RCMP that the step-father of the missing boy worked at Woodward's).	FES-NL
30-Jan	10:45am (approx)	FES-NL	Air Services (Gander)		FES-NL staff received a call from Sgt. Youden who had been in contact with the RCMP in Makkovik who advised him that a private aircraft (Woodwards) was about to land in the community and Sgt. Youden asked if it may now be possible to fly in air support (it was noted that Mr. Peddle was advised by the RCMP that the step-father of the missing boy worked at Woodward's). Mr. Peddle contacted Air Services at 11:15 am and Air Services spoke to the contracted pilot who indicated that he would attempt to fly to Makkovik even though there were still weather concerns. Mr. Peddle requested that the pilot bring an overnight bag in the event that the search would go into the next day. A chopper was able to deploy shortly thereafter.	FES-NL
30-Jan	10:58am				The first Universal Helicopter (Bell 206) departs from Goose Bay	DND Operational Report
30-Jan	12:00pm (approx)				Contracted chopper arrived on scene in Makkovik to assist in the search.	FES-NL Confirmed by FES-NL (approx. 11:30 am to 12:00 pm) and confirmed by DND (12:00 pm local)
30-Jan	1:46pm				2nd Universal helicopter departs for Makkovik. CF not called to assist in daytime search at this time. Normal practice in GSAR is for FES-NL to engage private providers before engaging CF.	DND Operational Report

Date	Time	Agency	FES-NL	Description	FES-NL
30-Jan	2:30 PM	RCMP	FES-NL	FES-NL called the RCMP for an update on search efforts. The RCMP indicated that they had released the chopper and were 'standing down' as snowmobile tracks leading to open water were located, and it was believed the missing boy had fallen in. As indicated to FES-NL, the RCMP intended to bring in under-water cameras in. As indicated to FES-NL, the RCMP intended to bring in under-water cameras in. As indicated to FES-NL, the RCMP intended to bring in under-water cameras in. Nothing further from FES-NL. Case was closed by JRCC in accordance with normal procedures	DND Operational Report
30-Jan	5:18pm	JRCC			
31-Jan	6:00am	JRCC		Hourly weather reports commence. During first report weather was still not suitable for the safe conduct of airborne search and rescue operations.	DND Operational Report
31-Jan	7:00am	JRCC		Weather reported as above acceptable limits for the safe conduct of airborne search and rescue operations. FES-NL did not call to request CF support at this time	DND Operational Report
31-Jan	9:32am	JRCC		Update to SIR filed by 5 CRPG. Reports RCMP have changed status of search to recovery effort. Search efforts were focused on snowmobile tracks that were leading to a patch of open water. The searchers believe that the missing youth had crashed through the ice on his machine, as no other signs of him had been found. On the afternoon of 31 Jan, the RCMP brought in a team to conduct an underwater search with cameras. As the flight was landing, an abandoned snowmobile was spotted out on the sea ice, remote from the town. Ground searchers were immediately dispatched to the location to follow up. They were not able to get to the snowmobile, and it could not be determined if the driver was in the area.	DND Operational Report
31-Jan	3:38pm	JRCC		Regional Joint Operation Center Atlantic (RJOCA) WO receives report snowmobile found on ice flow in area inaccessible by GSAR	DND Operational Report
31-Jan	4:43pm	JRCC		5 CRPG calls RJOCA to get assistance in securing aircraft. RJOCA contacts JRCC to request procedure for securing an aircraft. Procedure is explained. No request is made at this time. JRCC re-opens the case and commences checks on CHI 46 Griffon Serviceability in Goose Bay. Ground runs are in progress. Goose Bay will report back when CHI 46 is serviceable.	DND Operational Report

31-Jan	Prior to 4:54pm	RCMP	FES-NL	FES-NL received another call from the RCMP requesting additional air search resources to resume the air search. The snowmobile and a gas can had been located on the ice and police now believed the missing boy may be sheltering in the woods or in a nearby cabin. Given the time of day (night fall), the JRCC was contacted and indicated they would be able to have an aircraft in the air within the hour to provide air support in the search.	The FES-NL Event Log lists this exchange as occurring at approximately 5:30 pm NL time. JRCC has FES-NL calling to request air support at 4:54 pm AST.	FES-NL
31-Jan	4:54 PM	FES-NL Paul Peddle	JRCC	JRCC receives 2nd call from FES-NL to request support for a search of the area. Searchers had located the snowmobile and felt that the boy might be trying to walk back to the town. Discussions with FES-NL lead to a position and weather update. As the civil aviation assets could not search at night, FES-NL requested CF support. Weather is now suitable. CF commences SAR response. CC-130 Hercules and CH-146 Griffon are still U/S. ETA for Griffon serviceable is 1800hrs. FES-NL does not request night search capability, but due to light conditions Canada COM/RJCC/JRCC decide to maximize use of night search capabilities in subsequent taskings.	The FES-NL Event Log indicates that given the time of day (night fall), the JRCC was contacted and indicated they would be able to have an aircraft in the air within the hour to provide air support in the search. The DND Operational Report provides no recording includes a call between JRCC and 5 Wing stating that they could fly in an hour or so.	DND Operational Report / FES-NL
31-Jan	5:33pm	JRCC		Secondary SAR asset CH146 Griffon from Goose Bay tasked to assist. A CH149 Cormorant was not tasked to assist as it has primary response to overwater events. If the CH149 had been tasked to support this secondary tasking, it would not have permitted a primary SAR response in the vicinity of Newfoundland and Labrador. JRCC elected to task the most appropriate asset, while maintaining primary SAR capability in for the region. The Griffon was most closer and could respond faster, plus it had night search capability equivalent to the CH149 Cormorant.		DND Operational Report
31-Jan	7:38pm	JRCC		CH146 Griffon airborne.		DND Operational Report
31-Jan	8:23pm	JRCC	FES-NL	FES-NL advises that they will have an aircraft for daylight search on Wednesday, February 1.		DND Operational Report
31-Jan	8:36pm	JRCC	CASARA	JRCC contacts CASARA Goose Bay to determine availability to assist with search on Wednesday, February 1. CASARA Goose Bay has 6 spotters available.		DND Operational Report

31-Jan	8:45pm	JRCC		CHI-46 Griffon arrives on-station.		DND Operational Report
31-Jan	9:01pm	JRCC	FES-NL	JRCC advises FES-NL of the availability and capability of CASARA personnel in Goose Bay. JRCC recommends they be used on FES-NL coordinated aircraft for daylight search on Wednesday, February 1. FES-NL confirms they have arranged for civil aircraft to recommence the search starting at first light		DND Operational Report
31-Jan	10:18pm	JRCC		JRCC contacted 14 Wing Greenwood operation to commence work to redirect a CP140 Aurora from training mission to support Makkovik GSAR. JRCC felt the Electro-Optical/Infrared (EOIR) capability of the CP140 would help the search and initiated the tasking through the CF chain. Note: FES-NL did not request EOIR capability from JRCC. This support was organized by JRCC Halifax initiative through Canada Command Joint Command Center (JCC)		DND Operational Report
31-Jan	10:48pm	JRCC		CP140 Aurora from Greenwood re-tasked airborne to assist. Aircraft had been airborne since 1720hrs on an unrelated tasking. The CP140 Aurora was closer to search area than the CC130 Hercules in Greenwood. As a secondary SAR asset, it was re-tasked to respond using its night search capability with its Electro-Optical/Infrared (EOIR) suite.		DND Operational Report
31-Jan	11:42pm	JRCC		CP140 Aurora on-station with sufficient fuel to provide approximately 1-1.5 hours of on-station time to conduct search		DND Operational Report
1-Feb	1:00am	JRCC		CP140 Aurora off-station. Assigned search area complete		DND Operational Report
1-Feb	1:05am	JRCC		CHI46 Griffon off-station. 2 sorties completed. Assigned search area complete. Griffon Flight Engineer makes first discovery of tracks from snowmobile. Footprints lead away from the South of the Last Known Position straight toward land. The tracks were only visible for 150' then CHI46 lost the trail. The tracks were definitely heading on shore but CHI46 Griffon crew advises the GSAR team may be able to pick them up.		DND Operational Report

1-Feb	1:30am (approx)	RCMP	FES-NL	FES-NL received a call from the RCMP in Makkovik advising of the JRCC's crews timing out and requested the assistance of further air support from the Province to aid in the search at first light.	FES-NL
1-Feb	7:00am (approx)	FES-NL	Air Services	FES-NL contacted Air Services to authorize further air support and a helicopter out of Goose Bay was dispatched to Makkovik to aid in the search.	FES-NL
1-Feb	11:00am (approx)	FES-NL	RCMP	FES-NL contacted the RCMP to request an update on search efforts. Additional search time was requested and approved.	FES-NL
1-Feb	12:00pm (approx)	RCMP	FES-NL	FES-NL received word that air support was no longer required as a body located. The chopper transported the body to the clinic in Makkovik before returning to Goose Bay.	FES-NL

Blagdon, Diane

From: Samson, Mike
Sent: Thursday, May 17, 2012 8:34 AM
To: Blagdon, Diane
Subject: FW: Timeline
Attachments: Significant Event Timeline TE Edits.xls

From: English, Tracy
Sent: Wednesday, May 16, 2012 7:42 PM
To: Burrage, Don; Samson, Mike
Cc: Thompson, Robert
Subject: Timeline

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30-Jan	7:49am (approx)	RCMP	FES-NL	RCMP Operational Support Services contacted NL Fire and Emergency Services and requested helicopter support. NL Fire and Emergency Services would assess the availability and advise the RCMP.	FESNL - Telelink records indicate call was placed to Fred Hollett on his cell phone (Mr. Hollett's cell phone indicates this call was received at 8:18 am) and RCMP Sgt. Lloyd Youden was patched through to Mr. Hollett's cell phone. Mr. Hollett reports that Sgt. Youden indicated he couldn't reach Mr. Peddle and that this was a "heads-up call"; that there was a search ongoing in Makkovik for a young fellow. Furthermore Sgt. Youden advised that while a search was ongoing, the RCMP were not yet sure what they were looking for but assistance for air support may be required. Mr. Hollett was enroute to the office and advised Sgt. Youden that he would have Mr. Peddle call him back. Within 3-4 minutes of receiving this call, Mr. Hollett had arrived at FES-NL's office and he contacted Mr. Peddle and requested that he contact Sgt. Youden.	May 7, 2012, RCMP Press Release
30-Jan	8:00am (approx)	FES-NL	RCMP	RCMP Operational Support Services was advised by NL Fire and Emergency Services that weather conditions in the area were poor and that there was no commercial aircraft flying and that they would be contacting the DND for helicopter support.		May 7, 2012, RCMP Press Release

30-Jan	8:00-8:30am (approx)	FES-NL	RCMP/JRCC	<p>• Mr. Peddle contacted Sgt. Youden (RCMP) and was advised that last night at approximately 11 pm, Sgt. Youden became aware that the RCMP in Makkovik was conducting a ground search for a missing 14 yr old boy. At the time of that 11 pm call, Sgt. Youden was not sure air support services were required as he was not convinced that a thorough ground search had been completed. Sgt. Youden discussed with Mr. Peddle what air support services may be available (there were some weather considerations) and they agreed to request a chopper through Air Services in Gander, and if necessary (ie: weather would prevent provincial air support response), the JRCC would be contacted for humanitarian assistance.</p> <p>• Mr. Peddle contacted Air Services and was advised that they would determine if weather conditions would permit dispatch of a flight. A few minutes later, Mr. Peddle was informed the chopper was unable to fly due to weather.</p> <p>• Mr. Peddle contacted Sgt. Youden to advise of status. Decision to contact the JRCC for humanitarian assistance confirmed.</p> <p>• Mr. Peddle contacted the JRCC and was informed by the Duty Officer that they had minimal resources available, however, he would check into the request and get back to Mr. Peddle. A short time later, the JRCC contacted Mr. Peddle informing him there were no aircraft available; nothing was in service. Mr. Peddle contacted Sgt. Youden to advise that the JRCC had no choppers in service; that nothing was available to assist. At that point in time, they agreed to keep in contact and once weather conditions improved, a second request would be made to Air Services in Gander.</p> <p>• Mr. Peddle reported to his Director and Deputy Minister that this was the first time in almost 12 years that he could remember being denied assistance from the JRCC; Mr. Peddle advised his Director and Deputy Minister of the JRCC's response.</p>	<p>There appears to be a discrepancy in the timing of these exchanges as reported by FES-NL, the RCMP and DND. FES-NL and the RCMP have the events occurring between 8:00 and 8:30am (Atlantic time). DND maintains that the first call occurred at 9:12am. At 9:33, as noted below, FES-NL was advised by JRCC that the weather was not suitable at Makkovik. FES-NL asked to call back when weather improved in Makkovik and if CF assistance still required.</p>	FES-NL
30-Jan	9:12am	FES-NL	JRCC	<p>JRCC received first call from NL Fire and Emergency Services to request assistance in locating a missing person</p>		DND Operational Report

30-Jan	9:24am			Significant Incident Report filed by 5 Canadian Ranger Patrol Group (CRPG) to LFAA HQ into CFICCC indicating teenager reported missing. 5 CPRG indicated as involved in search with RCMP (9:35am - 10 rangers and 2 HQ staff). Weather is hampering the ground search.		DND Operational Report
30-Jan	9:33am	JRCC	FES-NL	FES-NL is advised by the JRCC that weather is not suitable in Makkovik. FES-NL asked to call back when weather improved in Makkovik and if CF assistance still required.		DND Operational Report
30-Jan	10:30am (approx)	RCMP	FES-NL	FES-NL officials receive a call from Sgt. Youden who had been in contact with the RCMP in Makkovik who advised him that a private aircraft (Woodwards) was about to land in the community and Sgt. Youden asked if it may now be possible to fly in air support (it was noted that Mr. Peddle was advised by the RCMP that the step-father of the missing boy worked at Woodward's).		FES-NL
30-Jan	10:45am (approx)	FES-NL	Air Services (Gander)	FES-NL staff received a call from Sgt. Youden who had been in contact with the RCMP in Makkovik who advised him that a private aircraft (Woodwards) was about to land in the community and Sgt. Youden asked if it may now be possible to fly in air support (it was noted that Mr. Peddle was advised by the RCMP that the step-father of the missing boy worked at Woodward's). Mr. Peddle contacted Air Services at 11:15 am and Air Services spoke to the contracted pilot who indicated that he would attempt to fly to Makkovik even though there were still weather concerns. Mr. Peddle requested that the pilot bring an overnight bag in the event that the search would go into the next day. A chopper was able to deploy shortly thereafter.		FES-NL
30-Jan	10:58am			The first Universal Helicopter (Bell 206) departs from Goose Bay		DND Operational Report.
30-Jan	12:00pm (approx)			Contracted chopper arrived on scene in Makkovik to assist in the search.	Confirmed by FES-NL (approx. 11:30 am to 12:00 pm) and confirmed by DND (12:00 pm local)	FES-NL
30-Jan	1:46pm			2nd Universal helicopter departs for Makkovik. CF not called to assist in daytime search at this time. Normal practice in GSAR is for FES-NL to engage private providers before engaging CF.		DND Operational Report

30-Jan	2:30 PM	RCMP	FES-NL	FES-NL	FES-NL
30-Jan	5:18pm	JRCC			DND Operational Report
31-Jan	6:00am	JRCC			DND Operational Report
31-Jan	7:00am	JRCC			DND Operational Report
31-Jan	9:32am	JRCC			DND Operational Report
31-Jan	3:38pm	JRCC			DND Operational Report
31-Jan	4:43pm	JRCC			DND Operational Report

FES-NL called the RCMP for an update on search efforts. The RCMP indicated that they had released the chopper and were 'standing down' as snowmobile tracks leading to open water were located, and it was believed the missing boy had fallen in. As indicated to FES-NL, the RCMP intended to bring in under-water cameras Nothing further from FES-NL. Case was closed by JRCC in accordance with normal procedures

Hourly weather reports commence. During first report weather was still not suitable for the safe conduct of airbourne search and rescue operations.

Weather reported as above acceptable limits for the safe conduct of airbourne search and rescue operations. FES-NL did not call to request CF support at this time

Update to SIR filed by 5 CRPG. Reports RCMP have changed status of search to recovery effort. Search efforts were focused on snowmobile tracks that were leading to a patch of open water. The searchers believe that the missing youth had crashed through the ice on his machine, as no other signs of him had been found. On the afternoon of 31 Jan, the RCMP brought in a team to conduct an underwater search with cameras. As the flight was landing, an abandoned snowmobile was spotted out on the sea ice, remote from the town. Ground searchers were immediately dispatched to the location to follow up. They were not able to get to the snowmobile, and it could not be determined if the driver was in the area.

Regional Joint Operation Center Atlantic (RJOCA) WO receives report snowmobile found on ice flow in area inaccessible by GSAR

5 CRPG calls RJOCA to get assistance in securing aircraft. RJOCA contacts JRCC to request procedure for securing an aircraft. Procedure is explained. No request is made at this time. JRCC re-opens the case and commences checks on CH146 Griffon Serviceability in Goose Bay. Ground runs are in progress. Goose Bay will report back when CH146 is serviceable.

31-Jan	Prior to 4:54pm	RCMP	FES-NL	FES-NL received another call from the RCMP requesting additional air search resources to resume the air search. The snowmobile and a gas can had been located on the ice and police now believed the missing boy may be sheltering in the woods or in a nearby cabin. Given the time of day (night fall), the JRCC was contacted and indicated they would be able to have an aircraft in the air within the hour to provide air support in the search.	The FES-NL Event Log lists this exchange as occurring at approximately 5:30 pm NL time. JRCC has FES-NL calling to request air support at 4:54 pm AST.	FES-NL
31-Jan	4:54 PM	FES-NL Paul Peddle	JRCC	JRCC receives 2nd call from FES-NL to request support for a search of the area. Searchers had located the snowmobile and felt that the boy might be trying to walk back to the town. Discussions with FES-NL lead to a position and weather update. As the civil aviation assets could not search at night, FES-NL requested CF support. Weather is now suitable. CF commences SAR response. CC-130 Hercules and CH-146 Griffon are still U/S. ETA for Griffon serviceable is 1800hrs. FES-NL does not request night search capability, but due to light conditions Canada COM/RJCC/JRCC decide to maximize use of night search capabilities in subsequent taskings.	The FES-NL Event Log indicates that given the time of day (night fall), the JRCC was contacted and indicated they would be able to have an aircraft in the air within the hour to provide air support in the search. The DND Operational Report provides no indication a timeframe was discussed. The call recording includes a call between JRCC and 5 Wing stating that they could fly in an hour or so.	DND Operational Report / FES-NL
31-Jan	5:33pm	JRCC		Secondary SAR asset CH146 Griffon from Goose Bay tasked to assist. A CH149 Comorant was not tasked to assist as it has primary response to overwater events. If the CH149 had been tasked to support this secondary tasking, it would not have permitted a primary SAR response in the vicinity of Newfoundland and Labrador. JRCC elected to task the most appropriate asset, while maintaining primary SAR capability in for the region. The Griffon was most closer and could respond faster, plus it had night search capability equivalent to the CH149 Comorant.		DND Operational Report
31-Jan	7:38pm	JRCC		CH146 Griffon airborne.		DND Operational Report
31-Jan	8:23pm	JRCC	FES-NL	FES-NL advises that they will have an aircraft for daylight search on Wednesday, February 1.		DND Operational Report
31-Jan	8:36pm	JRCC	CASARA	JRCC contacts CASARA Goose Bay to determine availability to assist with search on Wednesday, February 1. CASARA Goose Bay has 6 spotters available.		DND Operational Report

31-Jan	8:45pm	JRCC		CHI46 Griffon arrives on-station.		DND Operational Report
31-Jan	9:01pm	JRCC	FES-NL	JRCC advises FES-NL of the availability and capability of CASARA personnel in Goose Bay. JRCC recommends they be used on FES-NL coordinated aircraft for daylight search on Wednesday, February 1. FES-NL confirms they have arranged for civil aircraft to recommence the search starting at first light		DND Operational Report
31-Jan	10:18pm	JRCC		JRCC contacted 14 Wing Greenwood operation to commence work to redirect a CP140 Aurora from training mission to support Maktovik GSAR. JRCC felt the Electro-Optical/Infrared (EOIR) capability of the CP140 would help the search and initiated the tasking through the CF chain. Note: FES-NL did not request EOIR capability from JRCC. This support was organized by JRCC Halifax initiative through Canada Command Joint Command Center (JCC)		DND Operational Report
31-Jan	10:48pm	JRCC		CP140 Aurora from Greenwood re-tasked airborne to assist. Aircraft had been airborne since 1720hrs on an unrelated tasking. The CP140 Aurora was closer to search area than the CC130 Hercules in Greenwood. As a secondary SAR asset, it was re-tasked to respond using its night search capability with its Electro-Optical/Infrared (EOIR) suite.		DND Operational Report
31-Jan	11:42pm	JRCC		CP140 Aurora on-station with sufficient fuel to provide approximately 1-1.5 hours of on-station time to conduct search		DND Operational Report
1-Feb	1:00am	JRCC		CP140 Aurora off-station. Assigned search area complete		DND Operational Report
1-Feb	1:05am	JRCC		CHI46 Griffon off-station. 2 sorties completed. Assigned search area complete. Griffon Flight Engineer makes first discovery of tracks from snowmobile. Footprints lead away from the South of the Last Known Position straight toward land. The tracks were only visible for 150' then CHI46 lost the trail. The tracks were definitely heading on shore but CHI46 Griffon crew advises the GSAR team may be able to pick them up.		DND Operational Report

1-Feb	1:30am (approx)	RCMP	FES-NL	FES-NL received a call from the RCMP in Makkovik advising of the JRCC's crews timing out and requested the assistance of further air support from the Province to aid in the search at first light.		FES-NL
1-Feb	7:00am (approx)	FES-NL	Air Services	FES-NL contacted Air Services to authorize further air support and a helicopter out of Goose Bay was dispatched to Makkovik to aid in the search.		FES-NL
1-Feb	11:00am (approx)	FES-NL	RCMP	FES-NL contacted the RCMP to request an update on search efforts. Additional search time was requested and approved.		FES-NL
1-Feb	12:00pm (approx)	RCMP	FES-NL	FES-NL received word that air support was no longer required as a body located. The chopper transported the body to the clinic in Makkovik before returning to Goose Bay.		FES-NL