



Royal
Canadian
Mounted
Police

Gendarmerie
royale
du
Canada

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

**BRIEFING NOTE TO
THE COMMISSIONER**

**NOTE D'INFORMATION
AU COMMISSAIRE**


UPDATE to BN 2012-04 dated 2012-02-03 : Burton WINTERS - Deceased Missing Person

ISSUE:

- To provide an update to the news conference on RCMP PROS File: 2012-109461 - Burton Winters (1997-07-14) missing person investigation Makkovik, NL 2012-01-29.

CURRENT STATUS:

- Today at 1500hrs. RCMP Supt. Boland participated in a news conference coordinated by Canadian Forces (CF) as response to questions raised regarding the criticism by family into the search efforts for Burton Winters.
- The news conference was held at Canadian Forces Station St. John's, NL and was attended by all provincial media outlets. The conference was chaired by CF Rear Admiral David Gardam of Eastern Maritime Command.
- Both Supt. Boland and Rear Admiral Gardam read prepared statements regarding the search efforts. This was followed by a brief question and answer session by reporters. The questions from reporters focussed on the CF response and the availability of their aircraft to assist in the search.
- The reporters inquired as to whether air support was requested at the first instance on Sunday night when the boy was reported missing. Supt. Boland responded to this question by explaining that the initial response to the search followed an established process which included the planning of the search and a coordinated approach for the following day. This response was augmented by Rear Admiral Gardam who advised reporters that CF would not have been able to respond that night due to weather regardless.
- Prior to the news conference, the NCO i/c of Makkovik Detachment, Cpl. Vardy, hosted the family of Burton Winters at the detachment for the purpose of a teleconference call with Supt. Boland and Rear Admiral Gardam. The family was advised of what would be discussed at the news conference. Cpl. Vardy advises following the conference call that the family expressed satisfaction at the RCMP's response to this matter.
- All media reports at the present time are focused on the CF response.

Submitted by - Rédigé par Sgt. P.J. McKay "B" Division Criminal Operations	Date 2012-02-08	Recommended by - Recommandé par Supt. Mark McGowan A/OIC Criminal Operations "B" Division	Date 2012-02-08
Approved by - Approuvé par  Supt. A. Boland Acting CO "B" Division	Date 2012-02-08	Reviewed by - Examiné par Steve Graham Deputy Commissioner East / Sous-commissaire est	Date 2012-02-08

Bdiv HQ PA - 2012-109461 WINTERS

From: Kimball Vardy
To: Advance Message
Date: 2012-02-07 17:38
Subject: 2012-109461 WINTERS

UPDATE

As of today's date, three local people ventured out on the ice and retrieved the snowmobile belonging to WINTERS. The snowmobile was brought directly to the RCMP detachment for examination. The snowmobile was not out of gas and the key was in the ignition. The gas can that was on the back was full of gas. It took all three men to get the snowmobile unstuck from where it was stopped. They observed snowmobile tracks leading up to a crack in the ice in several locations, the tracks then backed up and went on further as though WINTERS was looking for a safe place to cross.

Indications are that WINTERS got his snowmobile wedged up against some pressure ridges of ice and got stuck. The ridges of ice were four feet high in many areas. The searchers never saw the snowmobile until they were within 100ft of its location. The snowmobile is in good working order with a quarter tank of gas.

The family has been updated.

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)



Royal
Canadian
Mounted
Police

Gendarmerie
royale
du
Canada

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

**BRIEFING NOTE TO
THE COMMISSIONER**

**NOTE D'INFORMATION
AU COMMISSAIRE**

Burton WINTERS - Deceased Missing Person

ISSUE:

- To provide information on RCMP PROS File: 2012-109461 - Burton Winters (1997-07-14) missing person investigation Makkovik, NL 2012-01-29.

BACKGROUND:

- On 29 January 2012 at 1930hrs. RCMP were contacted by Burton Winters father, Rodney JACQUE. that his son had not been seen since 1330hrs that day. Burton had left on snowmobile to travel to his grandmother's house. A check was conducted by RCMP and family throughout the community to locate Burton without success. The concern was that Burton was not experienced to be "on the land" and had no survival gear with him when he left.
- At 2237 hrs the Operational NCO for the district was notified of the incident and Operational Support Services were contacted at 2241 hrs. to obtain air support for the following morning.
- Initially ground search and rescue teams were deployed to different areas around the community to locate Burton. A local hunter advised that earlier this day around 1400hrs he had identified fresh snowmobile tracks headed towards the edge of the sea ice. Searchers followed this track, however, due to poor ice conditions were forced to turn back. The search continued until 0230hrs on 30 January 2012, at which time it was halted until it could be resumed at day light.
- On the morning of 30 January 2012 the ground search efforts continued, however, the existing weather conditions at 0900hrs precluded the use of air support from provincial emergency services. At 0940hrs Provincial emergency services advised the RCMP that the Joint Rescue Center had been contacted, however, their resources were not available at this time.
- A change in the weather later that morning at 1040hrs allowed for provincial emergency air services to join the search providing air support by Universal helicopter, precluding a further request to DND. The air support detected snowmobile tracks heading towards open water. This area was examined by searchers using a boat, however, nothing was discovered.
- The search continued until later that afternoon when the weather deteriorated further, and the search was stopped that night with an understanding it would resume the following morning.

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



Royal
Canadian
Mounted
Police

Gendarmerie
royale
du
Canada

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

**BRIEFING NOTE TO
THE COMMISSIONER**

**NOTE D'INFORMATION
AU COMMISSAIRE**

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

CURRENT STATUS:

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

STRATEGIC CONSIDERATIONS:

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

STRATEGIC COMMUNICATIONS:

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

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

From: Cynthia Ryan
To: Briefing Note Group
CC: Cahill, Pat; Coulombe, Marc; Thompson, Jeff
Date: 2012-02-03 15:20
Subject: BN 2012-04 - Burton Winters - Deceased Missing Person
Attachments: BN 2012-04 Burton Winters - Deceased Missing Person.pdf

Burton WINTERS - Deceased Missing Person

ISSUE:

* To provide information on RCMP PROS File: 2012-109461 - Burton Winters (1997-07-14) missing person investigation Makkovik, NL 2012-01-29.

BACKGROUND:

- On 29 January 2012 at 1930hrs. RCMP were contacted by Burton Winters father, Rodney JACQUE, that his son had not been seen since 1330hrs that day. Burton had left on snowmobile to travel to his grandmother's house. A check was conducted by RCMP and family throughout the community to locate Burton without success. The concern was that Burton was not experienced to be "on the land" and had no survival gear with him when he left.
- At 2237 hrs the Operational NCO for the district was notified of the incident and Operational Support Services were contacted at 2241 hrs. to obtain air support for the following morning.
- Initially ground search and rescue teams were deployed to different areas around the community to locate Burton. A local hunter advised that earlier this day around 1400hrs he had identified fresh snowmobile tracks headed towards the edge of the sea ice. Searchers followed this track, however, due to poor ice conditions were forced to turn back. The search continued until 0230hrs on 30 January 2012, at which time it was halted until it could be resumed at day light.
- On the morning of 30 January 2012 the ground search efforts continued, however, the existing weather conditions at 0900hrs precluded the use of air support from provincial emergency services. At 0940hrs Provincial emergency services advised the RCMP that the Joint Rescue Center had been contacted, however, their resources were not available at this time.
- A change in the weather later that morning at 1040hrs allowed for provincial emergency air services to join the search providing air support by Universal helicopter, precluding a further request to DND. The air support detected snowmobile tracks heading towards open water. This area was examined by searchers using a boat, however, nothing was discovered.
- The search continued until later that afternoon when the weather deteriorated further, and the search was stopped that night with an understanding it would resume the following morning.
- On 31 January 2012, the search resumed and later that afternoon RCMP Air Services discovered a snowmobile on the ice approximately 2.5 km from open water that was too dangerous to reach by land. There was no sign of Burton. This information allowed for another request for further air service support through provincial emergency services which received support from 444 Squadron from Goose Bay who searched through the night assisted by an Aurora aircraft using forward looking infrared (FLIR) equipment. The search continued until the early morning hours when it was concluded with the understanding it would continue in the morning with further air support.
- On the morning of 1 February 2012, the search for Burton continued supported by provincial emergency air services. The effort continued until just before noon when Burton's body was discovered on the ice by the Universal Helicopter (provincial emergency services) approximately 12 kms from his snowmobile, and 22-23kms from the community. His body was recovered and transported to the local

medical clinic where he was pronounced dead later that afternoon.

CURRENT STATUS:

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

STRATEGIC CONSIDERATIONS:

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

STRATEGIC COMMUNICATIONS:

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

Cynthia Ryan
Criminal Operations Branch
(709) 772-2541
(709) 772-3139 (fax)
Cynthia.Ryan@rcmp-grc.gc.ca

Bdiv HQ PA - 2012 - 109461 WINTERS missing person

From: Kimball Vardy
To: Advance Message
Date: 2012-01-31 17:24
Subject: 2012 - 109461 WINTERS missing person

Caption: WINTERS C/O Missing Persons
SUMMARY UPDATE

At 1550hrs this date the RCMP aircraft MPO did a fly over in the area of Makkovik. There were searchers on board the aircraft checking around the area of concentration. Searchers spotted a snowmobile approximately 1km on the ice beyond the open ice. The searchers were able to see the snowmobile clearly which appeared to be stuck in the ice, there was also a gas can approximately 6ft behind the snowmobile. The searchers were unable to spot any sign of the lost youth. The ice around the snowmobile is broken up and impossible to get to by snowmobile or on foot. A call has been put in to Fire and Emergence Services to secure a helicopter to check the area around the shore.

The family has been updated on this recent development.

We would like to thank the RCMP air services for their assistance in this matter.

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

Bdiv HQ PA - 2012 - 109461 - Winters - c/o Missing Person - Makkovik

From: Kimball Vardy
To: Advance Message
Date: 2012-01-31 12:26
Subject: 2012 - 109461 - Winters - c/o Missing Person - Makkovik
CC: Morrison, Scott

Further Update to previous Advance Message.

Summary

The under water camera is en route from Deer Lake to Makkovik. The camera will be used to confirm if the snowmobile is on the bottom of the ocean. If and when that can be confirmed we will make a determination on the possibility of depolying the URTeam.

Ground searchers traveled south of Makkovik today to Big Bight and Adlavik Bay checking cabins and any possible tracks. They have since checked in and all results are negative.

The family has been kept up to date on all progress to date. They have turned over WINTERS' laptop which is being sent to "B" Div. Tech Crime Section. The laptop will be checked for any information pointing to WINTERS state of mind or intentions.

Cpl. VARDY has fielded several media calls including live and taped sessions, keeping the media up to date.

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

Bdiv HQ PA - 20120130 Update on missing snowmobiler in Makkovik

From: Joline Reddick
To: 2012 news releases
Date: 2012-01-30 16:25
Subject: 20120130 Update on missing snowmobiler in Makkovik

Further update:

The air search has been completed, the Universal Helicopter is en route back to Goose Bay. They are flying along the snowmobile route from Makkovik to Goose Bay just to cover off that area. Further to this, it is confirmed that there are snowmobile tracks on the ice headed into open water. Searchers are continuing to check around the area of the tracks for some positive confirmation. There is currently searchers in a small boat checking the water for any sign of debris. There are plans to have a underwater camera brought in to check the water off the edge of the ice.

The RCMP are reminding residents to be safe around areas of open water. If you are not sure of the ice conditions or familiar with the area, please stay off the ice. Snowmobilers traveling across frozen water are reminder to always wear an approved flotation system.

-30-

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)
Marc

Bdiv HQ PA - 2012 - 109461

From: Stephen Howlett
To: Advance Message
Date: 2012-01-30 02:55
Subject: 2012 - 109461
CC: Scott Morrison

Date: January 2012/01/30

File: 2012 - 109461

Caption: WINTERS C/O Missing Persons

Subject's Involved: Burton WINTERS (1997/07/14) , Makkovik, NL

Summary

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

Investigator: Cpl Vardy / Cst Howlett

Supervisor Advised: S/Sgt Scott Morrison - Labrador District Commander

Media Release: None at this time.

Cst Stephen Howlett
RCMP Makkovik Detachment
POB 131
Makkovik, NL. AOP 1J0
Stephen.howlett@RCMP-GRC.GC.CA
709-923-2317 (P)
709-923-2406(F)

From: Kimball Vardy
To: Advance Message
Date: 2012-02-01 11:34
Subject: 2012-109461 WINTERS

UPDATE

Universal Helicopter is presently in the air around Cape Strawberry. Moments ago C/Cst. Barry ANDERSEN reported back from the helicopter that they are following tracks in a South East direction across Wild Bight and out toward Foxy Islands. Ground searchers have been dispatched to the area North of Big Bight and around Foxy Islands.

A debriefing was done by Cpl. VARDY at the school this morning with the staff and students from Grade 6 - 12. The school board has brought in counselors to provide support to the students and the debriefing was given to give some factual knowledge to the students. Also to ensure students are not out searching themselves. There were a lot of students wanting to go out and search. Students were told to remain away from the area as they could be mistaken for the lost youth and hinder the search.

Family was updated last night but not with this latest development on the foot track.

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL
A0P 1J0
(709)923-2317 (w)
(709)923-2406 (f)

From: Kimball Vardy
To: Advance Message
Date: 2012-02-01 13:08
Subject: 2012-109461 WINTERS

UPDATE

WINTERS has been brought to the local clinic and the staff are in the process of warming the body up to evaluate and/or pronounce death. The rule of thumb is that "any person with hypothermia is not dead until they are warm and dead". Cst. HOWLETT is remaining on scene and the Dr. is enroute from Goose Bay.

I have been in contact with Dr. AVIS, he advises if death is pronounced the body will have to be flown to St. John's.

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

From: Scott Morrison
To: Advance Message
CC: Vardy, Kimball
Date: 2012-01-30 15:52
Subject: 2012 - 109461 - Winters - c/o Missing Person - Makkovik

Further Update to previous Advance Message.

Summary

The air search has been completed, the Universal Helicopter is en route back to Goose Bay. He is flying along the snowmobile route from Makkovik to Goose Bay just to cover off that area. Also Woodward's helicopter was used this morning until Fire and Emergency Services (Universal Helicopter) could arrive on scene. This was donated as the boy's father works for Woodward's Company.

Further to this, it is confirmed that there are snowmobile tracks on the ice headed into open water. Searchers are continuing to check around the area of the tracks for some positive confirmation. There is currently searchers in a small boat checking the water for any sign of debris. There are plans to have a underwater camera brought in to check the water off the edge of the ice.

Cpl. Vardy will liaise with URT on possible solutions to search, if the GSART locate anything in the water and determine the depth.

Family updated of efforts to date.

Cpl. Vardy with assistance of Sgt. Lacombe handling any media enquiries.

S/Sgt. Morrison
OPS NCO
Labrador District

From: Lloyd Youden
To: Vardy, Kimball
Date: 2012-01-31 21:57
Subject: Re: 2012 - 109461 WINTERS missing person

Any update?

-----Original Message-----

From: Kimball Vardy

To: Advance Message <Advance Message.BdivEast.BDIVHQ@rcmp-grc.gc.ca>

Sent: 01/31/2012 15:54:30

Subject: 2012 - 109461 WINTERS missing person

Caption: WINTERS C/O Missing Persons
SUMMARY UPDATE

At 1550hrs this date the RCMP aircraft MPO did a fly over in the area of Makkovik. There were searchers on board the aircraft checking around the area of concentration. Searchers spotted a snowmobile approximately 1km on the ice beyond the open ice. The searchers were able to see the snowmobile clearly which appeared to be stuck in the ice, there was also a gas can approximately 6ft behind the snowmobile. The searchers were unable to spot any sign of the lost youth. The ice around the snowmobile is broken up and impossible to get to by snowmobile or on foot. A call has been put in to Fire and Emergence Services to secure a helicopter to check the area around the shore.

The family has been updated on this recent development.

We would like to thank the RCMP air services for their assistance in this matter.

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL
A0P 1J0
(709)923-2317 (w)
(709)923-2406 (f)

Lloyd Youden - Sun rise - Sunset times

From: Kimball Vardy
To: Youden, Lloyd
Date: 2012-05-25 11:09
Subject: Sun rise - Sunset times

Lloyd,

C/Cst. ANDERSEN advised the WOODWARDS helicopter was put down sometime around 1140-1145hrs.

Jan 29th - Sunrise 0754 - Sunset 1624
Jan 30th - Sunrise 0753 - Sunset 1626
Jan 31st - Sunrise 0751 - Sunset 1628
Feb 01st - Sunrise 0749 - Sunset 1630

Kimball

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

Lloyd Youden - January 30/31 info

From: Lisa Hutchings
To: Youden, Lloyd
Date: 2012-06-11 12:53
Subject: January 30/31 info
CC: Tony Curlew
Attachments: Burton Winters Info. doc.doc

Good Morning Lloyd;

I have attached our notes regarding the morning of January 30 and January 31st. We did not receive any e-mails regarding this however did have several phone conversations.

The only paperwork I have is the flight report for the afternoon of January 31st for flight with camera into Makkovik and the flight around the search site.

Lisa

Lisa Hutchings
Flight Coordinator
Goose Bay Air Services
Phone: 709-896-5721
Fax: 709-896-0118
lisa.hutchings@rcmp-grc.gc.ca

On January 30, 2012 Aircraft Engineer received a call from Sgt. Lloyd Youden inquiring about the flight plans for the day, he then advised the Engineer of an ongoing search for a missing youth in Makkovik. Engineer checked the weather and advised at that time the weather was not good, and that all commercial flights were currently on weather hold as well. Weather did not look like it was forecasted to improve.

Flight Coordinator received a call from Cpl. Vardy from Makkovik approximately 7:45 am same morning. Cpl. Vardy asked flight plans for day as they had an ongoing search for a missing youth. Advised that weather was not good and would not likely be able to assist with a flight at that time. Cpl. Vardy asked about local helicopters, flight coordinator was not aware of their flying limits and advised to contact local companies to inquire.

Captain Wayne Winsor was advised of request upon his arrival a short time later. Captain Winsor spoke with Cpl. Vardy and advised that a flight was not possible at that time due to weather. Cpl. Vardy advised he would explore the possibility of helicopter assistance. Captain Winsor advised Cpl. Vardy to call if further assistance was required as aircraft would be departing approximately midday for Ottawa.

Aircraft departed for Ottawa approximately midday, and a replacement aircraft was slated to return to Goose Bay the following day.

The afternoon of January 30th a request was received to transport an underwater camera to Makkovik. Arrangements were made to have camera shipped to Goose Bay via Provincial Airlines and when RCMP replacement aircraft arrived in Goose Bay the camera was loaded onto the aircraft and flown to Makkovik approximately midday on January 31st.

Upon arrival in Makkovik on January 31st Cpl. Vardy requested a flight around the search area. Aircraft departed with Cpl. Vardy, Cst. Howlett, C/Cst Anderson (Search Coordinator) and several other ground search members. As the aircraft was making passes over the search area the missing snowmobile was spotted, several passes were made over the area to search for signs of person or tracks, nothing was spotted. C/Cst. Anderson advised to return to the community as ground search crews were now headed in that direction.

oyal Canadian Mounted Police Air Services - Gendarmerie royale du Canada Service de l'air

Flight Journey Logbook - Carnet de route d'aéronef

753115

Flight Reg: CMP/0 Base: VCTU Crew/Équipage: William Capt. Sig. & Lic. /Sig. et lic. du cdt: [Signature] Date: 12/01/13

Date	No. of flight	Time (GMT) / heure (UT)		Air time / temps de vol		Flight time / temps de vol		No. of passengers / no. de passagers	Fuel / Carburant (kg)	OIL / Huile (kg)	Baggage cargo, mail and supplies / Bagages, fret et équipage	Total weight of aircraft at departure / Masse totale de l'aéronef au départ	Fuel and oil used / Carburant et huile utilisés	Index No. of log book / No. de la fiche	L-4-01 or L-4-02	Type of aircraft	
		Un/Asc	Down/Des	Hours / heures	Min	Hours / heures	Min										
	1	1540	1820	2	7	2	9	790	7	3	100	2600	F	50	10264		
	2	1900	1925	0	4	0	6	120	2	2	400	1600	F	100	8914		
	3	1935	1955	0	3	0	5	100	2	6	1200	1200	F	50	9264		
	4	2045	2035	0	5	0	7	120	2	2	400	0900	F	50	8169		

Page Total / Total Page	3	9			4	Component Replacement / Remplacement des composants			
Fuel (Prev Page) / Rapports (Page Préc)	884	9	[Barcode]	519	Component & Part Number / Composants et no de pièce				
Fuel (Curr Page) / Rapports	888	8		523	Pos	SN / N° de série ancien	SN / N° de série nouveau		

No	Date	Détails / Détails	Remarques	AME / TEA	Lic	Date
1						
2						
3						
4						
5						
6						

I have completed this report in accordance with the instructions of the commanding officer and the applicable regulations. / J'ai effectué ce rapport conformément aux ordres de mon commandant et des règlements applicables.

Signature & Licence No: [Signature] / Signature & n° de licence: M291682

Date: 12.01.13

Unit / Escadron: 6065559A

Date	Time (AST)	Event	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.)	RCMP Makkovik contacted RCMP Operational Support Services in St. John's requesting air support. Through discussions with RCMP Makkovik, 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
	1:00am (approx.)	Search teams debriefed on track location. Limited number of searchers dispatched, equipped with floater suits, ropes and radios.	RCMP Timeline
	1:45am (approx.)	Search team reports tracks heading toward open water. Bad ice. Too dangerous for search especially at night.	RCMP Timeline
30-Jan	2:30am (approx.)	All remaining searchers returned and the operations were called off for the night. Searchers arrange to meet at 7:00am to continue search.	May 7, 2012, RCMP Press Release
30-Jan	6:08am (approx.)	RCMP Operational Support Services contacted RCMP in Makkovik 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
	7:00am (approx.)	Ground search begins. Revisit to areas searched to eliminate areas searched during hours of darkness.	RCMP Timeline
30-Jan	7:30am (approx.)	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.	May 7, 2012, RCMP Press Release

30-Jan	7:49am (approx.)	RCMP Operational Support Services in St. John's contacted FES-NL and requested helicopter support. FES-NL would assess the availability and advise the RCMP.	May 7, 2012, RCMP Press Release
30-Jan	8:00am (approx.)	<ul style="list-style-type: none"> • FES-NL contacted RCMP (SJ) and was advised that at approximately 11:00 pm on Sunday, January 29, 2012, RCMP (SJ) became aware that the RCMP in Makkovik was conducting a ground search for a missing 14 year old boy. At the time of that 11:00 pm call, RCMP (SJ) was not sure air support services were required as RCMP did not believe that a thorough ground search had been completed. RCMP (SJ) discussed with FES-NL what air support services may be available and weather conditions, and they agreed to request a helicopter through Air Services in Gander. If necessary, (i.e. weather would prevent provincial air support response), the JRCC would be contacted for humanitarian assistance. • FES-NL contacted Air Services and was advised that they would determine if weather conditions would permit dispatch of a flight. A few minutes later, FES-NL was informed the helicopter was unable to fly due to weather. • FES-NL contacted RCMP (SJ) to advise of status. Decision to contact the JRCC for humanitarian assistance confirmed. 	FES-NL
30-Jan	9:12am	JRCC received first call from FES-NL to request assistance in locating a missing person	DND Operational Report
30-Jan	9:33am	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 Canadian Forces (CF) assistance still required.	DND Operational Report
30-Jan	10:30am (approx.)	<p>FES-NL officials receive a call from RCMP (SJ) who had been in contact with the RCMP in Makkovik who advised them a private aircraft was about to land in the community. RCMP (SJ) asked if it was now possible to fly in air support.</p> <p>FES-NL contacted Air Services. Air Services spoke to the contracted pilot who indicated he would attempt to fly to Makkovik even though there were still weather concerns. FES-NL requested that the pilot bring an overnight bag in the event that the search would go into the next day. A helicopter was able to deploy shortly thereafter.</p>	FES-NL
30-Jan	10:58am	The contracted helicopter departs from Goose Bay.	DND Operational Report.
30-Jan	12:00pm (approx.)	Contracted helicopter arrives on scene in Makkovik and commences search shortly thereafter.	FES-NL

30-Jan	12:20pm	RCMP discovers snowmobile tracks heading for open water. Request for an underwater camera is made. Several search team members return to Makkovik to retrieve a boat for a water search. Remaining members stay on scene sweeping the area. Contracted helicopter continues to search the area.	RCMP B Division / Timeline
	3:05pm	Search Team on site with boat. Cannot locate corresponding track on other side of open water or any other debris. Conditions worsen. Heavy flurries. Contracted helicopter leaves the scene prior to nightfall.	RCMP Timeline
30-Jan	4:39pm	Search parties return to Makkovik. Conditions are too dangerous for night search. Plans are made to commence at first light.	RCMP B Division
	8:00am (approx.)	Search teams deployed to Adlavik Bay, Sharp Hill, Big Bite and Monkey. Search continues throughout the morning.	
	12:00pm (approx.)	Search parties return to Makkovik. No new developments to report.	
	1:00pm (approx.)	Search parties redeployed to track site. Preparations being made for use of underwater camera.	
31-Jan	3:45pm	RCMP plane arrives in Makkovik and offloads the equipment. RCMP in Makkovik ask the pilot to take on some searchers to fly over a hole in the ice to look for debris or tracks.	RCMP B Division
31-Jan	3:54pm	The RCMP plane takes off. An abandoned snowmobile is spotted out on the sea ice during the search, 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. RCMP plane left due to impending darkness.	RCMP B Division
31-Jan	4:51pm	FES-NL receives a 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.	FES-NL / RCMP Timeline
31-Jan	4:54pm	JRCC receives a 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. As the civil aviation assets could not search at night, FES-NL requested Canadian Forces support. Weather is now suitable. Canadian Forces commences SAR response.	DND Operational Report / FES-NL

	6:05pm	Search party impeded by ice, cliffs and darkness. Too hazardous to continue. Ground search parties return to office.	RCMP Timeline
31-Jan	7:38pm	Canadian Forces Griffon airborne dispatched by JRCC.	DND Operational Report
31-Jan	8:23pm	FES-NL advises that they will have an aircraft for daylight search on Wednesday, February 1.	DND Operational Report
31-Jan	8:45pm	Canadian Forces Griffon arrives at Makkovik and commences search shortly thereafter.	DND Operational Report
31-Jan	10:18pm	JRCC contacted 14 Wing Greenwood (Nova Scotia) operation to commence work to redirect a Canadian Forces Aurora from training mission to support the Makkovik search and rescue.	DND Operational Report
31-Jan	10:48pm	The Aurora from Greenwood re-tasked to assist. 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	Aurora arrives in Makkovik with sufficient fuel to provide approximately 1-1.5 hours of search time.	DND Operational Report
1-Feb	1:00am	Aurora completes their search area.	DND Operational Report
1-Feb	1:05am	Griffon completes their search area twice. 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'.	DND Operational Report
1-Feb	1:30am (approx.)	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.	FES-NL / RCMP Timeline
1-Feb	7:00am (approx.)	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	10:15am	Contracted helicopter departs Makkovik to conduct search of footprints leading from abandoned snow mobile.	FES-NL

1-Feb	11:23am	The body of Burton Winters was discovered by spotters on the contracted helicopter.	RCMP B Division
-------	---------	---	-----------------

Date	Time (AST)	Event	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 conducted in the area during the evening period by the RCMP and local search and rescue members.	RCMP
29-Jan	10:40pm (approx.)	RCMP Makkovik contacted RCMP Operational Support Services in St. John's requesting air support. Through discussions with RCMP Makkovik, 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.	RCMP
29-Jan	11:45pm (approx.)	A community member attended the detachment and advised that he had seen a snowmobile track on the ice heading from Makkovik Bay out toward the "Shina", the edge of the ice. The community member stated that he observed the track at approximately 2:30 PM (NL time). Searchers were sent out to follow the track to see if they could get a direction of travel.	RCMP
30-Jan	12:30am (approx.)	The searchers turned back after getting as far as possible but had to return due to poor ice conditions. The searchers could not confirm track origin or direction of travel due to weather conditions.	RCMP
30-Jan	1:00am (approx.)	Search teams debriefed on track location. A limited number of searchers were dispatched, equipped with floater suits, ropes and radios.	RCMP
30-Jan	1:45am (approx.)	Search team reports tracks heading toward open water. Bad ice is reported making it too dangerous for search, especially at night.	RCMP
30-Jan	2:30am (approx.)	All remaining searchers returned and the operations were called off for the night. Searchers arrange to meet at 7:00am to continue search.	RCMP
30-Jan	6:08am (approx.)	RCMP Operational Support Services contacted RCMP in Makkovik for an update. Burton Winters had not been located. Makkovik RCMP advised that the snow continued to fall and covered any tracks.	RCMP
30-Jan	7:00am (approx.)	Ground search resumes. Searchers revisit to areas searched to eliminate areas searched during hours of darkness.	RCMP
30-Jan	7:30am (approx.)	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 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.	RCMP

Date	Time (AST)	Event	Sources
30-Jan	7:49am (approx.)	RCMP Operational Support Services in St. John's contacted FES-NL and requested that FES-NL call them back in respect of a request for air support for an ongoing ground search and rescue operation at Makkovik.	RCMP
30-Jan	8:00am (approx.) to 9:08am	<ol style="list-style-type: none"> 1. FES-NL returned the call to RCMP. RCMP outlines situation with the ongoing search in Makkovik. RCMP relays formal request for air support. 2. FES-NL contacts Government Air Services (GAS) in Gander - outlines the situation and requests availability of helicopter. GAS advises they will need to contact provider (Universal) and will advise shortly. 3. GAS contacts Universal (Goose Bay) and requests dispatch of helicopter. 4. Universal (Goose Bay) checks Environment Canada weather and places call to Postville to determine local weather conditions on the coast. Universal dispatch consults with pilot. 5. Universal calls back to GAS to advise that weather conditions will not permit dispatch from Goose Bay to Makkovik. 6. GAS contacts FES-NL to advise helicopter could not fly due to weather conditions. 7. FES-NL contacts RCMP and advises that contract helicopter cannot fly due to weather. RCMP confirms request for air support and it is agreed that FES-NL will contact JRCC with a humanitarian assistance request for air support. 8. JRCC received first call from FES-NL to request assistance in locating a missing person 	FES-NL
30-Jan	9:30am	JRCC has an internal discussion regarding the weather and aircraft status for the fleet with the Officer in Command (OIC). At this point, he does not want to commit resources other than the Griffons and they are unserviceable.	DND Operational Report
30-Jan	9:33am	FES-NL is advised by the JRCC that weather is not suitable in Makkovik. FES-NL is asked to call back when the weather improved in Makkovik and if Canadian Forces (CF) assistance still required.	DND Operational Report
30-Jan	10:00am (approx.)	Private aircraft volunteers to assist in search and leaves Postville.	RCMP
30-Jan	10:30am (approx.)	FES-NL officials receive a call from RCMP in St. John's who had been in contact with the RCMP in Makkovik who advised them a private aircraft was about to land in the community. RCMP in St. John's asked if it was now possible to fly in air support. FES-NL contacted Air Services. Air Services spoke to the contracted pilot who indicated he would attempt to fly to Makkovik even though there were still weather concerns.	FES-NL
30-Jan	10:40 (approx.)	Private helicopter lands in Makkovik and picks up three searchers.	RCMP
30-Jan	10:58am	The contracted helicopter departs from Goose Bay.	FES-NL
30-Jan	11:40am (approx.)	Private helicopter is forced to land due to mechanical problems.	RCMP

Date	Time (AST)	Event	Sources
30-Jan	12:00pm (approx.)	Contracted helicopter arrives on scene in Makkovik and commences search shortly thereafter.	FES-NL
30-Jan	12:20pm	Search teams discover snowmobile tracks heading for open water. A request for an underwater camera is made. Several search team members return to Makkovik to retrieve a boat for a water search. Remaining members stay on scene, sweeping the area. Contracted helicopter continues to search the area.	RCMP
30-Jan	3:05pm	Search Team is on site with boat. The Team cannot locate corresponding track on other side of open water or any other debris. Conditions worsen, with heavy flurries. Contracted helicopter is required to leave the scene prior to nightfall to return to Goose Bay.	RCMP
30-Jan	4:05pm	Contracted helicopter arrives in Goose Bay.	FES-NL
30-Jan	4:39pm	Search parties return to Makkovik. Conditions are too dangerous for night search. Plans are made to commence at first light.	RCMP
31-Jan	8:00am (approx.)	Search teams deployed to Adlavik Bay, Sharp Hill, Big Bite and Monkey (geographic locations). Search continues throughout the morning.	RCMP
31-Jan	12:00pm (approx.)	Search parties return to Makkovik. No new developments to report.	RCMP
31-Jan	1:00pm (approx.)	Search parties redeployed to track site. Preparations being made for use of underwater camera.	RCMP
31-Jan	3:45pm	RCMP plane arrives in Makkovik and offloads the equipment. RCMP in Makkovik ask the pilot to take on some searchers to fly over a hole in the ice to look for debris or tracks.	RCMP
31-Jan	3:54pm	The RCMP plane takes off. An abandoned snowmobile is spotted out on the sea ice during the search, 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. RCMP plane left due to impending darkness.	RCMP
31-Jan	4:51pm	FES-NL receives a 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.	FES-NL / RCMP
31-Jan	4:54pm	JRCC receives a 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. As the civil aviation assets could not search at night, FES-NL requested Canadian Forces support. Weather is now suitable and Canadian Forces commences SAR response.	DND Operational Report / FES-NL
31-Jan	5:10pm	JRCC has an internal discussion on options. Officer in Command (OIC) wants the Griffons to go if they are serviceable in the next hour or so. If not, send the Aurora. He does not want to send the Cormorants with no serviceable Hercules in the	DND Operational Report
31-Jan	6:05pm	Search party impeded by ice, cliffs and darkness. Too hazardous to continue. Ground search parties return to office.	RCMP
31-Jan	7:38pm	Canadian Forces Griffon airborne dispatched by JRCC.	DND Operational Report

Date	Time (AST)	Event	Sources
31-Jan	8:23pm	FES-NL advises that they will have an aircraft for daylight search on Wednesday, February 1.	DND Operational Report
31-Jan	8:45pm	Canadian Forces Griffon arrives at Makkovik and commences search shortly thereafter.	DND Operational Report
31-Jan	10:18pm	JRCC contacted 14 Wing Greenwood (Nova Scotia) Operations to commence work to redirect a Canadian Forces Aurora from training mission to support the Makkovik search and rescue.	DND Operational Report
31-Jan	10:48pm	The Aurora from Greenwood re-tasked to assist. 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	Aurora arrives in Makkovik with sufficient fuel to provide approximately 1-1.5 hours of search time.	DND Operational Report
1-Feb	1:00am	Aurora completes their search area.	DND Operational Report
1-Feb	1:05am	Griffon completes their search area twice. 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'.	DND Operational Report
1-Feb	1:30am (approx.)	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. The contracted helicopter cannot fly until daylight.	FES-NL / RCMP
1-Feb	7:00am (approx.)	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	8:00am (approx.)	Ground searchers muster at the detachment and teams are deployed to search shoreline in vicinity of snowmobile site.	RCMP
1-Feb	8:25am	Contracted helicopter departs Goose Bay for Makkovik.	FES-NL
1-Feb	10:15am	Contracted helicopter departs Makkovik to conduct search of footprints leading from abandoned snow mobile.	FES-NL
1-Feb	11:23am	The body of Burton Winters was discovered by spotters on the contracted helicopter.	RCMP

Lloyd Youden - 2012 - 109461

From: Stephen Howlett
To: Advance Message
Date: 2012-01-30 02:55
Subject: 2012 - 109461
CC: Scott Morrison

Date: January 2012/01/30

File: 2012 - 109461

Caption: WINTERS C/O Missing Persons

Subject's Involved: Burton WINTERS (1997/07/14) , Makkovik, NL

Summary

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

Investigator: Cpl Vardy / Cst Howlett

Supervisor Advised: S/Sgt Scott Morrison - Labrador District Commander

Media Release: None at this time.

Cst Stephen Howlett
RCMP Makkovik Detachment
POB 131
Makkovik, NL. AOP 1J0
Stephen.howlett@RCMP-GRC.GC.CA
709-923-2317 (P)
709-923-2406(F)

VARDY - POTTLE
WHAT TIME DID HE
SEE TRACKS
WHEN WAS POOR ICE

Lloyd Youden - 2012 - 109461 - Winters - c/o Missing Person - Makkovik

From: Scott Morrison
To: Advance Message
Date: 2012-01-30 15:52
Subject: 2012 - 109461 - Winters - c/o Missing Person - Makkovik
CC: Vardy, Kimball

Further Update to previous Advance Message.

Summary

The air search has been completed, the Universal Helicopter is en route back to Goose Bay. He is flying along the snowmobile route from Makkovik to Goose Bay just to cover off that area. Also Woodward's helicopter was used this morning until Fire and Emergency Services (Universal Helicopter) could arrive on scene. This was donated as the boy's father works for Woodward's Company.

Further to this, it is confirmed that there are snowmobile tracks on the ice headed into open water. Searchers are continuing to check around the area of the tracks for some positive confirmation. There is currently searchers in a small boat checking the water for any sign of debris. There are plans to have an underwater camera brought in to check the water off the edge of the ice.

Cpl. Vardy will liaise with URT on possible solutions to search, if the GSART locate anything in the water and determine the depth.

Family updated of efforts to date.

Cpl. Vardy with assistance of Sgt. Lacombe handling any media enquiries.

S/Sgt. Morrison
OPS NCO
Labrador District

Lloyd Youden - 2012 - 109461 - Winters - c/o Missing Person - Makkovik

From: Kimball Vardy
To: Advance Message
Date: 2012-01-31 12:26
Subject: 2012 - 109461 - Winters - c/o Missing Person - Makkovik
CC: Morrison, Scott

Further Update to previous Advance Message.

Summary

The under water camera is en route from Deer Lake to Makkovik. The camera will be used to confirm if the snowmobile is on the bottom of the ocean. If and when that can be confirmed we will make a determination on the possibility of depolying the URTeam.

Ground searchers traveled south of Makkovik today to Big Bight and Adlavik Bay checking cabins and any possible tracks. They have since checked in and all results are negative.

The family has been kept up to date on all progress to date. They have turned over WINTERS' laptop which is being sent to "B" Div. Tech Crime Section. The laptop will be checked for any information pointing to WINTERS state of mind or intentions.

Cpl. VARDY has fielded several media calls including live and taped sessions, keeping the media up to date.

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

Lloyd Youden - 2012-109461 WINTERS Missing person

From: Kimball Vardy
To: Advance Message
Date: 2012-02-01 02:19
Subject: 2012-109461 WINTERS Missing person

Update

The 444 squadron completed its search of the area at 0110hrs. Neg results. The 444 did spot footprints leading from the snowmobile toward the land. The prints were visible for approx. 100-150ft. There are several cracks between the snowmobile and the land.

Further to this the Aurora aircraft arrived on scene and conducted a grid search using its FRIR, checking for and heat signatures. This was also negative results.

Member spoke with Paul PEDDLE of Fire and Emergency Services who advised he will have a Universal helicopter here in Makkovik shortly after first light in the AM. There will also be ground searchers deployed at first light in the AM.

The family has been updated.

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

Lloyd Youden - Re: 2012-109461 WINTERS

From: Kimball Vardy
To: Advance Message; Cahill, Pat
Date: 2012-02-01 12:03
Subject: Re: 2012-109461 WINTERS
CC: Morrison, Scott

Latest UPDATE

1127hrs received a report from C/ Cst. ANDERSEN they have located the body on the ice. The body was half way to the Iron Bounds Islands, approx. 15kms east of the community and approx. 5kms from land out toward the Atlantic ocean.

Family was updated on the new tracks but not on the latest development yet.

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

>>> Pat Cahill 2012-02-01 11:38 >>>
Thanks Kimball

>>> Kimball Vardy 2012-02-01 11:04 >>>
UPDATE

Universal Helicopter is presently in the air around Cape Strawberry. Moments ago C/Cst. Barry ANDERSEN reported back from the helicopter that they are following tracks in a South East direction across Wild Bight and out toward Foxy Islands. Ground searchers have been dispatched to the area North of Big Bight and around Foxy Islands.

A debriefing was done by Cpl. VARDY at the school this morning with the staff and students from Grade 6 - 12. The school board has brought in counselors to provide support to the students and the debriefing was given to give some factual knowledge to the students. Also to ensure students are not out searching themselves. There were a lot of students wanting to go out and search. Students were told to remain away from the area as they could be mistaken for the lost youth and hinder the search.

Family was updated last night but not with this latest development on the foot track.

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

Makkovik Incident

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

2012-01-29

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

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

2012-01-30

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

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

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

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

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

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

1056 hrs Sgt. Youden received a call from Mr. Peddle advising that Universal Helicopter from Goose Bay had been dispatched to assist in the search .

1552 hrs S/Sgt. Morrison provided an advance message stating that the air search was completed

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

2012-01-31

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

01 31 924 896 5731
 IN = 1066 PAUL POOL
 31 Incom PAUL 686-0731 940
 895-7274 1359
 505 Gmo 3703
 2803 923 2317

THUR 02/02 Makkovik 1206
 02/02 → PAUL POOL 1212

Fire Emergency Services Requests Questionnaire

	Time: 2310	Date: Jan 21	Contact: Kim B. Vardy
1	Name	BIRTON WINTERS	
2	Age	14	
3	Address	MAKKOJIK	
4	Health Issues	NIL	
5	Clothing	WINTER	
6	Supplies	NIL	
7	Experience		
8	Form of Travel	Snow Mobile	
9	Form of communication / Cell #	NIL	
10	Is GSAR Team on scene	Barry Anderson	
11	Team Leader		
12	RCMP member on scene	VARDY	
13	Location	UNKNOWN MAKKOJIK AREA	
14	Weather conditions Forecast	SNOW	
15	Checks conducted to ensure missing	ENGINE	
16	Helicopter Landing Site		
17	GPS coordinates		
18	Helicopter Departure time	1056 UNIVERSAL	
19	Results	Accidents 2012/02/01	
FES Contact Numbers 729-3703 Nancy Emberley, Paul Peddle 682-9191 Tina English			
Fred Hollett – (c)691-3040 (h) 576-0418 /Dennis Shea – (c) 682-9190 (h)781-0008 103 Gander 1-800-565-1582 CO Major Steve Reid / Bill Wyss / Dwight Holloway 256-1703 Medical Emergency 777-6320 / Offshore CCG 772-5151 GPS coordinate 1-888-722-5900			

Delivered 2012/06/13

6:50	Called Vardy via cell @ home
800	Contacted Air Service Herbert Hayes advise twin often travel to Louisville with 8 passengers. wanted to know @ this time
	Call made to FES to request information
845	Spoke with Fred Helbert of FES. He advised that Paul Pordle would be in Surrey and deal with issue
900	Spoke with Paul Pordle. He was advised of situation in Labrador. He would Mark Kozlov
9:40	Pordle advised that 15: time he was Robertson in 12 years
1008	Was advised by Mark Kozlov that Visiting was 1/2 Mar

1030 Mark Kozlov advised that unoccupied
helicopter was in Nikolov

1030 Paul Pordle advised. He will get University
UP.

1056 Pordle advised that chapter currently

UNIT - SERVICE
RCMP B Division URT

MAIL CHEQUE TO - EXPÉDIER LE CHÈQUE À
Direct Deposit

COPY

Include DIR., BRANCH and ROOM NO. - Inclure la DIR., le SOUS-DIR. et le N° DE PIÈCE

Il diffère from Unit - Si elle diffère de celle du service

Central Region and HQ only -
In MAIL CHEQUE TO box:
Indicate your HOME OR ALTERNATE MAILING ADDRESS.
Your work address is NOT AN OPTION.
Also send only one copy of your claim to your local Imprest
Unit, Corporate Mgt Branch. Keep a copy for your records.

Région du Centre et la DG seulement -
Dans la case EXPÉDIER LE CHÈQUE À :
Inscrire L'ADRESSE DE SON DOMICILE OU UNE AUTRE ADRESSE POSTALE.
NE PAS DONNER l'adresse au travail.
Aussi envoyer une copie de votre demande à votre caisse locale, Service de
gestion générale. Conserver une copie pour vos dossiers.

<input type="checkbox"/> Unit Contingency / Standing Personal Advance Avance personnelle permanente / de service pour dépenses imprévues		ZUNI Vendor # - N° de fournisseur ZUNI	EXPENSES - DÉPENSES	DIV. USE ONLY RÉSERVÉ À LA DIV.
DATE	DETAILS - DÉTAILS		Currency > \$ Monnaie	RO / PROJECT NO. LO / NO. DE PROJ.
2012-01-31	Member requested by Sgt YOUDEN to send Underwater Camera to Makkovik in assistance to occurrence 2012109461. No RCMP aircraft available to attend Deer Lake to pick up camera due to flying time restrictions. Member shipped camera with Provincial Airlines Cargo. Two containers containing camera and monitoring/recording equipment. Cargo Cost \$75.82 receipt attached		75.82	070 0220

I certify that these expenses were incurred on Government business.
Je certifie que les dépenses indiquées ci-dessus ont été occasionnées par suite d'affaires gouvernementales autorisées.

[Signature]
Michael BABSTOCK

SIGNATURE
(CLAIMANT - RÉCLAMANT)

DATE: 2012-01-31

I certify that these services were performed, that the prices are reasonable and just, and that travel was authorized.
Je certifie que les services susmentionnés ont été rendus, que les prix sont raisonnables et que le voyage a été autorisé.

[Signature]

SIGNATURE
(UNIT COMMANDER - CHEF DE SERVICE)

DATE:

Total Expenses for page Total des dépenses pour le page	\$75.82
Total Expenses Total des dépenses	\$75.82
Less Temporary Personal Advance Moins l'avance personnelle	
Amount Due Claimant Montant dû au réclamant	\$75.82
Amount Due Division Contingency Account Montant dû au compte div. d'éventualités	\$0.00

CLAIMANT RÉCLAMANT > Michael	Given Name - Prénom	Initial - Initiale	Surname - Nom de famille BABSTOCK	Reg. / Officer no. Matr. / N° de l'officier 48760	Rank - Grade Cst	Date of claim Date de la demande 2012-01-31
CERTIFIED PURSUANT TO SECTION 34 OF THE FINANCIAL ADMINISTRATION ACT. CERTIFIÉ EN VERTU DE L'ARTICLE 34 DE LA LOI SUR LA GESTION DES FINANCES PUBLIQUES			Reviewed by / Révisé par <i>[Signature]</i>	Audited by - Vérifié	Cheque no. - No. de chèque	Date 2012/02/06

967

05233933

967- 05233933

Exhibit P-101

Page 38

Shipper's Name and Address

Shipper's Account Number

NOT NEGOTIABLE
AIR WAYBILL
(AIR CONSIGNMENT NOTE)

RCMP
DEER LAKE

~~RCMP~~

ISSUED BY **PROVINCIAL AIRLINES LIMITED**

Copies 1, 2, and 3 of this Air Waybill are originals and have the same validity

Consignee's Name and Address

Consignee's Account Number

RCMP AIR SERVICES
GOOSE BAY

It is agreed that the goods described herein are accepted in apparent good order and condition (except as noted) for carriage SUBJECT TO THE CONDITIONS OF CONTRACT ON THE REVERSE HEREOF. THE SHIPPER'S ATTENTION IS DRAWN TO THE NOTICE CONCERNING CARRIER'S LIMITATION OF LIABILITY. Shipper may increase such limitation of liability by declaring a higher value for carriage and paying a supplemental charge if required.

Issuing Carrier's Agent, Name and City

Accounting Information

Agent's IATA code

Account No.

~~RCMP~~

PAID MC 40F

Airport of Departure (Address of first Carrier) and Requested Routing

Currency

to By first Carrier Routing and Destination to by to by

WT/Val PPD COLL Other PPD COLL

Airport of Destination

Express General Co-mail

Handling Information

ATT. LISA 896-5721

No. of Pieces	Gross Weight	kg	Rate Class Commodity Item No.	Chargeable Weight	Rate / Charge	Total	Nature and Quantity of Goods (incl. Dimensions or Volume)
2	43	5				75.82	UNDER WATER CAMERA EQUIP.

Prepaid	Weight Charge	Collect
61.00		
Total Other charges Due Agent / Dangerous Goods		
Delivery / Pick-up Charge		
Valuation Charge		
Surcharge		
6.10		
Tax		
8.72		

Other Charges	
Live animals shipped at owner's risk	<input checked="" type="checkbox"/>
Perishable items shipped at owner's risk	<input checked="" type="checkbox"/>
Carrier is not responsible for time sensitive documents or freight	<input checked="" type="checkbox"/>
All glass and fragile items shipped at owner's risk	<input checked="" type="checkbox"/>
Shipper certifies that the particulars on the face hereof are correct and that insofar as any part of the consignment contains dangerous goods, such part is properly described by name and is in proper condition for carriage by air according to the applicable Dangerous Goods Regulations.	
	Print Here
	MW BABSTOCK 48760

Executed on 31 JAN / 12 40F (Date) At (Place) Signature of Issuing Carrier or its Agent



Royal Canadian
Mounted Police

Gendarmerie royale
du Canada



Inspector P.A. (Pat) Cahill
OIC Labrador District
P.O. Box 1480, Stn B
Happy Valley-Goose Bay, NL A0P 1E0
Tel:(709) 896-1254 Cell: (709) 899-2623 Fax: (709)896-8799
Pat.Cahill@rcmp-grc.gc.ca

From: Stephen Howlett
To: Advance Message
CC: Scott Morrison
Date: 2012-01-30 02:25
Subject: 2012 - 109461

Date: January 2012/01/30

File: 2012 - 109461

Caption: WINTERS C/O Missing Persons

Subject's Involved: Burton WINTERS (1997/07/14) , Makkovik, NL

Summary

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

Investigator: Cpl Vardy / Cst Howlett

Supervisor Advised: S/Sgt Scott Morrison - Labrador District Commander

Media Release: None at this time.

Cst Stephen Howlett
RCMP Makkovik Detachment
POB 131
Makkovik, NL. ADP 1J0
Stephen.howlett@RCMP-GRC.GC.CA
709-923-2317 (P)
709-923-2406(F)

From: Scott Morrison
To: Coulombe, Marc
CC: Cahill, Pat; Vardy, Kimball
Date: 2012-01-30 12:22
Subject: Re: 20120130 Media Release - Makkovik RCMP Search for Missing 14 year old

Thanks, Marc.

Scott

>>> Marc Coulombe 2012-01-30 12:14 >>>

On Sunday Jan 30th, 2012 at 19:30 the Royal Canadian Mounted Police in Makkovik received a complaint from the father of a 14 year old that his son has not been seen since shortly 1:30 in the afternoon. It was reported the male had left on snowmobile to go to his grandmothers house however he did not arrive. Police checked all family and friends residences to no avail. Search and Rescue was deployed in different areas around Makkovik and Postville. It was reported the teenager on a 2008 Tundra, 300, snowmobile, Yellow in color. Its unclear as to how much gas he had at the time. The male is not considered experienced on the land and police do not believe he had any survival supplies.

The search was continued on Monday morning with ground searchers on snowmobiles back over much of the popular areas around Makkovik. The SAR team from Postville traveled from Postville to Makkovik searching the route and areas in between. The RCMP in Makkovik would like to acknowledge the assistance of WOODWARDS Oil Helicopter which was in the area of Makkovik and volunteered to search the area until the Universal aircraft arrives. The RCMP in Makkovik would also like to thank the local Department of Health and Social Development for their support and the support of the many volunteers from the community.

The RCMP in Makkovik would like to remind people who are intending on traveling away from the community to advise someone of their destination and route of travel.

-30-

Kimball

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

From: Kimball Vardy
To: Coulombe, Marc; Howlett, Stephen; Morrison, Scott
CC: Cahill, Pat
Date: 2012-01-30 15:08
Subject: Re: 2012 - 109461

Marc,

A further update:

The air search has been completed, the Universal Helicopter is en route back to Goose Bay. He is flying along the snowmobile route from Makkovik to Goose Bay just to cover off that area.

Further to this, it is confirmed that there are snowmobile tracks on the ice headed into open water. Searchers are continuing to check around the area of the tracks for some positive confirmation. There is currently searchers in a small boat checking the water for any sign of debris. There are plans to have a underwater camera brought in to check the water off the edge of the ice.

The RCMP are reminding residents to be safe around areas of open water. If you are not sure of the ice conditions or familiar with the area, please stay off the ice. Snowmobilers traveling across frozen water are reminder to always wear an approved flotation system.

-30-

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

>>> Marc Coulombe 2012-01-30 12:18 >>>

Will do. I let Kimball know that CBC, NTV and VOXM have all been inquiring. I'll message it if need be and have Kimball as the contact. Sounds like he's doing it already.

Marc

>>> Scott Morrison 2012-01-30 12:16 >>>

Marc, just spoke with Kimball and he will is going to do up a release and send it to you, if you could fine tune it and then send it out it would be great.

Thanks,
Scott

>>> Marc Coulombe 2012-01-30 08:02 >>>

Gents, CBC is already calling on this. Not sure if you guys can put something out for them or not. Let me know if I can help.

Marc

>>> Stephen Howlett 2012-01-30 02:55 >>>

Date: January 2012/01/30

File: 2012 - 109461

Caption: WINTERS C/O Missing Persons

Subjects Involved: Burton WINTERS (1997/07/14), Makkovik, NL

Summary

On Sunday Jan 30th, 2012 at 19:30 the Royal Canadian Mounted Police in Makkovik received a complaint from Rodney JACQUE who advised that his son, Burton WINTERS, has not been seen since 13:30 this afternoon. It was reported that WINTERS left on snowmobile to go to his grandmothers house however he did not arrive. Police checked all family and friends house to no avail.

From: Scott Morrison
To: Advance Message
CC: Vardy, Kimball
Date: 2012-01-30 15:22
Subject: 2012 - 109461 - Winters - c/o Missing Person - Makkovik

Further Update to previous Advance Message.

Summary

The air search has been completed, the Universal Helicopter is en route back to Goose Bay. He is flying along the snowmobile route from Makkovik to Goose Bay just to cover off that area. Also Woodward's helicopter was used this morning until Fire and Emergency Services (Universal Helicopter) could arrive on scene. This was donated as the boy's father works for Woodward's Company.

Further to this, it is confirmed that there are snowmobile tracks on the ice headed into open water. Searchers are continuing to check around the area of the tracks for some positive confirmation. There is currently searchers in a small boat checking the water for any sign of debris. There are plans to have an underwater camera brought in to check the water off the edge of the ice.

Cpl. Vardy will liaise with URT on possible solutions to search, if the GSART locate anything in the water and determine the depth.

Family updated of efforts to date.

Cpl. Vardy with assistance of Sgt. Lacombe handling any media enquiries.

S/Sgt. Morrison
OPS NCO
Labrador District

Search and Rescue were deployed in different areas around Makkovik and Postville with no luck. It was reported that WINTERS left on a 2008 Tundra, 300, snowmobile, Yellow in color. Its unclear as to how much gas WINTERS had at the time however police are speculating there was 3/4 tank. WINTERS does not have any history in regards to mental illness. WINTERS is not experienced on the land and police do not anticipate that he had any survival supplies. It was reported that WINTERS had been spoken to by his parents earlier in the day in regards to being up late the night before on his computer, it didnt appear that WINTERS was upset regarding same. Ryan POTTLE (Local Hunter) advised that on todays date at approximately 14:00 HRS he identified a fresh snowmobile track on the ice heading toward the Shirna (Edge of Sea Ice). Search and Recuse followed the track however due to bad ice conditions had to turn back. The track was lost however it appeared to be going in the direction of the bad ice. Local hunters could not identify who the track belonged to however all agreed that whoever it was obviously did not know the area. The search will continue at first light and police are arranging air support to help assist in the search.

Investigator: Cpl Vardy / Cst Howlett

Supervisor Advised: S/Sgt Scott Morrison - Labrador District Commander

Media Release: None at this time.

Cst Stephen Howlett
RCMP Makkovik Detachment
POB 131
Makkovik, NL. AOP 1J0
Stephen.howlett@RCMP-GRC.GC.CA
709-923-2317 (P)
709-923-2406(F)

From: Kimball Vardy
To: Cahill, Pat
CC: Coulombe, Marc; Howlett, Stephen; Morrison, Scott
Date: 2012-01-30 15:23
Subject: Re: 2012 - 109461

Good Day Sir,

The local DHSD has a crisis team preparing to meet with the family. They can determine if there are any additional supports we can provide.

Kimball

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

>>> Pat Cahill 2012-01-30 15:43 >>>

Thanks Kimball, just speaking to Scott he will prepare an update to the advance just to keep CROPS in the loop.

Do we have any sort of liaison, support group with the family ?

Pat

>>> Kimball Vardy 2012-01-30 15:08 >>>

Marc,

A further update:

The air search has been completed, the Universal Helicopter is en route back to Goose Bay. He is flying along the snowmobile route from Makkovik to Goose Bay just to cover off that area. Further to this, it is confirmed that there are snowmobile tracks on the ice headed into open water. Searchers are continuing to check around the area of the tracks for some positive confirmation. There is currently searchers in a small boat checking the water for any sign of debris. There are plans to have a underwater camera brought in to check the water off the edge of the ice.

The RCMP are reminding residents to be safe around areas of open water. If you are not sure of the ice conditions or familiar with the area, please stay off the ice. Snowmobilers traveling across frozen water are reminder to always wear an approved flotation system.

-30-

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

>>> Marc Coulombe 2012-01-30 12:18 >>>

Will do. I let Kimball know that CBC, NTV and VOCM have all been inquiring. I'll message it if need be and have Kimball as the contact. Sounds like he's doing it already.

Marc

>>> Scott Morrison 2012-01-30 12:16 >>>

Marc, just spoke with Kimball and he will be going to do up a release and send it to you, if you could fine tune it and then send it out

it would be great.

Thanks,
Scott

>>> Marc Coulombe 2012-01-30 08:02 >>>

Gents, CBC is already calling on this. Not sure if you guys can put something out for them or not. Let me know if I can help.

Marc

>>> Stephen Howlett 2012-01-30 02:55 >>>

Date: January 2012/01/30

File: 2012 - 109461

Caption: WINTERS C/O Missing Persons

Subjects Involved: Burton WINTERS (1997/07/14) , Makkovik, NL

Summary

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

Investigator: Cpl Vardy / Cst Howlett

Supervisor Advised: S/Sgt Scott Morrison - Labrador District Commander

Media Release: None at this time.

Cst Stephen Howlett
RCMP Makkovik Detachment
POB 131
Makkovik, NL. A0P 1J0
Stephen.howlett@RCMP-GRC.GC.CA
709-923-2317 (P)
709-923-2406(F)

From: Scott Morrison
To: Cahill, Pat; Vardy, Kimball
CC: Coulombe, Marc; Howlett, Stephen
Date: 2012-01-30 15:26
Subject: Re: 2012 - 109461

Thanks.

Kimball, if you need any equipment for trying to hook anything let us know. I could probably borrow some items from the local GSART or if you need more volunteers.

I would liaise with the URT Team to about equipment as discussed.

Thanks,
Scott

>>> Kimball Vardy 2012-01-30 15:22 >>>
Good Day Sir,

The local DHSD has a crisis team preparing to meet with the family. They can determine if there are any additional supports we can provide.

Kimball

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

>>> Pat Cahill 2012-01-30 15:43 >>>
Thanks Kimball, just speaking to Scott he will prepare an update to the advance just to keep CROPS in the loop.

Do we have any sort of liaison, support group with the family ?

Pat

>>> Kimball Vardy 2012-01-30 15:08 >>>
Marc,

A further update:

The air search has been completed, the Universal Helicopter is en route back to Goose Bay. He is flying along the snowmobile route from Makkovik to Goose Bay just to cover off that area. Further to this, it is confirmed that there are snowmobile tracks on the ice headed into open water. Searchers are continuing to check around the area of the tracks for some positive confirmation. There is currently searchers in a small boat checking the water for any sign of debris. There are plans to have a underwater camera brought in to check the water off the edge of the ice.

The RCMP are reminding residents to be safe around areas of open water. If you are not sure of the ice conditions or familiar with the area, please stay off the ice. Snowmobilers traveling across frozen water are reminder to always wear an approved flotation system.

-30-

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131

Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

>>> Marc Coulombe 2012-01-30 12:18 >>>

Will do. I let Kimball know that CBC, NTV and VOXM have all been inquiring. I'll message it if need be and have Kimball as the contact. Sounds like he's doing it already.

Marc

>>> Scott Morrison 2012-01-30 12:16 >>>

Marc, just spoke with Kimball and he will is going to do up a release and send it to you, if you could fine tune it and then send it out it would be great.

Thanks,
Scott

>>> Marc Coulombe 2012-01-30 08:02 >>>

Gents, CBC is already calling on this. Not sure if you guys can put something out for them or not. Let me know if I can help.

Marc

>>> Stephen Howlett 2012-01-30 02:55 >>>

Date: January 2012/01/30

File: 2012 - 109461

Caption: WINTERS C/O Missing Persons

Subjects Involved: Burton WINTERS (1997/07/14) , Makkovik, NL

Summary

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

Investigator: Cpl Vardy / Cst Howlett

Supervisor Advised: S/Sgt Scott Morrison - Labrador District Commander

Media Release: None at this time.

Cst Stephen Howlett
RCMP Makkovik Detachment
POB 131
Makkovik, NL. AOP 1J0
Stephen.howlett@RCMP-GRC.GC.CA
709-923-2317 (P)
709-923-2406(F)

From: Kimball Vardy
To: Advance Message
CC: Morrison, Scott
Date: 2012-01-31 11:56
Subject: 2012 - 109461 - Winters - c/o Missing Person - Makkovik

Further Update to previous Advance Message.

Summary

The under water camera is en route from Deer Lake to Makkovik. The camera will be used to confirm if the snowmobile is on the bottom of the ocean. If and when that can be confirmed we will make a determination on the possibility of depolying the URTeam.

Ground searchers traveled south of Makkovik today to Big Bight and Adlavik Bay checking cabins and any possible tracks. They have since checked in and all results are negative.

The family has been kept up to date on all progress to date. They have turned over WINTERS' laptop which is being sent to "B" Div. Tech Crime Section. The laptop will be checked for any information pointing to WINTERS state of mind or intentions.

Cpl. VARDY has fielded several media calls including live and taped sessions, keeping the media up to date.

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

From: Sandy Archibald
To: Howlett, Stephen; Vardy, Kimball
CC: Cahill, Pat; Scott Morrison
Date: 2012-01-31 12:51
Subject: Re: 2012 - 109461

Good luck Steve and Kimball, when the dust settles if a debriefing is needed let me know and I will work on it.

S/Sgt. J.A. (Sandy) Archibald
Member/Employee Assistance Program Coordinator
"B" Division
Office: 709-643-2118
Cell: 709-649-1159
Fax: 709-643-9393

The Member/Employee Assistance Program (MEAP) is a confidential and voluntary program that provides assistance to all employees and families of the RCMP who may require help with personal, social, health, and work related issues.

Confidentiality notice: The contents of this electronic mail message are confidential and strictly reserved for the sole use of its intended recipients. If you receive this message in error, please notify the sender immediately and delete the original message as well as all copies. Any disclosure, copying, distribution or reliance on the contents of the information is strictly prohibited. Thank you.

>>> Stephen Howlett 2012-01-30 10:04 >>>
10-4, were trying to stay positive, keep morale high with the SAR team, but your right....

>>> Sandy Archibald 01/30/12 9:05 AM >>>
Does not sound good
-----Original Message-----
From: Stephen Howlett
Cc: Morrison, Scott <Scott.J.Morrison@rcmp-grc.gc.ca>
To: Advance Message <Advance Message.BdivEast.BDIVHQ@rcmp-grc.gc.ca>

Sent: 1/30/2012 1:25:19 AM
Subject: 2012 - 109461

Date: January 2012/01/30

File: 2012 - 109461

Caption: WINTERS C/O Missing Persons

Subject's Involved: Burton WINTERS (1997/07/14) , Makkovik, NL

Summary

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

Investigator: Cpl Vardy / Cst Howlett

Supervisor Advised: S/Sgt Scott Morrison - Labrador District Commander

Media Release: None at this time.

Cst Stephen Howlett
RCMP Makkovik Detachment
POB 131
Makkovik, NL. A0P 1J0
Stephen.howlett@RCMP-GRC.GC.CA
709-923-2317 (P)
709-923-2406(F)

From: Kimball Vardy
To: Advance Message
Date: 2012-02-01 01:49
Subject: 2012-109461 WINTERS Missing person

Update

The 444 squadron completed its search of the area at 0110hrs. Neg results. The 444 did spot footprints leading from the snowmobile toward the land. The prints were visible for approx. 100-150ft. There are several cracks between the snowmobile and the land.

Further to this the Aurora aircraft arrived on scene and conducted a grid search using its FRIR, checking for and heat signatures. This was also negative results.

Member spoke with Paul PEDDLE of Fire and Emergency Services who advised he will have a Universal helicopter here in Makkovik shortly after first light in the AM. There will also be ground searchers deployed at first light in the AM.

The family has been updated.

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL
A0P 1J0
(709)923-2317 (w)
(709)923-2406 (f)

From: Kimball Vardy
To: Advance Message
Date: 2012-02-01 11:04
Subject: 2012-109461 WINTERS

UPDATE

Universal Helicopter is presently in the air around Cape Strawberry. Moments ago C/Cst. Barry ANDERSEN reported back from the helicopter that they are following tracks in a South East direction across Wild Bight and out toward Foxy Islands. Ground searchers have been dispatched to the area North of Big Bight and around Foxy Islands.

A debriefing was done by Cpl. VARDY at the school this morning with the staff and students from Grade 6 - 12. The school board has brought in counselors to provide support to the students and the debriefing was given to give some factual knowledge to the students. Also to ensure students are not out searching themselves. There were a lot of students wanting to go out and search. Students were told to remain away from the area as they could be mistaken for the lost youth and hinder the search.

Family was updated last night but not with this latest development on the foot track.

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

From: Kimball Vardy
To: Advance Message; Cahill, Pat
CC: Morrison, Scott
Date: 2012-02-01 11:33
Subject: Re: 2012-109461 WINTERS

Latest UPDATE

1127hrs received a report from C/ Cst. ANDERSEN they have located the body on the ice. The body was half way to the Iron Bounds Islands, approx. 15kms east of the community and approx. 5kms from land out toward the Atlantic ocean.

Family was updated on the new tracks but not on the latest development yet.

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

>>> Pat Cahill 2012-02-01 11:38 >>>
Thanks Kimball

>>> Kimball Vardy 2012-02-01 11:04 >>>
UPDATE

Universal Helicopter is presently in the air around Cape Strawberry. Moments ago C/Cst. Barry ANDERSEN reported back from the helicopter that they are following tracks in a South East direction across Wild Bight and out toward Foxy Islands. Ground searchers have been dispatched to the area North of Big Bight and around Foxy Islands.

A debriefing was done by Cpl. VARDY at the school this morning with the staff and students from Grade 6 - 12. The school board has brought in counselors to provide support to the students and the debriefing was given to give some factual knowledge to the students. Also to ensure students are not out searching themselves. There were a lot of students wanting to go out and search. Students were told to remain away from the area as they could be mistaken for the lost youth and hinder the search.

Family was updated last night but not with this latest development on the foot track.

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

From: Marc Coulombe
To: Vardy, Kimball
CC: Cahill, Pat; Morrison, Scott
Date: 2012-02-01 15:10
Subject: Media Update

Kimball, I have CBC calling looking to confirm what is on Facebook. Colleen Connors called and said it's all over social media that the body was located. I do not want to confirm things especially not knowing if the family is aware. Let me know if there is anything I can do to help you out.

Marc

From: Kimball Vardy
To: Coulombe, Marc
CC: Advance Message
Date: 2012-02-01 16:58
Subject: WINTERS - Missing Person

Makkovik RCMP advise that searchers have located the missing youth from Makkovik.

Search and Rescue Teams from Makkovik set out this morning to search the shoreline and land around the area where the youths snowmobile had been located. A Universal helicopter was deployed in the search with C/Cst. ANDERSEN and 2 other searchers onboard to assist. The helicopter was able to pick up a set of tracks a short distance from the snowmobile trimming along the shore. Searchers followed the tracks which were sparatic and leading in the opposite direction from the Community. The tracks were followed for approximately 19kms until the young victim was located out on the ocean ice approximately 7kms from the nearest point of land. The young victim was brought to the medical facility in Makkovik where he was pronounced dead.

The RCMP would like to extend our greatest thanks to the local Search and Rescue Team, Local volunteers, and all assisting agencies.

-30-

For further information please contact:

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

From: Scott Morrison
To: Coulombe, Marc; Vardy, Kimball
Date: 2012-02-01 17:13
Subject: Re: WINTERS - Missing Person

I'll send it out to the media. Expect all the calls. Check with the family to see if they want his name released as the media will ask you that.

Great work by all. Give my appreciation to everyone.

Scott

>>> Kimball Vardy 2012-02-01 17:11 >>>
That sounds good.

>>> Scott Morrison 2012-02-01 17:39 >>>
Don't send out yet. I would change it to Fire and Emergency Services helicopter was deployed. (Universal is just the contractor for them.)

How does this look. If okay send it to the media group.

Scott

>>> Kimball Vardy 2012-02-01 16:58 >>>

Makkovik RCMP advise that searchers have located the missing youth from Makkovik.

Search and Rescue Teams from Makkovik set out this morning to search the shoreline and land around the area where the youths snowmobile had been located. Fire and Emergency Services helicopter was deployed in the search with the local GSART. The helicopter was able to pick up a set of tracks a short distance from the snowmobile trimming along the shore. Searchers followed the tracks which were sporadic and leading in the opposite direction from the Community. The tracks were followed for approximately 19kms until the young victim was located out on the ocean ice approximately 7kms from the nearest point of land. The young victim was brought to the medical facility in Makkovik where he was pronounced deceased. The victims name will not be released at this time.

The RCMP would like to extend our greatest thanks to the local Search and Rescue Team, Local volunteers, and all assisting agencies.

-30-

For further information please contact:

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

From: Kimball Vardy
To: Andersen, Barry; Howlett, Stephen
CC: Cahill, Pat; Morrison, Scott
Date: 2012-02-01 17:23
Subject: Fwd: Re: WINTERS - Missing Person
Attachments: Re: WINTERS - Missing Person

I agree here this was a great effort given the situation we were presented. I would like to note that C/Cst ANDERSEN did a great effort in organizing the ground search and partnering with the Canadian Rangers. Cst. HOWLETT was very professional in his dealing with all parties involved. I would like to also note that Cst. HOWLETT remained at the clinic and assisted in providing CPR to the victim along side the medical staff for a period of four and a half hours. The dedication to duty shown by both members was exceptional.

Kimball

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

MAKKOVIK PO
9-13 ANDERSEN ST
MAKKOVIK AOP1JO
GST/TPS#: 119321495

Exhibit P-101

Page 59

2012/01/31 01:51:21 bernard
CC/CC2836 W/G1 TR168515

NLH 13% 1@55.44 \$55.44
XPost/XPost

Actual Weight / Poids réel 4.580kg
To / À destination du code A1A3T5

Tracking # / N° de suivi
0002 8360 0007 8934

NLH 13% 1@1.50 \$1.50
Signature Required/Signature Requisite

NLH 13% 1@16.20 \$16.20
Delivery Conf.(\$1,000.00)
Conf. de liv.(\$1,000.00)

NLH 13% 1@6.79 \$6.79
Fuel Surcharge/Supp. pour carburant

For complete terms and conditions
consult the Canada Postal Guide at
www.canadapost.ca or any Post Office.
Pour connaître les modalités complètes
consultez le Guide des postes du Canada à
l'adresse www.postescanada.ca ou à votre
bureau de poste.

Sender warrants that the shipped item(s)
do(es) not contain dangerous goods.
L'expéditeur garantit que le ou les
articles expédiés ne contiennent pas de
matières dangereuses.

SUBTL/SOUS-TOTAL	\$79.93
GST/TPS	\$0.00
PST/TVP	\$0.00
HST/TVH	\$10.39
TOTAL/TOTAL	\$90.32

Debit Card / Carte de débit	\$90.32
Card Number / Numéro de carte	*****8779
AMOUNT DUE / MONNAIE	\$0.00

Receipt required for all returns. To
view the return policy go to the website.
Récepissé requis pour tous les retours. Pour
consulter la politique de retour, visitez
le site Web.



Track your package by web or phone:

LABRADOR INVESTMENTS LTD.

MAKKOVIK, LABRADOR AOP 1JO

(709) 923-2277

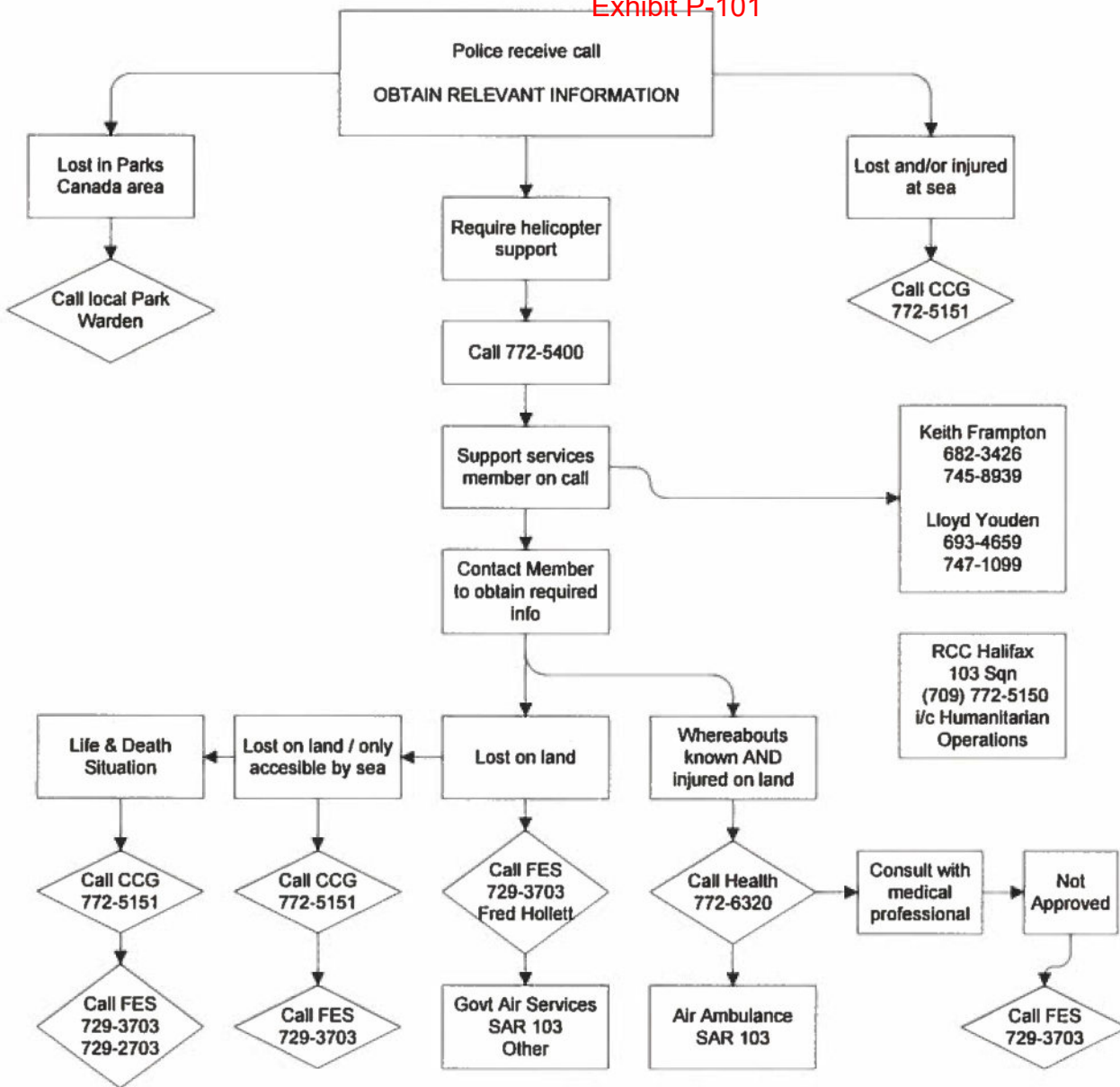
HST #139941900RT

NAME MakKovik RCMP		DATE March 03 2012	
ADDRESS (Search & rescue)		ORDER NO.	
POSTAL CODE		PHONE <input type="checkbox"/> DAY <input type="checkbox"/> EVG.	
QUANTITY	DESCRIPTION	PRICE	AMOUNT
	1 oil		59.99
	24 drinks	@.89	21.36
	24 enviro	@.08	1.92
	3 bread	@4.69	14.07
	2 cups	@1.49	2.98
	1 Spoons		2.19
	2 Gloves	@10.99	21.98
	1 Miracle whip		6.69
	1 Bowls		4.29
	1 Pork		5.19
	23 handwarmers	@.69	15.87
	20 feetwarmers	@.89	17.80
(winters c/o search & rescue)			
CLERK	AL	CASH <input type="checkbox"/>	CHQ. <input type="checkbox"/>
REMARKS:		DEBIT CARD <input type="checkbox"/>	PURCHASES 174.33
		C.O.D. <input type="checkbox"/>	G.S.T./H.S.T. 19.04
		MOSE RET'D <input type="checkbox"/>	PAID OUT <input type="checkbox"/>
		VISA <input type="checkbox"/>	M-C <input type="checkbox"/>
		AMEX <input type="checkbox"/>	ON ACCT. <input type="checkbox"/>
RECEIVED IN GOOD ORDER BY:	Stephan Howlett	SUB-TOTAL	
		P.B.T.	
		TOTAL 193.37	

Big Land Grocery
MakKovik, NL
AOP 1JO

Date _____ 19__				
M. Search & rescue				
SOLD BY	C.O.D.	CHARGE	ON ACCT.	ACCT. FWD.
1		1 oil (cyan)		59.99
2		24 drinks	@	.89
3		24 enviro	@	.08
4		3 bread	@	4.69
5		2 cups	@	1.49
6		1 Spoons		2.19
7		2 Gloves	@	10.99
8		1 miracle whip		6.69
9		1 bowls		4.29
10		1 pork		5.19
11		23 handwarmers	@	.69
12		20 feet " "	@	.89
13				
14				
15				

HST #139941900RT
winters c/o search & rescue



M.R.H.
2012.02.28
11:30hr.

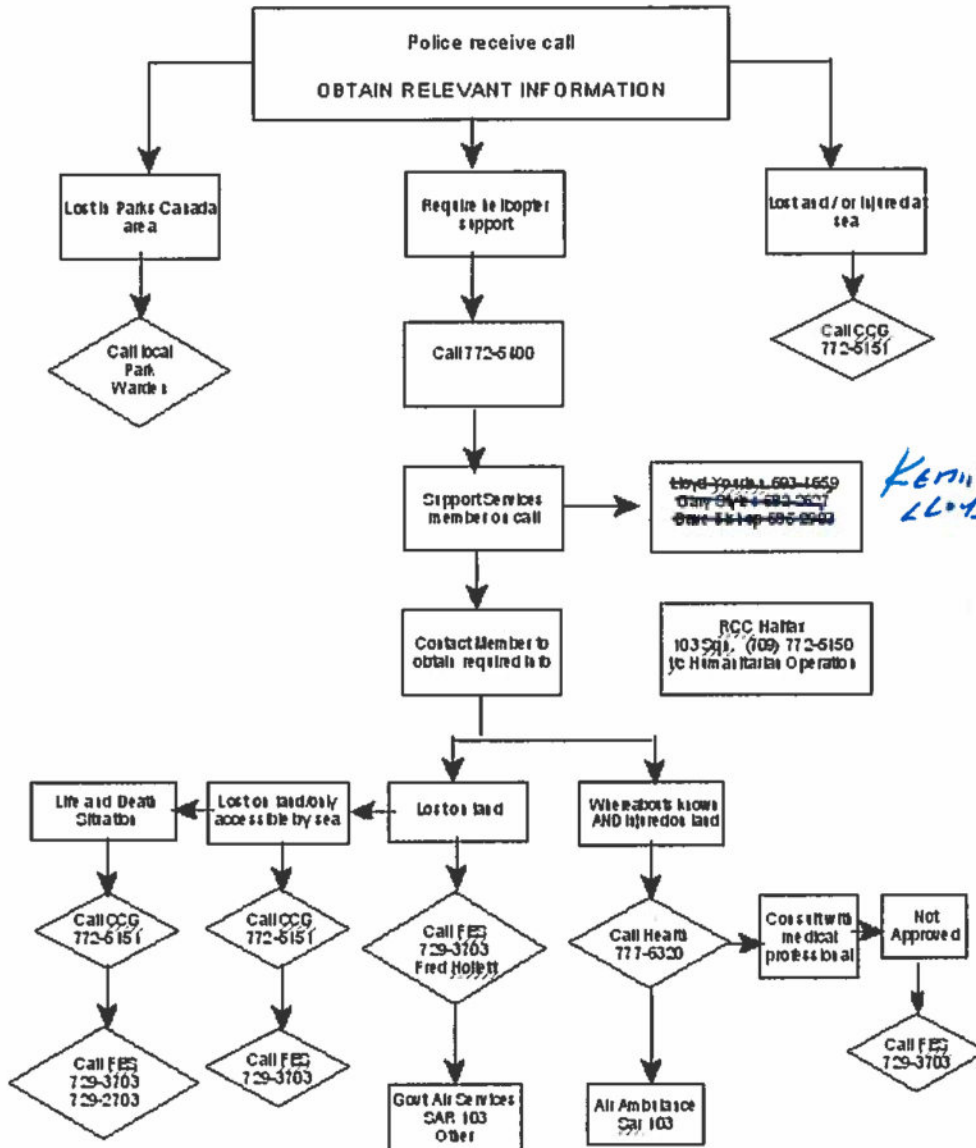


"B" Division Operational Manual

New: 2011-04-20

ROYAL CANADIAN MOUNTED POLICE

App. 37-1-4 - Protocol for Search and Rescue Air Support



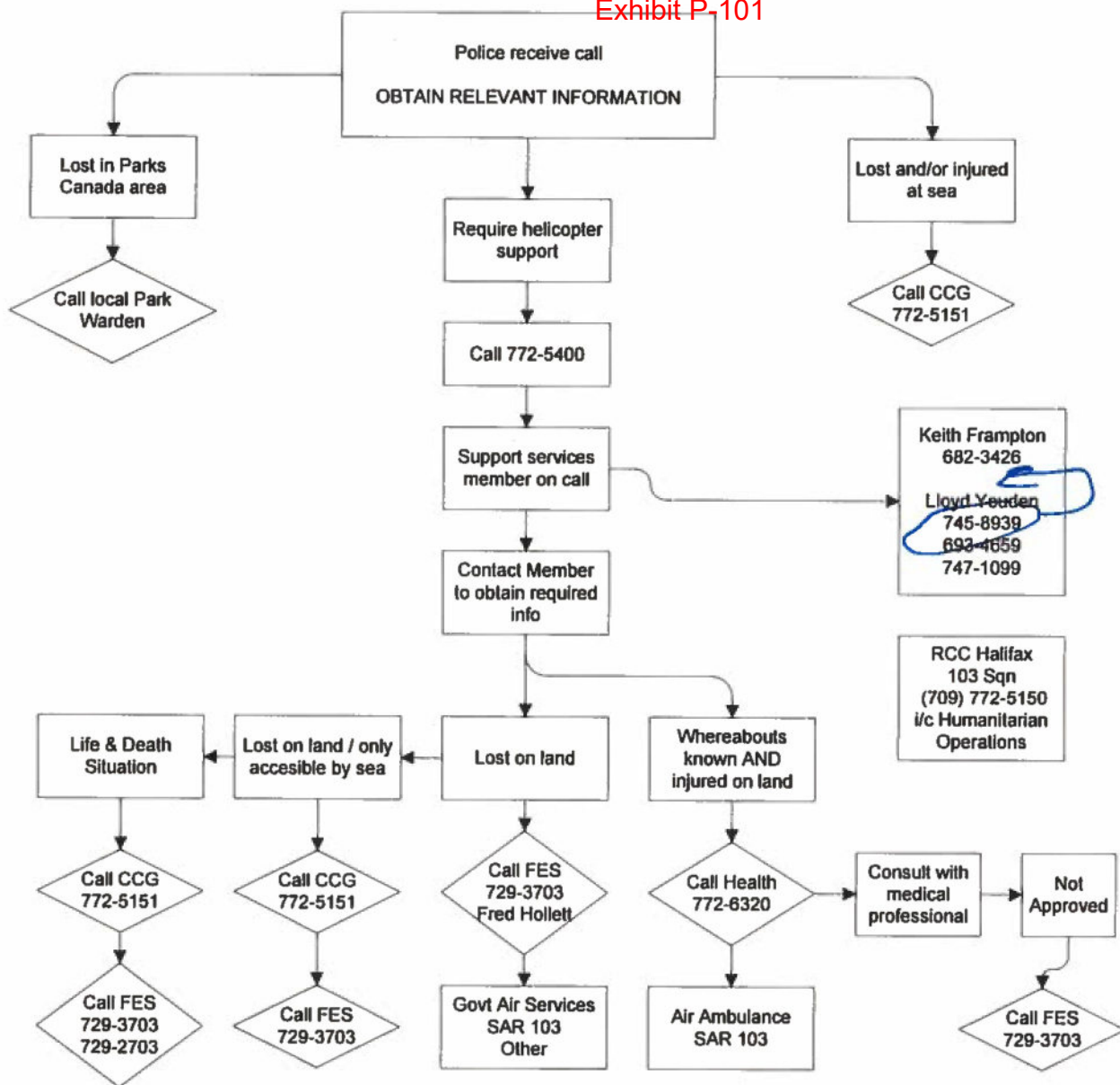
Tony Youdel 693-4659
 Tony O'Neil 693-2627
 Dave Stapp 693-2540
 RCC Halifax
 103 Sq. (709) 772-6150
 Jc Himalayas Operations

KEM FRAMPTON 682-3426
 LLOYD YACUBEN 745-8939
 - 693-4659
 - 747-1093
 2012-2-20
 J. S. Thompson
 Insp. 43423

◀ Back to chapter

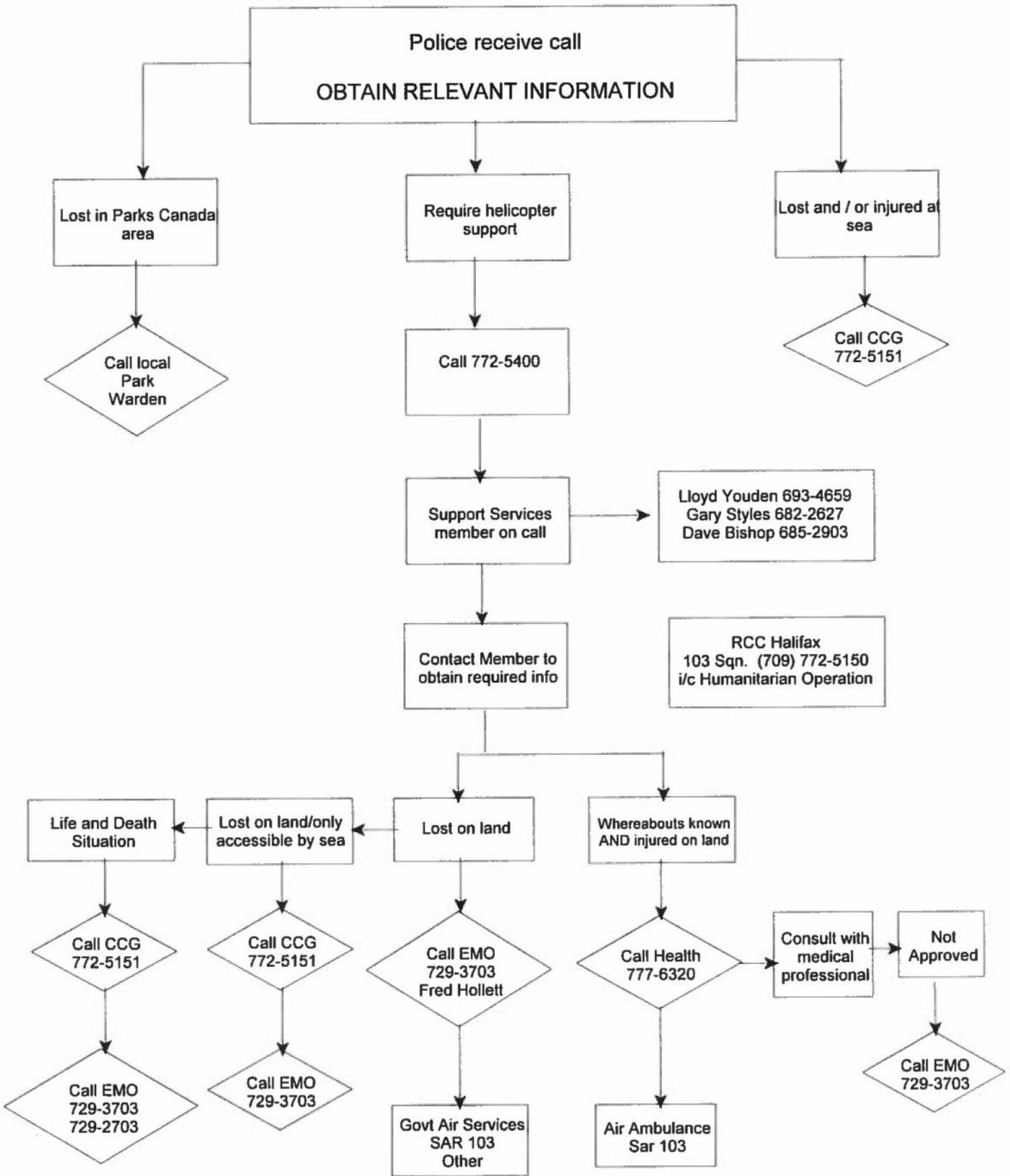
New : 2011-04-20

Important Notices



M. R. Hollett
(M.A. Hollett), Sgt.
B Div. DEIAS
2012-02-28

Protocol for Search and Rescue Air Support



RCMP-GRC/B Division

2012/02/06 08:43 by 000050478

2012/02/06 08:43

RECORD REMOVED MISSING
REM: BODY RECOVERED

MISSING CASE: 2012109461
APID: WINTERSBUR970714
WINTERS, BURTON
SEX: MALE DOB: 1997-07-14 AGE: 14

MISSING PERSON INFORMATION INACTIVATED
WILL PURGE ON 2012-08-06
EMANCIPATION DATE: 2015-07-14

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

RECORD(S) INACTIVATED
WILL PURGE ON 2012-08-06

WINTERS, BURTON

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

OTHER INFO: INUIT
2012020607433420120206074335

RCMP-GRC/B Division

2012/01/30 15:43 by 000050478

2012/01/30 15:43

CORE RECORD

WINTERS, BURTON

MISSING 1

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

OTHER INFO: INUIT

RECORD ADDED MISSING

M (MISSING) ASSIGNED TO MISSING TYPE

MISSING

WANDERED OFF

NO PREVIOUS HISTORY

MISSING FROM OTHER (SEE REMARKS)

DENTAL CHART - UNAVAILABLE

HANDICAP - OTHER DEPENDENCY (SEE REMARKS)

LAST SEEN ON: 2012-01-29

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

EMANCIPATION DATE: 2015-07-14

REMARKS

1) WANDERED OFF ON SNOWMOBILE

CASE: 2012109461 EXP: 2013-01-30

RECORD OWNER

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

PERSON CORE RECORD ACTIVATED

2012013014432420120130144325

RCMP-GRC/B Division

2012/01/30 15:39 by 000050478

2012/01/30 15:39

RECORD ADDED CORE

WINTERS, BURTON

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

OTHER INFO: INUIT
2012013014394920120130143949

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

PNR LOC: WZ3PVQ
CLIENT NR:

DATE: 04 FEB 2012
INVOICE: ITIN

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

FOR:
OBRIEN/VIVIEN MS

--ITINERARY/INVOICE--

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

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

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

TICKET -1803791643	286.00
OTHER TAX	20.00
HST	39.78



RCMP GRC

TRANSPORT REQUISITION

BON DE TRANSPORT

Exhibit P-101

01804

FROM - DE
GOOSE BAY

TO - A
MAKKOUK

CARRIER - TRANSPORTEUR
AIR LABRADOR

MODE
 boat / bateau rail / train air / avion bus / autobus

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

APPROVED - APPROUVE
Richard Jell

DATE: 2012/02/01
COLLATOR CODE - CODE DE COLLATION: B0172

CERTIFIED SERVICE REC'D
ATTESTATION DU SERVICE RECU

DETACHMENT - DETACHEMENT
MAKKOUK

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

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

TRAVEL AUTHORIZATION - AUTORISATION DE VOYAGE

Exhibit P-101

Requisitioned by - Demandé par

Cpl. KG VARDY

Personnel/Employee No. /
Matr./n° de l'employé

Page 70
0004295

ORIGINATING UNIT SERVICE D'ORIGINE	Date 2012-02-03	Division B	Sub-Division/Directorate - Sous-division/Direction Labrador District	Det./Branch - Dét./Service Makkovik	Telephone - Téléphone 709 923 2317
Proposed travel from - Voyage proposé Goose Bay			Travel to - À destination de Makkovik	Date of departure - Date du départ 2012-02-05	Duration days - Durée

Type of travel - Genre de voyage

Domestic - Au pays Foreign - À l'étranger Administrative - Administratif Operational - Opérationnel

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

Financial Coding - Codes financiers
Cost center - Centre de coût GL account - Compte général Internal order - Ordre interne Funds commitment - Engagement de fonds

For Civilian Witness Travel Only - Pour témoin civil seulement
File No. - N° du dossier Name of passenger - Nom du passager Section charged under - Imputé à la section

Name of traveller - Nom du voyageur	Rank/Class. Grade/class.	Number of tickets Nombre de billets		One way Aller	Return Retour	Stopover - Escales			T.A.N. NUMBER N° N.A.V.
		Adult Adulte	Child Enfant			Place - Lieu	Official Officiel	* Personal Personnel	
Vivian O'BRIEN		1		<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	
				<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	
				<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	
				<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	

PROJECTED EXPENSES - DÉPENSES PRÉVUES

TRANSPORTATION - TRANSPORT

COMMERCIAL <input type="checkbox"/> Taxi <input type="checkbox"/> Car rental Voiture louée <input type="checkbox"/> Other (specify) Autre (préciser)	GOVERNMENT GOUVERNEMENT <input type="checkbox"/> Air Avion <input type="checkbox"/> Motor vehicle Véhicule automobile <input type="checkbox"/> Other (specify) Autre (préciser)
<input checked="" type="checkbox"/> Air Avion <input type="checkbox"/> Rail Train <input type="checkbox"/> Business class Classe affaire <input type="checkbox"/> Coach/Economy Classe touriste/économique	Private vehicle allowance @ \$ Indemnité de véhicule particulier Requested usage by Usage demandé par <input type="checkbox"/> mile le mille <input type="checkbox"/> km le km <input type="checkbox"/> employee l'employé <input type="checkbox"/> employer l'employeur

ACCOMMODATION - LOGEMENT

Commercial Government - Gouvernement Private - Particulier days - jours @ \$0.00

MEAL/INCIDENTAL EXPENSES - REPAS/FAUX FRAIS

Breakfast @ Lunch @ Dinners @ Incidental @ \$0.00

OR - OU COMPOSITE ALLOWANCE - INDEMNITÉ GLOBALE RATE - TAUX days - jours @ \$0.00


ADVANCE REQUIRED - AVANCE DEMANDÉE

Yes - Oui Amount - Montant Date required - Pour le Travel card holder - Titulaire de carte de voyage Total projected expenses
Total des dépenses prévues

Attach form 1330 - Annexer la formule 1330 Yes - Oui No - Non

NOTE - NOTA

- Additional cost for personal stopover is member's responsibility. Le membre doit assumer le coût supplémentaire des escales personnelles.
- Branch, Section or Unit Co. (position approved by Comm. or Div. Co.) Sec. Admin. Man. VI.1. Chef de section ou de service (poste approuvé par le Comm. ou par le c. div.) Consulter le chap. VI.1. du Man. d'adm.

Recommended by (Name and Title)
Recommandé par (Nom et titre)
Cpl. Kimball VARDY

Signature

Name and Title - Nom et titre

** Approved pursuant to Sub Section 32(1) of the Financial Administration Act, funds are available and unencumbered.
** Approuvé en vertu du paragraphe 32(1) de la loi sur la gestion des finances publiques, les fonds sont disponibles et libre de tout encombrement.

Signature

**ASSISTANCE REQUEST
TECHNOLOGICAL CRIME**

**DEMANDE D'ASSISTANCE
CRIMINALITE TECHNOLOGIQUE**

Security Class / Designation
Class. / désignation sécuritaire
Protected B

File Restricted - Dossier restreint
No

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

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

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

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

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

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

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

CONT'D Page 2
SUITE page 2

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

No Yes
Non Oui

Date of Warrant - Date du mandat _____ Issuing office - Bureau de délivrance _____

Charges(s) laid? - Accusation(s) déposée(s)?

No Yes
Non Oui

Criminal code - Code criminel _____ Criminal code - Code criminel _____ Criminal code - Code criminel _____

Signature (Unit Commander - Chef de service) CPL KIMBALL JARROLD	Date 2012-01-31	Copies to - Copies à
Signature (Investigator - Enquêteur) STEPHEN HOWLETT	Date 2012-01-31	



CONSENTEMENT À UNE PERQUISITION / CONSENT TO SEARCH

Je, / I, Natalie Jacque and Rodney Jacque

donne volontairement mon consentement et autorise / do hereby voluntarily give my consent and authorize Royal Canadian Mounted Police, "B" Division Tech Crime

à perquisitionner / to search Dell Computer (Laptop)

situé(e) à / situated at

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

Le (La) / The Dell Computer

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

et j'en ai le contrôle à titre de / and I have control over it as Owner / Parents depuis / since December, 2011

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

Missing Persons

Je donne mon consentement à cette perquisition en connaissance de cause :

Initiales / Initials

I give my consent to this search knowing that:

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

RJ [Signature]

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

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

RJ [Signature]

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

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

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

- du Service de garde du Barreau du Québec, au numéro sans frais 1 866 666-0011, ou;
- de l'Aide juridique, au numéro sans frais 1 800 842-2213

- from the Service de garde du Barreau du Québec, at the toll free number 1 866-666-0011, or;
- from Aide juridique (Legal Aid), at the toll free number 1 800 842-2213

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

RJ [Signature]

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

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

RJ [Signature]

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

CONSENTEMENT DONNÉ PAR / CONSENT GIVEN BY

CONSENTEMENT RETIRÉ PAR / CONSENT WITHDRAWN BY

Nom / Name Natalie Jacque and Rodney Jacque

Nom / Name Natalie Jacque and Rodney Jacque

Signature [Signatures]

Signature [Signatures]

Date / Heure / Time

Date / Heure / Time

Lieu / Place

Lieu / Place

Témoin / Witness

Témoin / Witness

Property disposal receipt

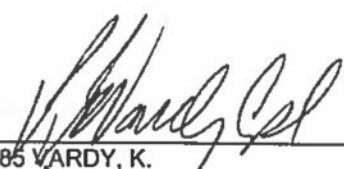
Occurrence #

Property disposed

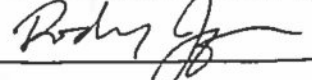
Description	Tag #	Disposed on	Disposition	Reference	Remarks
Computers, parts or accessories: Laptop computer DELL PP22L [LAPTOP]	2012109461PE1	2012/02/10 16:20 ^{5.4} 1630	Returned to owner		Returned to Rodney JACQUE

1 Total property disposed

Date: 2012/02/10

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

Member signature: 
 Member name/badge: #000042985 VARDY, K. S. H


 Rodney Jacque.

CECI EST VOTRE FACTURE - THIS IS YOUR INVOICE

N° DU RELEVÉ PRÉCÉDENT / PREVIOUS SALES NO. CODE COMPTEUR / READING DEBUT / START

VOTRE NUMÉRO DE RELEVÉ / YOUR SALE NO. CODE COMPTEUR / READING LITRES LIVRÉS / LITRES DEL. D.



WOODWARD'S OIL LIMITED

Exhibit P-101

MOIS / MO. 30 JOUR / DAY 12 ANNEE / YR 12

348090 Page 74

VENDEUR SOLD BY Woodward's Oil Limited P.O. Box 300, STN. C Happy Valley, Goose Bay Labrador, A0P 1C0 Tél: 896-2421 Fax: 896-5028 PLEASE REMIT TO AGENT H.S.T. # R105739486

CLIENT SOLD TO RCMP Ground Search + Rescue MAKKOUK File # 2012-10946

Table with columns: EMBALLAGES-PROS (No, Type, Kind), PRODUIT - PRODUCT, QUANTITE QUANTITY, PRIX PRICE, MONTANT AMOUNT. Includes rows for Aviation Gasoline, Mazout Leger, Carburant Diesel, and Taxes.

ACHATS POUR UTILISATION AGRICOLE - PURCHASE FOR FARM USE Stephen Koulit, Client - Customer, H.S.T. %, MARCHANDISE REÇUE - GOODS RECEIVED, PAIEMENT REÇU - PAYMENT RECEIVED, TOTAL

THIS INVOICE IS PAYABLE NOW. A PENALTY OF 2% PER MONTH (24% PER YEAR) COMPOUNDED MONTHLY WILL BE ADDED ON ACCOUNT UNPAID 30 DAYS FROM DATE OF INVOICE.

EXEMPLAIRE DU CLIENT - CUSTOMER'S COPY

CECI EST VOTRE FACTURE - THIS IS YOUR INVOICE

N° DU RELEVÉ PRÉCÉDENT / PREVIOUS SALES NO. CODE COMPTEUR / READING DEBUT / START

VOTRE NUMÉRO DE RELEVÉ / YOUR SALE NO. CODE COMPTEUR / READING LITRES LIVRÉS / LITRES DEL. D.



WOODWARD'S OIL LIMITED

MOIS / MO. 01 JOUR / DAY 31 ANNEE / YR 12

348092

VENDEUR SOLD BY Woodward's Oil Limited P.O. Box 300, STN. C Happy Valley, Goose Bay Labrador, A0P 1C0 Tél: 896-2421 Fax: 896-5028 PLEASE REMIT TO AGENT H.S.T. # R105739486

CLIENT SOLD TO RCMP GSAR MAKKOUK

Table with columns: EMBALLAGES-PROS (No, Type, Kind), PRODUIT - PRODUCT, QUANTITE QUANTITY, PRIX PRICE, MONTANT AMOUNT. Includes rows for Aviation Gasoline, Mazout Leger, Carburant Diesel, and Taxes.

ACHATS POUR UTILISATION AGRICOLE - PURCHASE FOR FARM USE Client - Customer, H.S.T. %, MARCHANDISE REÇUE - GOODS RECEIVED, PAIEMENT REÇU - PAYMENT RECEIVED, TOTAL

THIS INVOICE IS PAYABLE NOW. A PENALTY OF 2% PER MONTH (24% PER YEAR) COMPOUNDED MONTHLY WILL BE ADDED ON ACCOUNT UNPAID 30 DAYS FROM DATE OF INVOICE.

EXEMPLAIRE DU CLIENT - CUSTOMER'S COPY

INVESTIGATION REPORT

RAPPORT D'ENQUÊTE

PROTECTED B

SECURITY CLASSIFICATION / DESIGNATION
CLASSIFICATION/DÉSIGNATION SÉCURITAIRE

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

RE - OBJET

Burton WINTERS C/O Missing Persons - Makkovik, NL

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

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

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

RE - OBJET

Burton WINTERS C/O Missing Persons - Makkovik, NL

PAGE 2 OF/DE 4

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

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

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

RE - OBJET

Burton WINTERS C/O Missing Persons - Makkovik, NL

PAGE 3 OF/DE 4

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

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

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

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

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

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

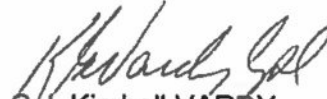
RE - OBJET

Burton WINTERS C/O Missing Persons - Makkovik, NL

PAGE 4 OF/DE 4

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

Cst. Stephen HOWLETT
Makkovik RCMPolice


Cpl. Kimball VARDY
NCO i/c. Makkovik RCMPolice

Makkovik Incident

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

2012-01-29

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

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

2012-01-30

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

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

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

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

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

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

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

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

Goose Bay had been dispatched to assist in the search .

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

2012-01-31

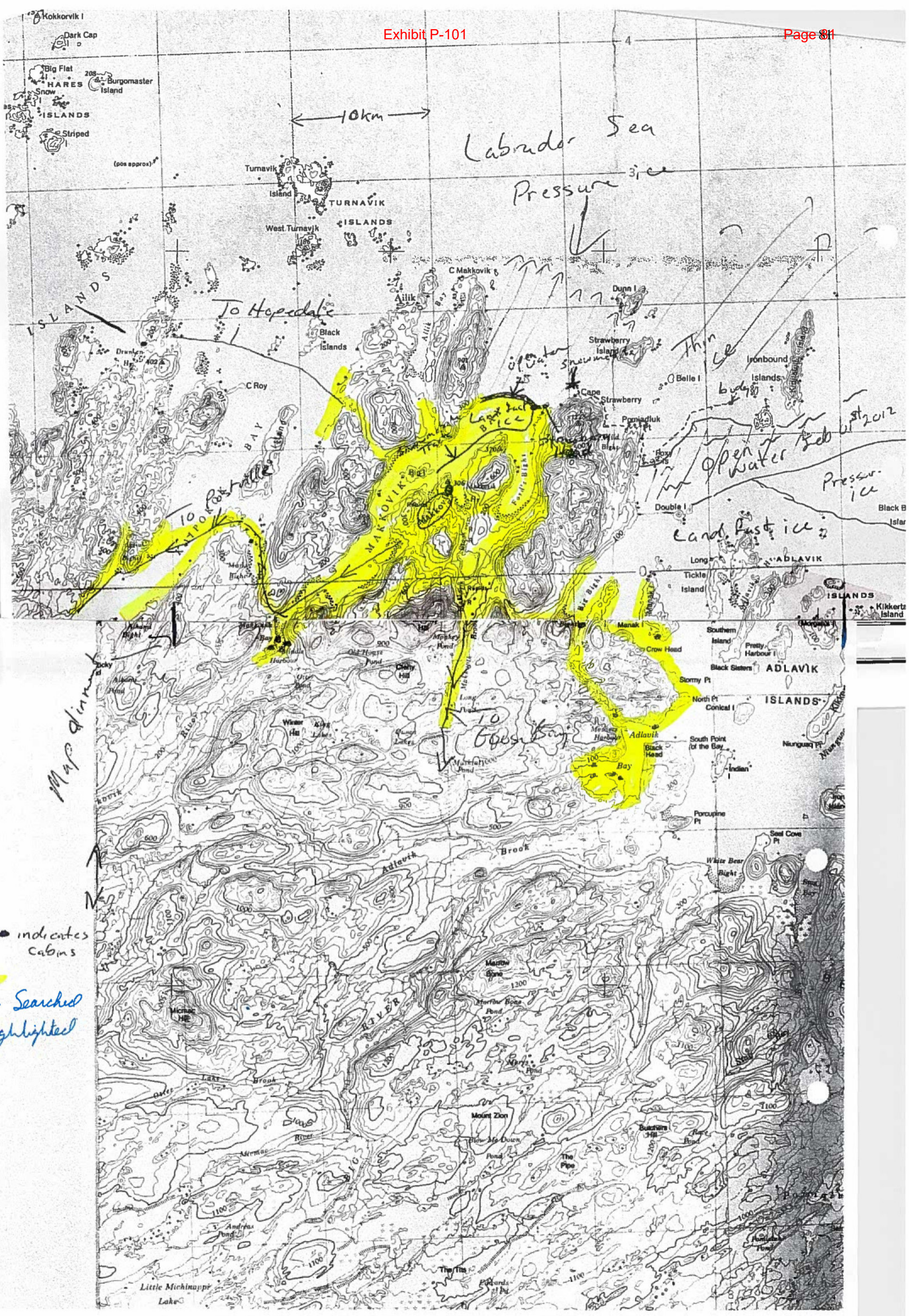
1226 hrs Cpl. Kimbal Vardy advised that ground searchers were continuing to search south of the Makkovik area checking cabins and any possible tracks. This search had met with negative results. Winter's computer had been turned over to investigators to be sent to B Division technical crime unit to search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

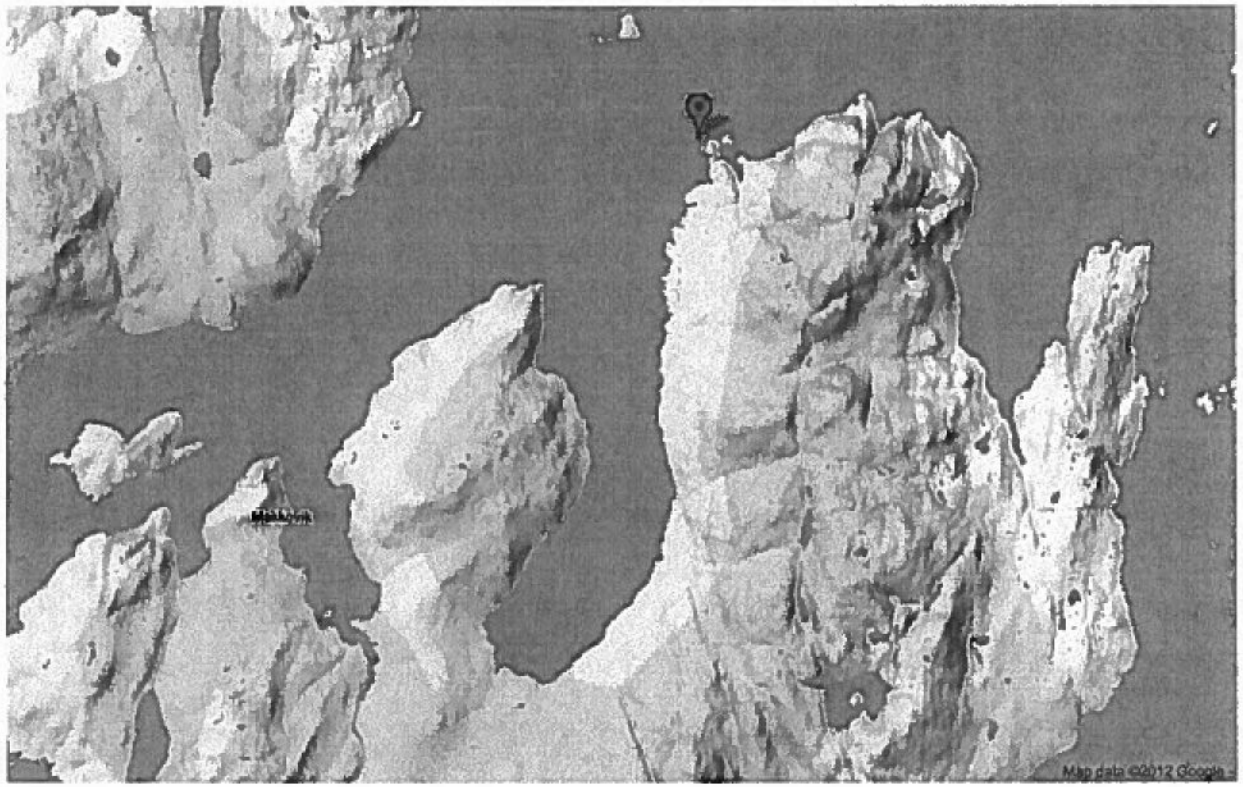
1705 hrs Sgt. Youden placed a call to NL Fire and Emergency Services requesting air support since Cpl. Vardy had reported that a snowmobile had been located outside the area initially believed to be the entry point. Mr. Paul Peddle returned my call and confirmed that he would make a request to DND for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

2012-02-01

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

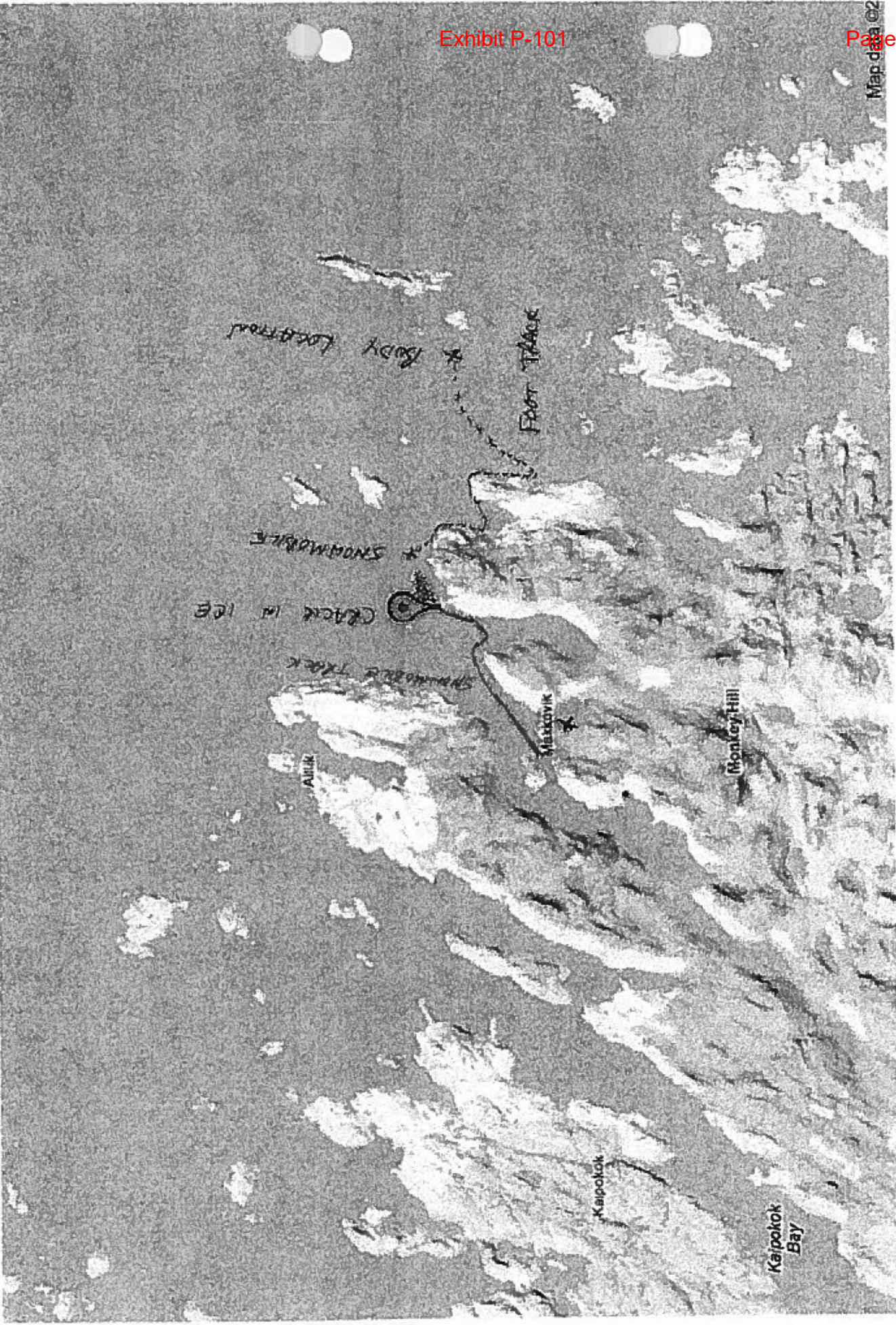
L.M. Youden Sgt.
B Division Operational Support





Map data ©2

* BODY LOCATED
 FOOT TRACK
 * SNOWMOBILE
 CRACK IN ICE
 SNOWMOBILE TRACK
 AURIK
 MASTOVIK
 Monkey Hill
 Kaipokok
 Kaipokok Bay



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

FAX COVER SHEET

DATE: February 3, 2012
TO: Cst. S. Howlett, RCMP Makkovik
FROM: Dr. S. Avis
OF PAGES INCLUDING COVER: 2

Message:

Re: Sudden death: Burton Rodney Winters

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

Cause of death:	Hypothermia
Manner of death:	Accident

Post-mortem blood ethanol: negative.

Any questions, please call our office.

Privacy Notice

Personal information contained on this form is collected under the authority of the Vital Statistics Act 2003, and will be used to register the death, update or amend other vital event records, and provide extracts or search notices for administrative, statistical, research, medical and law enforcement purposes. If you have any questions about the collection or use of this information, please contact a Vital Statistics Client Representative at the following location: →

Vital Statistics Division
Government Services Centre
5 Main Plaza, P.O. Box 8700
St. John's, NL, Canada A1B 4J0
T (709) 729-3308 F (709) 729-0840

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

INFORMATION ON DECEASED			
2. Surname <i>Winters</i>		All Given Name(s) <i>Burton Rodney</i>	
3. Surname		All Given Name(s) at birth if different from above	
5. Age _____ if under 1 year, months _____ days _____ If under 24 hours hours _____ minutes _____		4. Date of Birth MM DD YYYY _____ - _____ - _____	
6. Sex <input type="checkbox"/> M <input type="checkbox"/> F <input type="checkbox"/> Unknown			
7. Health Care Number	8. Chart #	9. Birthplace (Town / Prov. / Country)	
10. Usual Home Address (if rural give exact location e.g. street name not P.O. Box)/City/Town/Province/Country			Postal Code
11. Current Legal Marital Status <input type="checkbox"/> Never Married <input type="checkbox"/> Legally Married and not separated <input type="checkbox"/> Legally Married but Separated <input type="checkbox"/> Divorced <input type="checkbox"/> Widowed <input type="checkbox"/> Unknown			
12. If married, widowed, divorced or separated give full name of spouse; including maiden name if spouse is female.			
PARENTAL INFORMATION			
13. Surname and Given Name(s) of Father/Other Parent		14. Birthplace of Father/Other Parent (Town / Prov. / Country)	
15. Maiden Surname and Given Name(s) of Mother		16. Birthplace of Mother (Town / Prov. / Country)	
INFORMANT			
17. Name of Informant		18. Relationship to Decedent <input type="checkbox"/> Spouse <input type="checkbox"/> Child <input type="checkbox"/> Parent <input type="checkbox"/> Other (specify)	
19. Complete Mailing Address		Postal Code	Telephone #
PLACE OF DEATH			
20. Locality of Death <input type="checkbox"/> Hospital <input type="checkbox"/> Private Home <input type="checkbox"/> Other Health Care Facility <input checked="" type="checkbox"/> Other (specify) <i>Sea Ice</i> <input type="checkbox"/> Unknown			
21. Hospital or Health Care Facility Name		Hospital Code	22. Place of Occurrence (City, Municipality/Place) <i>Marathon</i> Prov. NL
MEDICAL CERTIFICATION - See Instructions on Reverse			
23. Date of Death MM DD YYYY		24. If specific date of Death Unknown, Estimated Date <i>January 29 2012</i>	
25. Time of Death (only if Infant up to 1 year)			
26. Was this death due to a medical termination of pregnancy? <input type="checkbox"/> Yes <input type="checkbox"/> No			
27. If deceased is a female, did the death occur: <input type="checkbox"/> During pregnancy Or <input type="checkbox"/> within 42 days thereafter Or <input type="checkbox"/> between 43 days and 365 days thereafter			
28. Cause of Death: (PLEASE PRINT)			
Part I: Immediate cause of death. Antecedent causes, if any, giving rise to the immediate cause (a), above, stating the underlying cause last.	a) <i>Hypothermia</i>		Approximate Interval between onset & death
	b) _____ (due to or as a consequence of) list only one diagnosis per line		
	c) _____ (due to or as a consequence of) list only one diagnosis per line		
	d) _____ (due to or as a consequence of) list only one diagnosis per line		
Part II: Other significant conditions contributing to the death but not resulting in the underlying cause given in Part I.			Approximate Interval between onset & death
If newborn death due to prematurity, please state gestational age _____ weeks _____ days			
29. a) Autopsy <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		b) If yes does the certified cause of death take into account information obtained at the time of autopsy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
c) Further information expected on cause/nature of death? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown			
30. a) Is this death due to <input type="checkbox"/> Natural cause <input checked="" type="checkbox"/> Accident <input type="checkbox"/> Suicide <input type="checkbox"/> Homicide <input type="checkbox"/> Undetermined (specify) _____			
b) If not due to natural cause: Locality of injury (e.g. home, highway) _____		c) Date of Injury <i>MM DD YYYY</i>	
d) How did injury occur? (Describe circumstances) _____			
31. Is the medical examiner required to be notified about this death as indicated in the Fatalities Investigations Act? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
32. Designation <input type="checkbox"/> Lead Attending Physician <input checked="" type="checkbox"/> Medical examiner <input type="checkbox"/> Other (specify) _____		Print name and address of last attending physician or medical examiner. <i>Dr. S. P. Davis HEC ST. JOHN'S</i>	
I certify that the above named person died on the date and from the causes stated herein. <i>[Signature]</i> <i>January 30 2012</i> Signature Date certified			
DISPOSITION - FUNERAL HOME			
34. Disposition <input type="checkbox"/> Burial <input type="checkbox"/> Cremation <input type="checkbox"/> Unknown <input type="checkbox"/> Other (specify) _____		35. Burial Permit Num.	36. Date of Burial or Cremation MM DD YYYY
37. Print: Name & Address of Cemetary / Place of Disposition		39. Registration Date MM DD YYYY	
38. Print: Name & Address of Funeral Home or Person in Charge of Remains		Postal Code	Remarks
		Prov. NL	

PLEASE PRESS FIRMLY - MULTIPLE COPY FORM



FACSIMILE /MESSAGE TRANSMITTAL ENVOI D'UN MESSAGE PAR TÉLÉCOPIEUR

Security Classification/Designation Classification/désignation
Precedence - Priorité

TO À Dr. Simon AVIS
Chief Medical Examiner

FOR YOUR INFO. POUR VOTRE INFORM.

Date

Reference No. - N° de référence

Your File - Votre n° de dossier

FROM DE Name - Nom
Cpl. Kimball VARDY

Div. Sub-Div. - S.-div. Branch - Service
B Labrador Makkovik

Section Unit - Unité

Our File - Notre n° de dossier
2012-109461

PIRS ORI IND SRRJ	CPIC ORI IND CIPC	OSR - RSO
----------------------	----------------------	-----------

Unit Coll. - Code d'interclass. de serv.

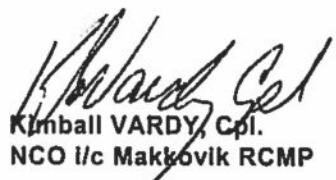
SENDER - EXPÉDITEUR		RECIPIENT - DESTINATAIRE		
Fax No. - N° de téléc.	Tel. No. - N° de tél.	Fax No. - N° de téléc.	Bus. Tel. No. - N° de tél. bur.	Res. Tel. No. - N° de tél. rés.
709 923 2406		709 777 6975		

SUBJECT Sudden Death: Burton Rodney WINTERS
OBJET

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

COMMENTS COMMENTAIRES

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


Kimball VARDY, Cpl.
NCO i/c Makkovik RCMP

This message is intended for the use of the addressee. Disclosure of message content may breach one or more laws. If you have received this communication in error, notify the sender immediately by telephone.

Cette communication est exclusivement destinée à qui elle est adressée. La divulgation de son contenu peut constituer une infraction à une ou plusieurs lois. Si vous avez reçu cette communication par erreur, veuillez en aviser immédiatement l'expéditeur par téléphone.

Operator - Opérateur		Telephone No. - N° de téléphone		Daily No. - N° quotidien
TO BE DELIVERED BY À LIVRER D'ICI LE	Date	Time - Heure	Authorizing Signature - Signature de l'approbateur	Date
REPLY REQUIRED BY RÉPONSE D'ICI LE				Time - Heure



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

Makkovik

Current Conditions

Not observed

Forecast

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

Issued : 4:30 PM NST Sunday 29 January 2012

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

Historical Data

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



Date Modified: 2011-12-22

Jan 29 - 6am - 14°

WC
-18

7am - 14°

8am - 13°

9am - 13°

10am - 12°

11am - 11°

12pm - 10°

1pm - 9°

2pm - 8°

3pm - 9°

4pm - 9°

5pm - 9°

-9°
-8°
-9°
-14°
-9°

2m
x - 13°
in - 17°
3m
x - 8°
in - 14°

Jan 31 - 6am - 15°

WC
-30°

7am - 17°

-35°

8am - 18°

-37°

9am - 18°

-32°

10am - 18°

-32°

11am - 18°

-37°

12pm - 18°

-36°

1pm - 18°

-28°

2pm - 18°

-33°

3pm - 18°

-30°

4pm - 18°

-30°

5pm - 18°

-33°

8am
Max - 8°
Min - 18°

5pm
Max - 17°
Min - 19°

Jan 30 - 6am - 6°

7am - 5°

8am - 6°

9am - 5°

10am - 5°

11am - 6°

12pm - 7°

1pm - 8°

2pm - 8°

3pm - 8°

4pm - 8°

5pm - 8°

-14°
-13°
-13°
-13°
-16°

6am
ax - 5°
in - 9°

8pm
ax - 4°
in - 8°

Feb 1 - 6am - 22°

-37°

7am - 22°

-37°

8am - 24°

-35°

9am - 22°

-34°

10am - 22°

-37°

11am - 21°

-34°

12pm - 20°

-30°

1pm - 19°

-33°

2pm - 18°

-25°

3pm - 17°

-24°

4pm - 18°

-28°

5pm - 18°

-27°

8am
Max - 18°
Min - 24°

5pm
Max - 17°
Min - 25°

Prepared by Holly Andersen

Local weather station

Observations from January 29th -

February 1st 20

Morning

Afternoon

Date	Precip (cm)	WIND (kt)	Date	Precip (cm)	WIND (kt)
4 th	5.3	< 10 kt	25 th	3.8	9-18
5 th	0.8	G-29	26 th	TR	G-25
7 th	TR	11-20	27 th	Ø	0-14
8 th	Ø	Calm	28 th	Ø	Calm
9 th	TR	Calm	29 th	0.3	0-8
10 th	5.2	0-5	30 th	2.2	5-11

Temp Sunday Afternoon -11.2°
9 Jan 12

Temp Sunday Night -8.5°
-30 Jan 12

Matkausk ESAR Members in Field 2012-01-~~28~~²⁹

Perry VOISEY	1	1 Volunteers
Rex VOISEY	2	2 Denly JACQUE
Dean HEARD	3	3 Perry DYSON
Robert GEAR	4	4 Trevis DYSON
Errol ANDERSEN	5	5 John ANDERSEN
Randy EDMUNDS	6	6 Ryan POTTLE
Clemence JAKARUSE	7	7 Sgt. BUTT
Junior ANDERSEN	8	8 Sgt. RUDIE.
Gerald MITCHELL	9	9 Darril VOISEY
Todd BROOMFIELD	10	10 Brian Ford JACQUE
Ray MARTIN		11 Dion VOISEY
Junior ANDERSEN	11	12 Christopher VOISEY
		13 Eric ANDERSEN Sr.
		14 Eric ANDERSEN Jr.
		15 Tony ANDERSEN
		16 Tommy EVANS
		17 GARRETT PENNY
		18 Kyle GEAR
		19 Andy EDMUNDS
		20 Perry Lee EDMUNDS
		21 Mike BISHOP
		22 Peter WINTERS

12:00

2012/02/07

Andersen/Hawlett @ clinic with body.
 winter slaying on scene.

12:13

Clothes being cut off by unit, staff doing
 CPR, clothes placed in bag, most cut
 off. Anders Andersen, Julie Macisac, Goldie White,
 Irene Heard, Dr on video from HUGB.

14:55

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

- 1 Samsung Phone - R Front Pocket
- 1 Coat
- 1 Red goggle - lens flipped off.
- 1 Fleece.
- 1 Snow pants.
- 1 hat
- 2 Kamik boots.
- 1 Pair of pants (S)
- 1 Pair underwear.
- Socks
- 1 Pair of pants.
- Iphone charger. - Pants pocket.
- Dickey (neck warmer).
- 1 shirt.

1600

Dr Deroy requested family attend Clinic

16:37

Winters pronounced.

18:15

Too Tug.

18:31

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

From: Tama Stephanie Fost <tsmf23@mun.ca>
To: <stephen.howlett@rcmp-grc.gc.ca>
Date: 2012-01-31 11:40
Subject: Snapshots from facebook
Attachments: FB1.jpg; FB2.jpg

Hi there,

This is Natalie's sister, Burton's Aunt.

I found these on his his facebook, and these are screenshots taken today, January 31st at around 11:20am.

The first one seems to suggest that perhaps Burton had updated his status at 2:14am saying "nonono" and his friend, Ryan Boonkwie Lou was concerned about it. However, no status update like that is showing on Burton's profile. Perhaps someone had gotten his password and did that and then deleted it? Or, when taking the next one into consideration, it seems iffy. Like maybe Burt had updated his status and then deleted it himself?

The second one is the girl Courtney Alyward when she says "It was only last night we were on cam, having a laugh..For some reason this feels like its all my fault". This screenshot was takedn at 11:21am (January 31st) and it shows that she had posted this 18 hours ago from this time. This would make her post at around 5pm on Monday, January 30th. So if she was talking to him "only last night" as she claims, that would have meant she was talking to him on webcam on Sunday night. This is confusing... and I think something to really look into.

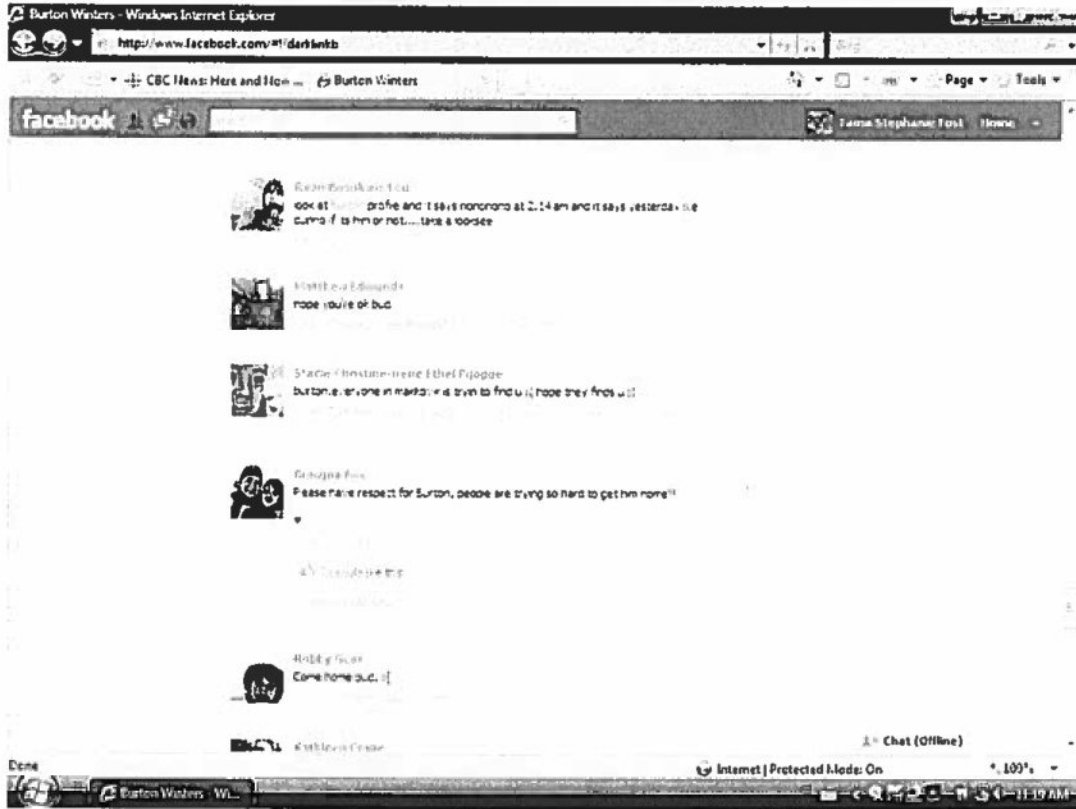
If

this post is accurate, Burt was on webcam Sunday night.

I'm not too sure what else to say. Thanks so much for helping my sister and Rod,
and for trying so hard to get my nephew home.

-Tama Stephanie

This electronic communication is governed by the terms and conditions at http://www.mun.ca/cc/policies/electronic_communications_disclaimer_2011.php



12:10

Cst Howlett, C/est Andersen arrived
@ clinic with body. Howlett
Stayed on scene with body.

12:13

RN Maciasac advised that body
will be wrapped up before
some as pronounced.

12:26

Undressed clothes placed in
bag, not searched.

Anders Anderson, Irene Heard.

Goldie White, Julie Maciasac, Dren
Video conference from Happy Valley -
Geese Bay.

14:55

- 1 Samsung phone. Right front Pocket.
- 1 Coat
- Red goggles
- 1 Belt
- 1 ~~Green~~
- 1 Snow pants
- 1 Hat
- 2 Kamik boots
- 1 pair of pants
- 1 pair underwear
- 1 pair
- 1 pair of shoes
- 1 pair of shoes
- 1 Jacket
- 1 Shirt

2012-02-01

- 0800 ESAR Mustard,

Roy MARTINI, Dean H, Travis D. Perry D.
 Dion V., Randy E, Bradford, Daryl J.
 John A., Robert G. Ferrel, Perry V.
 Rick, Button, Clark, Christopher, Ryan P.

Perry ✓	Ryan P
Dion	Dean H
Button	Roy
Rick	Daryl J.
Robert	Bradford
Daryl	Christopher

0850 ESAR Teams gone to Search Area.

LLOYD 707-693-4659

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

Scott Morrison 896-1232

SGT CHAS GLADNEY 685-1067

10:22 Denby - Came to R. Jyo & down, 4 stayed up

Call w/o BROWN ← SGT RUDIE

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

Food Box WILD BIGHT
 Ground Searches dispatched

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

12:00 Advised by Ct Houlitt that they are going to
 warm the body before proceeding search

12:30 DR AVIS advised

12:40 ADVANCE message sent.

(1558) 2012-02-01 Canada Press Mike
902-422-1129

1622 Desk 902-422-8496 ext 225

1639

Chriss CBC
896-2911
424-5595

4358
-4360
4365

1645 Fillatras contacted.

1637 Pronounced dead 2012-02-01.

rest of app for
Media release done

CBC
Telepress

1130 Located the Victim

Brought to the Medical Faculty

- Immediately started to warm the Body

Due to

2012-02-01

- Track going straight for Nipper Cove ~~point~~ ^{point}
- gone around the point
- Tracks keeps going south
- 10:27 - Track going into wild bight
- 10:29 Track going across wild bight
- 10:42 Track gone around wild bight point heading for Fox Rocks
- 10:58 Tracks Middle Island, tracks go to top of island, tracks heading east.
- 11:12 Track heading out for green island
- 11:15 Track following ice
- 11:23 body found UTM 0380730/0112356

UTM 038

0800 - GSAR Mustered.

Perry DYSON
Daren HEMM
Errol, A.
Lloyd, Button
Mike Rude

0850 - Hasty search gone to Big Bight, Adlaunt Bay
Dean, Perry Roy, Randy, Lloyd, Mike Rude.

0941 - Roy - Big Bto - no sign.

Tundra Track + ski's

34 inch = ski's
42 1/2 = out side to outside
16 inch = Track

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

1052 - GSAR Team At Sheldon Andersens cabin. NO sign.
Returning to Mk.

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

100 east wh. 5th J
St John Nc.
11/11. AIA - 375

2012-01-31

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

705 131

2202 - 444 back at Mt.

2249

2316 AURORA is en route from ST JOHN'S

2330 " on same conducting operations

0115 Spoke with Pilot and SAA Beck from the 444
No results found first point from snowmobile toward
Shore. level of 100-150 ft. then disappear

Forms updated

0130 Paul Redd advised Le will arrange for Helicopter in
Am
~~0150~~

0150 ADVANCE Message Updated

0800 at the office.

2012-01-31 GSAR

1332 Roy, Dean, Robert, Dandy, Button, Ruch, ^{B.A.} ~~Ryan~~
Preparing for search south Ford's Right

1554 Snowmobile spotted.

1623 Spoke to Lt Col HIBBOD.

Emo -

1641 - SCRP6 Guch advice arr support
maybe sent out.

1655 - CWO McNameion called. updated.

1715 JRCC Helicopter enroute. in one
hour from Halifax.

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

18:05 Sgt Fude party on way back.

18:15 - Denley called. update

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

1930 SAR BACK AT office 8:30

Sons 2184

Cot \$122.800

2012 - 01-31

Snowwhite located on the ice

1 Km

FIRE Emergency Services

etc

X

CAPT MACDONALD JRCC 902-427-2100

1858 - GSAR team mustered at Straw Bay, Hd.

1930 SAR

SAR

709 896-1637 - Co of 594
709.896-7791

122.8

ext. 7388

Paul Peddle - 699-4573
Cesambi

126.7

Id Agency Working Freq
158.3 Frequency
156.8

Christian MacDonald
→ 14 1.6m 80KG

← 36 hrs Functional time 292

1734 - Contact Denty Jacques. All ok. 3 members
 walking towards Nippe Cow Pt.

Perry U.

1739 444 coming down G

Searching
 Perry Vorse
 Robert Gear
 Dean Beard
 Roy Merton
 Ryan Pottle.
 Sgt Rode.

Ruck
 Dick Vorse
 Button.
 Denty Jacques

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

2328



Rescue.

1 800 565 1582 Rescue Coordination Center Helix
Air Coordinator

1-800-563-2444
Trec - Marine Dispatch

Shannon - Provincial / Auld - 07-06-

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

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

have hill 2 Robert.

0950 - Randy, Joas, Kyle Dion gone to Big Island + Mc Bay Elys Pt. area.

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

0954 Caroline + Un. used no choppers on coast

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

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

1009 John, Garrith, Tom Back. No sign.

1010 Cameron ANDERSEN DFO, plane possible.

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

2012-01-30 - 0745 Dora, Randy, Joas, Kyle gone to Strawberry shore.

" " " - 0800 Lloyd Youser.

0805 - Rick SAWE Universal Helicopters. Man on coast.

0811 - Perry, Tru, Dem, + Harold.

0823- CBC NEWS UPDATE

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

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

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

Perry, Ryan, Donley ⇒ Fords Bight

0850 Called Lloyd Youser about 444

N Fords Bight

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

902 Lloyd spoke with F5AR. request' Halo

- 909 John called in - checked all tilt cone trails down to heavy part. Requested to go to Boat cone. check actions along the way.
- 912 Roy, Robert going to check base Hill
- 0919 Donald and Gendles from Postville leaving headed to Markonuk.
- 0920 Perry Lee + Andy 12. Going out with Darty out Ford's Bay.
- 0944 - Robert Gray called in, no sign on base Hill, heading back to detachment.
- 1000 - Woodward's helicopter in Markonuk. GWS to ASSIST
- 1002 - Don Heard returned.
- 1005 - Called YODEN he is going to call Paul Peddle and get a commint Helicopter in the air.
- 1016 Spoke with Jordan about future plans. Waiting for a call from Peddle.
- 1025 Medic return with OK shortly Radio, NAW.
- Johnny back from Boat Cone. NEG
- 1030 Lehardman (HUGB) interviews
- 1034 Call from Chivalier Helicopters. Spoke with Brian, reports expected to be here around (12)

- 1040 Barry, Enol + Perry gone up with Woodward Helicopters.
- 1053 - Searches from Postville checked in. Landing shown Manna Bay at the Town.
- 1100 Randy + IKE's Pent truck runs across the bay heading across the bay and in at Manna
- 1105 Eric Andersen / Eric Andersen Jr, back. NO sign, behind hill.
- 11:22 Point la Point Ikeys Point. Ikey Point - Strawberry. Jacques Island, 2nd Grid. Followed ice ridge across.
- 1131 Randy, Kyle, Dean Jesse returned.
- 1200 Dean, Roy, Robert. - airport 2nd Chopper
1211. Bottom Ford's Bite, across to monkey over to Ranger bite pond. Grid Search
- 1220 Confirmed sighting from Barry. Skidoo tracks heading toward open water.
- 1225 Barry called for a camera
- 1230 Capt Houliett gone with camera to site to take pics

2012-01-30

1410 updated YODEN about the situation
 1420 " S/Sgt Morrison

Coleman ⁹⁰⁷⁻²⁰¹⁰
 896-2955

15:05
 Paulette Rice - staying @ Evelyn Winder
 (704) 896-8428
 C/ Todd St Louis ACP
 provide updates once complete

1528 - Todd St. Louis updated Paulette.

1604 ESAR Team preparing to leave scene.

1624 Dean + Roy back at Mt. No sign.

1639 ESAR team back from sea search area.

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

1648 Clem + Peter back at Mt

1703 Search called off Per night.

2012-01-30

GSA Members

& Community Members

- 1 Perry Dyson ✓
- 2 Dea HEARD ✓
- 3 Ray MARTIN ✓
- 4 Perry VOISEY ✓
- 5 JOES FOX ✓
- 6 Tommy IS ✓
- 7 Tom S. ✓
- 8 Perry Lee ✓
- 9 Andy D ✓
- 10 Milne ✓
- 11 Ryan P ✓
- 12 Dion ✓
- 13. Betty's Man ✓
- 14 Peter WINTERS ✓
- 15 Gerald M. ✓
- 16 Tracy D ✓
- 17 Chance J ✓

- Fred ✓
- Robert ✓
- Morris Jager
- John Rose
- Terry Gear
- Donald Jager
- Gerrit Penny
- Vish GEAR
- Todd B.
- Eric A Sr
- Eric A Jr
- Junior A.

828

Dean / Roy / Randy -
2 Ranges, Perry Dyson

Big Bite Frst.
Branch off. /
Adluk /
Cafred Search Big
bill

LINA. IERULLO@CBC.ca

- 866-740-1638 FAA

888 265-5005

Underside camera along floor in today

Seats gone South to Big Bitch

COURTNEY
ATCWARD

~~412~~

412

444

1 FROM NA
COOPER

ADVANCE Message.

.8
.4

551

10

896-2121

Dennis

14
0

Exhibit P-101

M/22

1:30 pm dropped off his cousin at his grandmother

7 pm Started Search around town and local areas.

7:30 Called in SAR Coordinator started starting Searches all around normal routes in and out of Matkowitz and between Matkowitz and Postville.

02:30 search ended for the night.

07:00 Searchers mustered at the RCMP detachment

Calls were made for Fire and Emergency Services
Calls made to commercial airlines and RCMP
Airservices to keep an eye out when in the
Area. all on Watch Hold.

FLIGHTS

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

the Woodward's Helicopter is searching now

Unusual Helicopter is enroute.

- 1120 Phone interview with OK society
 1123 updated cbc radio
 1126 Sgt Budden called said boundaries
 authorization to get anything to need out of Canada.
 1133 Rausy, Kyle, Dion, Sivas back.

Misc cbc radio

Currently Searches have not found anything
 in the water.

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

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

if anything is found we will decide
 whether to stay or have the URT team
 come in to clear the area.

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

2:14 Am.
↳ look @ his people,

2012.04-29

- U
 - 1230 Barry goes home
- 1330 left home and went to Kradath
- 1950 Barry + Donley went Tuckers Pond
- 2001 Errol, Ray with Louis & Robert McCalins
- 2001 Mike + Rod went to check around Town
all house and streets
- 2008 Perry Dyson + Travis Dyson went to check
Bons Cove, Big Island.
- 2077 Mike + Rod come back.
- 2053 Mark Bright trail - Errol + Ray checked
McKinnon Bay south side and hots cove.
going to check Mark Bright Trail.
- 2110 Mike + Rod back
- 2112 Robert, Kyle, Don. → check north of lake
for tracks → foot Bright Corner Brook Trail
stick poles Bright. up Marshie → Monkey →
woods look check
- Penyer length Pond :
- 2121 Barry + Donley back
- 2136 Perry + Travis back.
- BURTON WINTERS

2012-01-29

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

Ban - Jan 29/12 2145

2012/01/29 - 2147 - ENROL ANSERSEN checked in. No ~~sign~~^{sign}
as far as Cape War.

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

2215 called Matthew GOOSBOW to head eye out in Hopedale

2218 Dantey + Mike checked facts Paths checked
some trails off Doets Path

2221 Dorley + Mike heading to Hare Hill

Scott MORRISON 896-2475
897-4769 Cell

Bary + Steve Range Blvd. Carter Head. Mountain Work.

2237 - Scott → LLOYD YODEN. ADVANCE.

- 777-1099

→ 693-4659

→ 528-4810

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

2250 Perry + Traw gone to check house

2300 Perry + Mike back from Hare Hill

- 2330 Mike + Aubrey checked all houses on lower road.
- checking from office up to Radio str.
- 2337 Donald Seegus checked in - came from Postville
to Matkouch Bay - no sign.
- 2340 Donly came back - checked school. Neg
- Shot & Roy came back - checked all the fire hydrant
bldgs. Neg
- 2346 Perry Lee & Ryan Poore seen a truck
heading to the bay toward the edge of the ice.
@ 2 PM
- 2347 Mike + Aubrey saw truck - neg
- 923 2481 - ROD
- 0028 Tuned back. ICE NOT SAFE TO BE TRAVELED ON
- 0045 Robert Gear / Kyle Gear - Fords Bito.
01 Lone. / Errol / Roy - Sharp Hill
- 0120 Barry + I checked the ADLARK INN LIGHTS
none on. Neg
- 0127 Fords Bito N+S Neg
- 0130 Monkey Ford Neg

Burton Rodney Winters Home
Ph.#923-2481

14 years (born July 14, 1997)

~ 135/140 lbs.

brown hair & eyes, dark complexion

5' 7/8"

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

2008 300 Tundra skidoo, yellow color

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

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

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

Areas of Interest

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

Boil-ups/Rides

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

JCR boil-ups he went on

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

Sat. Jan 28

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

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

Boys were in the room remainder of the night.

Rod and I went to bed around 1130 - midnight.

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

Sun. Jan 29

730am Rod went into the woods to cut logs

8am I woke up with Elliott

850-9am Willie woke up and we chatted, ate breakfast
Burt woke up just after & ate breakfast

955am Burt & Willie warmed up machine
and took off to meet JCR's @ Barny's.

10am Rod unloaded 1st box of wood

1020-1030am checked Burt's computer history
because clearly saw he was on facebook
around 3am.

1045am Rod went into woods for second time

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

Talked about maturity, responsibility. Went well.
Burt said he was going to eat & then go
to grammals. He put Quinn outside
when he left. (130 or so) (our dog)

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

230pm Rod went into woods for 3rd time.

230-330/4pm Gramma called to check up on Elliott
asked how Burt was too. Thought it was
strange since he was suppose to be there.

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

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

5pm Rod back from woods.
510pm Rod dropped me off to Jenn & Mike's for supper

→ 345pm Rod back with 3rd box.

→ 4pm Rod went into woods for 4th time.

5

of 5

Sun. Continued

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

5:30 pm Rod came back to Jenn & Mike's to have supper.

Gramma called Jenn & Mike's 3 or 4 times to hear if we had heard anything from Burt.

6:15 ~~00~~⁰⁰⁻⁵⁰ pm Rod & Mike decided to drive around town to ^{hopefully} find his machine at someone's house.

6:30/6:45 pm Barry called me @ Jenn's (mentioned updated

profile pic on Burt's facebook) wasn't so.

Kimball & Steve came by Jenn's.

6:50 pm Rod & Mike showed up.

Rod dropped me & Elliott home.

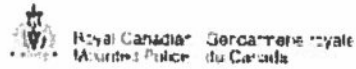
7 pm Rod met up with Mike @ RCMP.

People Searching, putting word out there...

Rod back home ~ Midnight.

Monday morning

~ 3:15 - 3:30 am Kimball & Steve^{^MIKE} arrived here to inform us of 7am chopper



Français

Contact Us

Help

Search

Publiservice

Home

RCMP Manuals

Summary of
AmendmentsDivision
Supplements

RCMP Internet

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

Canada



Operational Manual

ROYAL CANADIAN MOUNTED POLICE

Part 37 -- Table of Contents

Moved from 13.: 2005-11-29

Bulletin

37.2. Lost/Overdue Persons

1. General

Related Links

2. Cr. Ops. Officer/Delegate

3. Division SAR Coordinator

4. Detachment Commander/Delegate

5. Search/Incident Commander

6. Member

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

1. General

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

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

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

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

2. Cr. Ops. Officer/Delegate

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3. Division SAR Coordinator

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

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

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

3. 4. Recommend standards and training requirements.

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

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

4. Detachment Commander/Delegate

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

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

Barry

4. 3. Approve the SAR action plan.

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

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

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

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

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

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

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

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

5. Search/Incident Commander

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

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

5. 2. Consult with the search manager to:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

aspects of the search.

5. 14. Forward the SAR and debriefing reports to the detachment commander.

5. 15. Complete the Ground Search and Rescue Report (GSAR) Information System form and forward it electronically or by fax to National Search and Rescue Secretariat (NSS).

6. Member

6. 1. If you receive a report of a lost/overdue person, consider using form 3450 to capture relevant information.

6. 2. If the person is lost, immediately request the assistance of a search/incident commander.

6. 3. Implement division/detachment protocols for SAR.

References

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

Important Notices

FEB 23 2012

Exhibit P-101

Page 130

PHOTOGRAPHIC SERVICE REQUEST
DEMANDE DE SERVICE PHOTOGRAPHIQUE



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

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

MATERIALS ATTACHED - PIÈCES JOINTES (Indicate quantity - Indiquez la quantité)
1 CD's/DVD's Other Digital Media (indicate type of media in comments)
CD/DVD Autre support numérique (indiquez le type de support dans le champ Commentaires)

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

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

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

COMMENTS - COMMENTAIRES

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

Your assistance in this matter is greatly appreciated.

Thanks

Cst Stephen Howlett 55881
Stephen Howlett, Cst
Reg # 55881

REMEMBER TO INCLUDE A RETURN ADDRESS LABEL WITH EACH C-17

VEUILLEZ JOINDRE UNE ÉTIQUETTE PRÉ-ADRESSÉE À CHAQUE FORMULAIRE C-17

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

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

FOR OFFICE USE ONLY - À L'USAGE EXCLUSIF DU BUREAU

Do Not Enter In This Area - Ne rien inscrire dans cette zone

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

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



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

OCC. NO. /File No.
N° D'INC./N° de dossier
2012 - 109461

Date required - Pour le
2012-03-16

For larger size, please contact National Forensic Imaging through GroupWise
Pour commander un plus grand format, veuillez communiquer avec l'imagerie
judiciaire nationale par le biais de GroupWise.

Multi Image Print Selection
Choix d'impression multi-images

Selection Choix	Product name Nom du produit	Quantity Quantité
2up 2 images		
4up 4 images		
6up 6 images		
8up 8 images		
10up 10 images		
1up 1 image	20110 7X10H frame right	1

Standard prints, no text
impressions normales, aucun texte

	Quantity Quantité
Index	
Prisoner - Prisonnier 3 1/2 X 5	
4 X 6	
5 X 7	
7 X 10	
8 X 10	1
11 X 14	
12 X 18	
Separator Card - Carte intercalaire	

CD/DVD PRODUCTION

- CD's
CD Number of copies - Nombre de copies
- DVD's
DVD Number of copies - Nombre de copies 1

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

Comments - Commentaires

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

Video - Vidéo

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

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

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

- CD's
CD
- DVD's
DVD
- Tape
Vidéocassette
- Format
- Other
Autre
- Describe
Décrivez

Work Required - Travail demandé

- Duplicate
Copie
- Frame Grab
Capture d'images vidéo
- Enhance
Améliorer
- Demultiplex
Démultipler
- Convert Format
Convertir le format
- Other
Autre
- Obscure Specific subject matter, indicate in comments
Masquer une saisie/image précise, indiquez dans le champ commentaires

Comments - Commentaires

Colored 8X10 copy's required.

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

- CD's
CD
- DVD's
DVD
- Print
Impression
- VHS Tape
Bande VHS

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



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

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

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

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

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

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

Your assistance in this matter is greatly appreciated.

Stephen Howlett
Cst Stephen Howlett
Reg # 55881

MAKKOVIK Missing Person Event

Background

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

Details of Event

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

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

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

Weather

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

Aircraft

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

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

Aircraft Timings

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

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

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

Involvement of 5 CRPG and GSAR

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

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

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

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

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

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

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

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

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

From: Stephen Howlett
To: Advance Message
CC: Scott Morrison
Date: 2012-01-30 02:55
Subject: 2012 - 109461

Date: January 2012/01/30

File: 2012 - 109461

Caption: WINTERS C/O Missing Persons

Subject's Involved: Burton WINTERS (1997/07/14) , Makkovik, NL

Summary

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

Investigator: Cpl Vardy / Cst Howlett

Supervisor Advised: S/Sgt Scott Morrison - Labrador District Commander

Media Release: None at this time.

Cst Stephen Howlett
RCMP Makkovik Detachment
POB 131
Makkovik, NL. AOP 1J0
Stephen.howlett@RCMP-GRC.GC.CA
709-923-2317 (P)
709-923-2406(F)

Lloyd Youden - 2012 - 109461 - Winters - c/o Missing Person - Makkovik

From: Scott Morrison
To: Advance Message
Date: 2012-01-30 15:52
Subject: 2012 - 109461 - Winters - c/o Missing Person - Makkovik
CC: Vardy, Kimball

Further Update to previous Advance Message.

Summary

The air search has been completed, the Universal Helicopter is en route back to Goose Bay. He is flying along the snowmobile route from Makkovik to Goose Bay just to cover off that area. Also Woodward's helicopter was used this morning until Fire and Emergency Services (Universal Helicopter) could arrive on scene. This was donated as the boy's father works for Woodward's Company.

Further to this, it is confirmed that there are snowmobile tracks on the ice headed into open water. Searchers are continuing to check around the area of the tracks for some positive confirmation. There is currently searchers in a small boat checking the water for any sign of debris. There are plans to have a underwater camera brought in to check the water off the edge of the ice.

Cpl. Vardy will liaise with URT on possible solutions to search, if the GSART locate anything in the water and determine the depth.

Family updated of efforts to date.

Cpl. Vardy with assistance of Sgt. Lacombe handling any media enquiries.

S/Sgt. Morrison
OPS NCO
Labrador District

From: Andrew Boland
To: Thompson, Jeff
CC: Youden, Lloyd
Date: 2012-01-30 16:13
Subject: Fw: 2012 - 109461 - Winters - c/o Missing Person - Makkovik
Attachments: 2012 - 109461 - Winters - c/o Missing Person - Makkovik

Jeff,

Attached FYI.

Andrew

From: Kimball Vardy
To: Advance Message
CC: Morrison, Scott
Date: 2012-01-31 12:26
Subject: 2012 - 109461 - Winters - c/o Missing Person - Makkovik

Further Update to previous Advance Message.

Summary

The under water camera is en route from Deer Lake to Makkovik. The camera will be used to confirm if the snowmobile is on the bottom of the ocean. If and when that can be confirmed we will make a determination on the possibility of depolying the URTeam.

Ground searchers traveled south of Makkovik today to Big Bight and Adlavik Bay checking cabins and any possible tracks. They have since checked in and all results are negative.

The family has been kept up to date on all progress to date. They have turned over WINTERS' laptop which is being sent to "B" Div. Tech Crime Section. The laptop will be checked for any information pointing to WINTERS state of mind or intentions.

Cpl. VARDY has fielded several media calls including live and taped sessions, keeping the media up to date.

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 110
(709)923-2317 (w)
(709)923-2406 (f)

From: Kimball Vardy
To: Advance Message
Date: 2012-01-31 17:24
Subject: 2012 - 109461 WINTERS missing person

Caption: WINTERS C/O Missing Persons

SUMMARY UPDATE

At 1550hrs this date the RCMP aircraft MPO did a fly over in the area of Makkovik. There were searchers on board the aircraft checking around the area of concentration. Searchers spotted a snowmobile approximately 1km on the ice beyond the open ice. The searchers were able to see the snowmobile clearly which appeared to be stuck in the ice, there was also a gas can approximately 6ft behind the snowmobile. The searchers were unable to spot any sign of the lost youth. The ice around the snowmobile is broken up and impossible to get to by snowmobile or on foot. A call has been put in to Fire and Emergence Services to secure a helicopter to check the area around the shore.

The family has been updated on this recent development.

We would like to thank the RCMP air services for their assistance in this matter.

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

From: Kimball Vardy
To: Youden, Lloyd
Date: 2012-01-31 22:16
Subject: Re: 2012 - 109461 WINTERS missing person

The 444 Squadron is on scene searching the area. All land search is suspended for the night.

>>> Lloyd Youden 2012-01-31 21:57 >>>

Any update?

-----Original Message-----

From: Kimball Vardy

To: Advance Message <Advance Message.BdivEast.BDIVHQ@rcmp-grc.gc.ca>

Sent: 01/31/2012 15:54:30

Subject: 2012 - 109461 WINTERS missing person

Caption: WINTERS C/O Missing Persons
SUMMARY UPDATE

At 1550hrs this date the RCMP aircraft MPO did a fly over in the area of Makkovik. There were searchers on board the aircraft checking around the area of concentration. Searchers spotted a snowmobile approximately 1km on the ice beyond the open ice. The searchers were able to see the snowmobile clearly which appeared to be stuck in the ice, there was also a gas can approximately 6ft behind the snowmobile. The searchers were unable to spot any sign of the lost youth. The ice around the snowmobile is broken up and impossible to get to by snowmobile or on foot. A call has been put in to Fire and Emergence Services to secure a helicopter to check the area around the shore.

The family has been updated on this recent development.

We would like to thank the RCMP air services for their assistance in this matter.

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL
A0P 1J0
(709)923-2317 (w)
(709)923-2406 (f)

From: Kimball Vardy
To: Advance Message
CC: Morrison, Scott
Date: 2012-01-31 22:56
Subject: 2012 - 109461 - Winters - c/o Missing Person - Makkovik

Further Update to previous Advance Message.

Summary

The under water camera is en route from Deer Lake to Makkovik. The camera will be used to confirm if the snowmobile is on the bottom of the ocean. If and when that can be confirmed we will make a determination on the possibility of depolying the URTeam.

Ground searchers traveled south of Makkovik today to Big Bight and Adlavik Bay checking cabins and any possible tracks. They have since checked in and all results are negative.

The family has been kept up to date on all progress to date. They have turned over WINTERS' laptop which is being sent to "B" Div. Tech Crime Section. The laptop will be checked for any information pointing to WINTERS state of mind or intentions.

Cpl. VARDY has fielded several media calls including live and taped sessions, keeping the media up to date.

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

From: Kimball Vardy
To: Advance Message
Date: 2012-02-01 02:19
Subject: 2012-109461 WINTERS Missing person

Update

The 444 squadron completed its search of the area at 0110hrs. Neg results. The 444 did spot footprints leading from the snowmobile toward the land. The prints were visible for approx. 100-150ft. There are several cracks between the snowmobile and the land.

Further to this the Aurora aircraft arrived on scene and conducted a grid search using its FRIR, checking for and heat signatures. This was also negative results.

Member spoke with Paul PEDDLE of Fire and Emergency Services who advised he will have a Universal helicopter here in Makkovik shortly after first light in the AM. There will also be ground searchers deployed at first light in the AM.

The family has been updated.

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 130
(709)923-2317 (w)
(709)923-2406 (f)

From: Kimball Vardy
To: Advance Message
Date: 2012-02-01 03:54
Subject: 2012 - 109461 WINTERS missing person

Caption: WINTERS C/O Missing Persons

SUMMARY UPDATE

At 1550hrs this date the RCMP aircraft MPO did a fly over in the area of Makkovik. There were searchers on board the aircraft checking around the area of concentration. Searchers spotted a snowmobile approximately 1km on the ice beyond the open ice. The searchers were able to see the snowmobile clearly which appeared to be stuck in the ice, there was also a gas can approximately 6ft behind the snowmobile. The searchers were unable to spot any sign of the lost youth. The ice around the snowmobile is broken up and impossible to get to by snowmobile or on foot. A call has been put in to Fire and Emergence Services to secure a helicopter to check the area around the shore.

The family has been updated on this recent development.

We would like to thank the RCMP air services for their assistance in this matter.

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

From: Kimball Vardy
To: Advance Message; Cahill, Pat
CC: Morrison, Scott
Date: 2012-02-01 12:03
Subject: Re: 2012-109461 WINTERS

Latest UPDATE

1127hrs received a report from C/ Cst. ANDERSEN they have located the body on the ice. The body was half way to the Iron Bounds Islands, approx. 15kms east of the community and approx. 5kms from land out toward the Atlantic ocean.

Family was updated on the new tracks but not on the latest development yet.

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

>>> Pat Cahill 2012-02-01 11:38 >>>
Thanks Kimball

>>> Kimball Vardy 2012-02-01 11:04 >>>
UPDATE

Universal Helicopter is presently in the air around Cape Strawberry. Moments ago C/Cst. Barry ANDERSEN reported back from the helicopter that they are following tracks in a South East direction across Wild Bight and out toward Foxy Islands. Ground searchers have been dispatched to the area North of Big Bight and around Foxy Islands.

A debriefing was done by Cpl. VARDY at the school this morning with the staff and students from Grade 6 - 12. The school board has brought in counselors to provide support to the students and the debriefing was given to give some factual knowledge to the students. Also to ensure students are not out searching themselves. There were a lot of students wanting to go out and search. Students were told to remain away from the area as they could be mistaken for the lost youth and hinder the search.

Family was updated last night but not with this latest development on the foot track.

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

From: Kimball Vardy
To: Advance Message
Date: 2012-02-01 12:49
Subject: 2012-109461 WINTERS Missing person

Update

The 444 squadron completed its search of the area at 0110hrs. Neg results. The 444 did spot footprints leading from the snowmobile toward the land. The prints were visible for approx. 100-150ft. There are several cracks between the snowmobile and the land.

Further to this the Aurora aircraft arrived on scene and conducted a grid search using its FRIR, checking for and heat signatures. This was also negative results.

Member spoke with Paul PEDDLE of Fire and Emergency Services who advised he will have a Universal helicopter here in Makkovik shortly after first light in the AM. There will also be ground searchers deployed at first light in the AM.

The family has been updated.

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

From: Kimball Vardy
To: Coulombe, Marc
CC: Advance Message
Date: 2012-02-01 17:28
Subject: WINTERS - Missing Person

Makkovik RCMP advise that searchers have located the missing youth from Makkovik.

Search and Rescue Teams from Makkovik set out this morning to search the shoreline and land around the area where the youths snowmobile had been located. A Universal helicopter was deployed in the search with C/Cst. ANDERSEN and 2 other searchers onboard to assist. The helicopter was able to pick up a set of tracks a short distance from the snowmobile trimming along the shore. Searchers followed the tracks which were sparatic and leading in the opposite direction from the Community. The tracks were followed for approximately 19kms until the young victim was located out on the ocean ice approximately 7kms from the nearest point of land. The young victim was brought to the medical facility in Makkovik where he was pronounced dead.

The RCMP would like to extend our greatest thanks to the local Search and Rescue Team, Local volunteers, and all assisting agencies.

-30-

For further information please contact:

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

From: Kimball Vardy
To: Advance Message
Date: 2012-02-01 22:04
Subject: 2012-109461 WINTERS

UPDATE

Universal Helicopter is presently in the air around Cape Strawberry. Moments ago C/Cst. Barry ANDERSEN reported back from the helicopter that they are following tracks in a South East direction across Wild Bight and out toward Foxy Islands. Ground searchers have been dispatched to the area North of Big Bight and around Foxy Islands.

A debriefing was done by Cpl. VARDY at the school this morning with the staff and students from Grade 6 - 12. The school board has brought in counselors to provide support to the students and the debriefing was given to give some factual knowledge to the students. Also to ensure students are not out searching themselves. There were a lot of students wanting to go out and search. Students were told to remain away from the area as they could be mistaken for the lost youth and hinder the search.

Family was updated last night but not with this latest development on the foot track.

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

From: Kimball Vardy
To: Advance Message; Cahill, Pat
CC: Morrison, Scott
Date: 2012-02-01 22:33
Subject: Re: 2012-109461 WINTERS

Latest UPDATE

1127hrs received a report from C/ Cst. ANDERSEN they have located the body on the ice. The body was half way to the Iron Bounds Islands, approx. 15kms east of the community and approx. 5kms from land out toward the Atlantic ocean.

Family was updated on the new tracks but not on the latest development yet.

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

>>> Pat Cahill 2012-02-01 11:38 >>>
Thanks Kimball

>>> Kimball Vardy 2012-02-01 11:04 >>>
UPDATE

Universal Helicopter is presently in the air around Cape Strawberry. Moments ago C/Cst. Barry ANDERSEN reported back from the helicopter that they are following tracks in a South East direction across Wild Bight and out toward Foxy Islands. Ground searchers have been dispatched to the area North of Big Bight and around Foxy Islands.

A debriefing was done by Cpl. VARDY at the school this morning with the staff and students from Grade 6 - 12. The school board has brought in counselors to provide support to the students and the debriefing was given to give some factual knowledge to the students. Also to ensure students are not out searching themselves. There were a lot of students wanting to go out and search. Students were told to remain away from the area as they could be mistaken for the lost youth and hinder the search.

Family was updated last night but not with this latest development on the foot track.

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

From: Kimball Vardy
To: Coulombe, Marc
CC: Advance Message
Date: 2012-02-02 03:58
Subject: WINTERS - Missing Person

Makkovik RCMP advise that searchers have located the missing youth from Makkovik.

Search and Rescue Teams from Makkovik set out this morning to search the shoreline and land around the area where the youths snowmobile had been located. A Universal helicopter was deployed in the search with C/Cst. ANDERSEN and 2 other searchers onboard to assist. The helicopter was able to pick up a set of tracks a short distance from the snowmobile trimming along the shore. Searchers followed the tracks which were sparatic and leading in the opposite direction from the Community. The tracks were followed for approximately 19kms until the young victim was located out on the ocean ice approximately 7kms from the nearest point of land. The young victim was brought to the medical facility in Makkovik where he was pronounced dead.

The RCMP would like to extend our greatest thanks to the local Search and Rescue Team, Local volunteers, and all assisting agencies.

-30-

For further information please contact:

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

From: Lloyd Youden
To: Vardy, Kimball
Date: 2012-02-02 13:24
Subject: Re: WINTERS - Missing Person

Kimbal, Paul Peddle has requested the coordinates of the position which the snowmobile and body were located. Give me call when you get in.

Sgt. Lloyd Youden
Operational Support Services
"B" Division

(709) 772-7357 (office)

(709) 693-4659 (cell)

(709) 747-1099 (home)

>>> Kimball Vardy 2012-02-01 17:28 >>>

Makkovik RCMP advise that searchers have located the missing youth from Makkovik.

Search and Rescue Teams from Makkovik set out this morning to search the shoreline and land around the area where the youths snowmobile had been located. A Universal helicopter was deployed in the search with C/Cst. ANDERSEN and 2 other searchers onboard to assist. The helicopter was able to pick up a set of tracks a short distance from the snowmobile trimming along the shore. Searchers followed the tracks which were sparatic and leading in the opposite direction from the Community. The tracks were followed for approximately 19kms until the young victim was located out on the ocean ice approximately 7kms from the nearest point of land. The young victim was brought to the medical facility in Makkovik where he was pronounced dead.

The RCMP would like to extend our greatest thanks to the local Search and Rescue Team, Local volunteers, and all assisting agencies.

-30-

For further information please contact:

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

From: Lloyd Youden
To: <p.peddle@gov.nl.ca>
Date: 2012-02-03 10:37
Subject: Fwd: 2012-109461 WINTERS Missing person

Sgt. Lloyd Youden
Operational Support Services
"B" Division
(709) 772-7357 (office)
(709) 693-4659 (cell)
(709) 747-1099 (home)
>>> Kimball Vardy 2012-02-01 02:19 >>>
Update

The 444 squadron completed its search of the area at 0110hrs. Neg results. The 444 did spot footprints leading from the snowmobile toward the land. The prints were visible for approx. 100-150ft. There are several cracks between the snowmobile and the land.

Further to this the Aurora aircraft arrived on scene and conducted a grid search using its FRIR, checking for and heat signatures. This was also negative results.

Member spoke with Paul PEDDLE of Fire and Emergency Services who advised he will have a Universal helicopter here in Makkovik shortly after first light in the AM. There will also be ground searchers deployed at first light in the AM.

The family has been updated.

Kimball Vardy, Cpl.
NCO i/c Makkovik Detachment
P.O. Box 131
Makkovik, NL.
AOP 1J0
(709)923-2317 (w)
(709)923-2406 (f)

OCCURRENCE NO. - N° D'INCIDENT

2012109461

**Royal Canadian
Mounted Police** **Gendarmerie royale
du Canada**

**LOST/MISSING PERSON REPORT
and
SEARCH RESULTS**

**RAPPORT SUR UNE
PERSONNE ÉGARÉE OU DISPARUE
et
RÉSULTATS DE LA RECHERCHE**

<input checked="" type="checkbox"/> LOST PERSON PERSONNE ÉGARÉE	<input type="checkbox"/> MISSING PERSON PERSONNE DISPARUE	<input type="checkbox"/> ADULT ADULTE	<input checked="" type="checkbox"/> CHILD ENFANT
INVESTIGATOR - ENQUÊTEUR STEPHEN P HOWLETT / KIMBALL VARDY		DATE OF OCC. - DATE D'INC. 2012/01/29-2012/01/29	
DETACHMENT - DÉTACHEMENT B DIV MAKKOVIK DET		PROVINCE/TERRITORY - PROVINCE OU TERRITOIRE NEWFOUNDLAND AND LABRADOR	

LOST/MISSING PERSON REPORT
RAPPORT SUR UNE PERSONNE ÉGARÉE OU DISPARUE

 Protected A
 Protégé A

Occurrence No. - N° d'incident

2012109461

 LOST PERSON
PERSONNE ÉGARÉE
 MISSING PERSON
PERSONNE DISPARUE
 ADULT
ADULTE
 CHILD
ENFANT

 Date
 2012-02-03
 Time - Heure
 19:30
 Prepared by - Rédigé par
 HOWLETT, STEPHEN P

Team SAR No. - N° de l'équipe SAR

Provincial No. - N° provincial

 Occurrence Title - Titre de l'incident
 WINTERS C/O MISSING PERSONS

 How taken (phone, etc.)
 Comment a-t-il été signalé (par téléphone, etc.)
 IN PERSON

A. SOURCE OF INFORMATION - SOURCE D'INFORMATION

 Complainant's Name - Nom du plaignant
 RODNEY JACQUE
 DOB - DDN
 1978-05-06
 Relationship - Liens de parenté
 FATHER

 Home Address - Adresse du domicile
 17 ANDERSEN STREET, MAKKOVIK
 Home Telephone - N° de tél. à domicile
 709 923 2257

 City - Ville
 MAKKOVIK
 Province
 NL
 Postal Code/ZIP
 Code postal/ZIP
 A0P 1J0
 Business Telephone - N° de tél. au bureau
 N/A

What does informant think occurred - Selon l'informateur, qu'est-ce qui est arrivé

 Victim got disoriented in snow flurries, victim not experienced on land. It appears snowmobile got stuck while on bad ice and
 victim left to walk. Unfortunately the victim had walked approximately 16 km's in the wrong direction.

 Is subject registered with any registry service (eg. Alzheimer, Missing Children): Yes No
 Le sujet est-il inscrit à un service d'enregistrement (p. ex. Alzheimer, Enfants disparus) Oui Non

ACTIONS TAKEN SO FAR - MESURES PRISES JUSQU'À MAINTENANT

 By family/friends - Par la famille ou les amis
 FAMILY MEMBERS SEARCHED IN TOWN AND FRIENDS
 Results - Résultats
 NEGATIVE

 Other - Autre
 RCMP, GSAR, VOLUNTEERS
 Results - Résultats
 NEGATIVE

Comments - Commentaires

On Sunday Jan 29th, 2012 at 19:30 the Royal Canadian Mounted Police in Makkovik received a complaint from Rodney JACQUE who advised that his son, Burton WINTERS, has not been seen since 13:30 this afternoon. It was reported that WINTERS left on snowmobile to go to his grandmothers house however he did not arrive. Police checked all family and friends house to no avail. Search and Rescue were deployed in different areas around Makkovik and Postville with no luck. It was reported that WINTERS left on a 2008 Tundra, 300, snowmobile, Yellow in color. It's unclear as to how much gas WINTERS had at the time however police are speculating there was 3/4 tank. WINTERS does not have any history in regards to mental illness. WINTERS is not experienced on the land and police do not anticipate that he had any survival supplies. It was reported that WINTERS had been spoken to by his parents earlier in the day in regards to being up late the night before on his computer, it didn't appear that WINTERS was upset regarding same. Search and Rescue personal have been deployed. Police also utilizing use of helicopter.

LOST PERSON (check one) - PERSONNE ÉGARÉE (cocher une case)
 HUNTER
 CHASSEUR
 HIKER
 EXCURSIONNISTE
 BERRY PICKER
 CUEILLEUR DE BAIES
 MOUNTAIN CLIMBER
 ALPINISTE
 FISHERMAN
 PÊCHEUR
 CAMPER
 CAMPEUR
 MUSHROOM PICKER
 CUEILLEUR DE CHAMPIGNONS
 OTHER, specify:
 AUTRE, préciser: CHILD OPERATING SKIDOO

MISSING PERSON (check one) - PERSONNE DISPARUE (cocher une case)
 RUNAWAY
 FUGUEUR
 KIDNAPPING
 ENLÈVEMENT
 ACCIDENT
 DISASTER
 DÉSASTRE
 OTHER, specify:
 AUTRE, préciser:
 WALK-A-WAY
 FUITE EN DOUCE
 FOUL PLAY
 ACTE CRIMINEL
 PARENTAL ABDUCTION
 RAPT PAR LE PÈRE OU LA MÈRE
 UNKNOWN
 INCONNU

B. LOST PERSON / MISSING PERSON - PERSONNE ÉGARÉE OU DISPARUE

Surname - Nom de famille WINTERS		Given Names - Prénoms BURTON		Nicknames - Surnoms	
Sex - Sexe F <input type="checkbox"/> M <input checked="" type="checkbox"/> U-I <input type="checkbox"/>	Age - Âge 14	DOB - D.D.N. 1997-07-14	Place of Birth - Lieu de naissance CANADA	Race Inuit	Occupation - Occupation STUDENT
Citizenship - Citoyenneté CANADIAN		Language Spoken Langue parlée ENGLISH	Marital Status État matrimonial <input checked="" type="checkbox"/> Single Célibataire <input type="checkbox"/> Married Marié(e) <input type="checkbox"/> Common law married Conjoint(e) de fait <input type="checkbox"/> Divorced Divorcé(e) <input type="checkbox"/> Separated Séparé <input type="checkbox"/> Widowed Veuf(ve) <input type="checkbox"/> Group or commune Groupe ou commune <input type="checkbox"/> Unknown Inconnu		
Home Address - Adresse du domicile 17 ANDERSEN STREET, MAKKOVIK, LABRADOR NL Canada				Home Telephone - N° de tél. à domicile (709) 923-2257	
Local Address - Adresse locale 17 ANDERSEN STREET, MAKKOVIK, LABRADOR NL Canada				Local Telephone - N° de tél. local (709) 923 2257	
Business Address - Adresse de travail N/A				Business Telephone - N° de tél. travail N/A	
Cell No. - N° de cell.	Pager No. - N° de téléav.	Email address - Adresse électronique		Chat room user (specify) Utilisateur de bavardoir (préciser)	
IF A CHILD - S'IL S'AGIT D'UN ENFANT			AFRAID OF (SPECIFY) - A PEUR DE (PRÉCISER)		
<input type="checkbox"/> Repeat runaway Fugueur réitérant	AFRAID OF DARK CRAINT LA NOIRCEUR	<input checked="" type="checkbox"/> Yes Oui <input type="checkbox"/> No Non	<input type="checkbox"/> AFRAID OF ANIMALS CRAINT LES ANIMAUX	<input type="checkbox"/> Yes Oui <input checked="" type="checkbox"/> No Non	
Feeling toward adults Sentiment à l'égard des adultes	Strangers - Étrangers	Reaction to hurt - Réaction au mal		Cry - Pleurer	
Training when lost - Formation lorsqu'on est perdu					
Active - Actif	Lethargic - Léthargique	Antisocial	Specify - Préciser		Local or fictional hero Héro local ou fictif
Comments - Commentaires					

C. PHYSICAL DESCRIPTION - SIGNALEMENT

Height - Taille 170cm	Weight - Poids 64kg	Build - Carrure Thin			
HAIR CHEVEUX	Colour - Couleur Brown	Length - Longueur	Style - Style	Beard - Barbe	Mustache - Moustache
Facial features (sharp) - Traits (distincts)		Complexion - Teint		Distinguishing Marks/Scars Marques ou cicatrices distinctives	
Eye Colour - Couleurs des yeux Brown	Lenses - Lentilles	Colour of Contact Lenses Couleur des lentilles		Teeth - Dents	
Overall appearance - Apparence globale					

PHOTO AVAILABLE PHOTOGRAPHIE DISPONIBLE	<input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non	Where - Où	Need to return Doit être retourné	<input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non
--	--	------------	--	--

URGENT MEDICAL INFORMATION - RENSEIGNEMENTS MÉDICAUX URGENTS

D. LAST SEEN - VU LA DERNIÈRE FOIS				
Seen by Whom - Vu par qui WILLIAM FLOWERS		Location now - Lieu en ce moment MAKKOVIK	Date 2012-01-29	Time - Heure
Who last talked at length with person Qui lui a parlé assez longuement la dernière fois SOPHIE JARARUSE (NO INFORMATION OBTAINED)		Location - Lieu MAKKOVIK	Date 2012-01-29	Time - Heure
Possible Destination - Destination possible Unknown, Victim does not leave town very often, usually stays on back trails within the community.		Places frequented - Lieux fréquentés Back Trails around town, Grandmothers residence, School.		
Weather at time Quel temps faisait-il à ce moment-là HEAVY SNOW FLURRIES	Weather since Quel temps fait-il depuis	Seen going which way Quelle direction l'a-t-on vu prendre UNKNOWN DIRECTION OF TRAVEL	Date 2012-01-29	Time - Heure 1930
Reason for leaving - Raison de quitter Dropped of his friend, destination from their unknown.			Attitude (confident, confused, etc.) - Attitude (sûr de soi, confus, etc.) Quiet, which was not out of the usual.	
Subject seemed - Le sujet semblait <input type="checkbox"/> Tired fatigué <input type="checkbox"/> Cold avoir froid <input type="checkbox"/> Hot avoir chaud		Subject complaining of anything Le sujet s'est-il plaint de quelque chose Not that could be identified.		Other - Autre N/A

Comments - Commentaires

The last time Burton WINTERS was seen was at 13:30 HRS on Sunday Jan 29th, 2012. It was reported that WINTERS had dropped of his friend Willy FLOWERS. Police spoke to Willie FLOWERS who could not provide any information in regards to WINTERS. FLOWERS disclosed that WINTERS was wearing dark clothing and driving a yellow tundra. WINTERS did not provide any information for his plans that afternoon or if he was going for a ride, boil up, etc. FLOWERS did disclose that WINTERS does not usually leave town, he usually stays on the back trails around the town of Makkovik but never leaving. Police spoke to Rodney JACQUE, father of WINTERS, who further advised that WINTERS is not mechanically inclined nor experienced on the land. Police were advised that WINTERS was warned to stay of the ice by his dad. WINTERS is a member of the Canadian Junior Rangers in Makkovik, WINTERS was a quite kid. Police spoke to as many people in town however nobody could indicate seeing WINTERS that day. At the time of the search it was unclear to what and if WINTERS had any survival gear. Police were advised by family that the night before he went missing he was up until 4:00 AM on computer. WINTERS was spoken to regarding this and he was warned and even had his computer taken away. It did not appear that WINTERS was upset over this and he even apologized. After the search commenced, at approximately midnight police were advised from Rodney JACQUE that WINTERS had disappeared before, it was reported that WINTERS went missing for several hours however was later located at the local School. WINTERS was on the Internet and would hide when people came in or around the school area. Given this information police obtained a set of keys from the school and same was searched in effort to find WINTERS, however, search provided to be negative.

E. CLOTHING - VÊTEMENTS

OBJECT - ARTICLE	STYLE	COLOUR - COULEUR	SIZE - TAILLE	OTHER - AUTRE	
SHIRT/BLOUSE CHEMISE OU BLOUSE					
SWEATER TRICOT					
PANTS/SKIRT PANTALON OU JUPE					
DRESS ROBE					
OUTER WEAR VÊTEMENTS DE DESSUS					
INNER WEAR VÊTEMENTS DE DESSOUS					
RAIN WEAR VÊTEMENTS DE PLUIE					
WINTER CLOTHING VÊTEMENTS D'HIVER					
HEAD WEAR COIFFURE					
GLOVES GANTS					
GLASSES LUNETTES					
JEWELLRY BIJOUX					
FOOTWEAR CHAUSSURES				Sole type Genre de semelle	Sample - Échantillon <input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non
SCENT ARTICLES ARTICLES DE TOILETTE	Sample - Échantillon <input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non	Secured - Obtenu <input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non	Article		

FORENSIC IDENTIFICATION AND DNA COLLECTION - IDENTITÉ JUDICIAIRE ET PRÉLÈVEMENT D'ADN

ARTICLE	AVAILABLE DISPONIBLE	LOCATION - LIEU	SEIZED - SAISI	DATE
PERSONAL ITEMS (i.e. Toothbrush, comb, soiled undergarments) - ARTICLE PERSONNELS (c.-à-d. brosse à dents, peigne, sous-vêtements souillés)	<input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non		<input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non	
MEDICAL X-rays RADIOGRAPHIES MÉDICALES	<input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non		<input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non	
DENTAL Xrays RADIOGRAPHIES DENTAIRES	<input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non		<input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non	
PAP TESTS TESTS DE PAP	<input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non		<input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non	
PATHOLOGY SAMPLES ÉCHANTILLONS PATHOLOGIQUES	<input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non		<input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non	
BLOOD SAMPLES ÉCHANTILLONS SANGUINS	<input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non		<input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non	
DNA ANALYSIS - RELATIVES (in order of preference) ANALYSE GÉNÉTIQUE - PARENTS(en ordre de préférence)	<input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non		<input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non	
BIOLOGICAL PARENTS PARENTS BIOLOGIQUES	<input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non		<input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non	
OFFSPRING (with same parent if possible) ENFANTS (de mêmes parents si possible)	<input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non		<input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non	
SIBLINGS (as many as possible) FRÈRES ET SOEURS (autant que possible)	<input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non		<input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non	
OTHER RELATIVES AUTRES PARENTS	<input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non		<input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non	

F. HEALTH/GENERAL CONDITION - SANTÉ/ÉTAT GLOBAL

Overall health - État de santé global		Physical condition - État physique		Disabilities - Invalidités	
		Fair conditions, 14 year old with no disabilities.		None	
Known medical problems - Troubles médicaux connus		Knowledgeable doctor - Médecin bien informé		Telephone No. - N° de téléphone	
Known psychological problems Troubles psychologiques connus		Knowledgeable person - Personne bien informée		Telephone No. - N° de téléphone	
Known dental problems - Troubles dentaires connus		Knowledgeable dentist - Dentiste bien informé		Telephone No. - N° de téléphone	
Medication - Médicaments		Amounts - Quantité	Knowledgeable person - Personne bien informée		Telephone No. - N° de téléphone
Glasses - Lunettes	Spares - Lunettes de rechange	Consequences of loss Conséquences de la perte		If person has donated blood, where Où, le cas échéant, le sujet a-t-il donné du sang	Blood Type Type sanguin
<input type="checkbox"/> Yes Oui	<input type="checkbox"/> No Non	<input type="checkbox"/> Yes Oui	<input type="checkbox"/> No Non		

Comments - Commentaires

G. HABITS - HABITUDES

Smoke - Usage du tabac	How often Combien de fois	What - Quoi	Brand - Marque		
<input type="checkbox"/> Yes Oui	<input type="checkbox"/> No Non				
Alcohol - Alcool	How often Combien de fois	What - Quoi	Brand - Marque		
<input type="checkbox"/> Yes Oui	<input type="checkbox"/> No Non				
Recreational drugs Drogues à usage récréatif	How often Combien de fois	What type - Quel genre	Gum - Gomme	Candy - Bonbon	Other - Autre
<input type="checkbox"/> Yes Oui	<input type="checkbox"/> No Non				

Comments - Commentaires

H. TRIP PLANS OF SUBJECT - PROJETS DE VOYAGE DU SUJET

Started at - A débuté à Victims own residence	Date 2012-01-29	Time - Heure 1:30 PM	Going to - Destination Grandmothers.
Via	Purpose - But		
For how long? - Durée	Exit Date - Date de sortie	Group size - Grosseur du groupe	
Done trip before? - A déjà fait le voyage? <input checked="" type="checkbox"/> Yes Oui <input type="checkbox"/> No Non	Comments - Commentaires		
Transported by whom - Transporté par qui		Transported by means of - Transporté au moyen de	
Vehicle - Véhicule Type - Genre 2008 Snowmobile Tundra	Colour - Couleur Yellow	Present location - Emplacement actuel On Sea Ice, Cannot retrieve at this time.	
Licence No. - N° de plaque	Prov./State - Prov./État NL	Verified - Vérifié <input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non	By Whom - Par qui
Return Time - Heure de retour	From Where - D'où	By Whom/what - Par qui/quoi	

ALTERNATE PLANS - PROJETS DE RECHANGE

Plans - Projets	Routes - Itinéraire	
Objectives - Objectifs	Discussed with - Ont fait l'objet de discussions avec	Date
Comments - Commentaires		

ADDITIONAL INFORMATION ON GROUP - RENSEIGNEMENTS SUPPLÉMENTAIRES SUR LE GROUPE

NAMES - NOMS	LICENCE

I. OUTDOOR EXPERIENCE - EXPÉRIENCE EN PLEIN AIR

Familiar with area Connait bien la région <input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non	How recent Dans quelle mesure est-elle récente	Other - Autre		
Other areas of travel - Autres zones de voyage				
Formal outdoor training Formation officielle en plein air	Degree - Diplôme	When - Quand	Where - Où	
First Aid training Formation en premiers soins	Degree - Diplôme	When - Quand	Where - Où	
Scouting/Guiding - Scouts ou guides	Scout/Guide Leader Chef des scouts ou des guides	When - Quand	How much Dans quelle mesure	Where - Où
Military experience - Expérience militaire <input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non	What - Laquelle	When - Quand	Where - Où	
General experience - Expérience générale	How much overnight experience - Ampleur de l'expérience la nuit			

J. OUTDOOR EXPERIENCE (cont'd) - EXPÉRIENCE EN PLEIN AIR (suite)

Ever been lost before - S'est-il déjà perdu <input type="checkbox"/> Yes / Oui <input checked="" type="checkbox"/> No / Non	When - Quand	Where - Ou
Ever go out alone - Est-il déjà sorti seul Quiet Kid, Not uncommon to be alone.	Where - Où Makkovik, Newfoundland and Labrador	
Stay on trails or Cross Country A-t-il déjà parcouru des pistes ou fait du ski de fond Usually stayed on trails around town.	How fast does subject hike Dans quelle mesure est-il rapide lors d'une excursion à pied	Athletic - Athlétique
Other interests - Autres intérêts		

Climbing experience - Expérience de l'alpinisme

None reported.

Comments - Commentaires

Victim was member of the Junior Canadian Rangers in Makkovik. Has some outdoor experience however its not known what kind of gear he had on at time he went missing.

K. EQUIPMENT - MATÉRIEL

OBJECT - ARTICLE	STYLE	COLOUR - COULEUR	SIZE - DIMENSIONS	BRAND - MARQUE
PACK SAC À DOS				
TENT TENTE				
SLEEPING BAG SAC DE COUCHAGE				
GROUND CLOTH TAPIS				
FISHING EQUIPMENT MATÉRIEL DE PÊCHE				
SKIS				
BINDINGS FIXATION		Pole Type - Genre de pôle	Length - Longueur	Competent skier - Skieur compétent
SNOWSHOES RAQUETTES		Competent ? - Compétent ?		
BINDINGS FIXATION				
LIQUID CONTAINER RÉCIPIENT				
FLUID LIQUIDE	Amount - Quantité	Type - Genre		
FIREARMS ARMES À FEU	<input type="checkbox"/> No / Non <input type="checkbox"/> Yes / Oui	Brand - Marque	Model - Modèle	Holster - Etui
FIRE STARTER ALLUME-FEU	<input type="checkbox"/> No / Non <input type="checkbox"/> Yes / Oui	Type - Genre	LIGHT ÉCLAIRAGE	Type - Genre
STOVE RÉCHAUD	Type - Genre	FUEL CARBURANT	Type - Genre	KNIFE COUTEAU
CAMERA APPAREIL-PHOTO	Type - Genre	LENS LENTILLES	Type - Genre	
COMPASS BOUSSOLE	<input type="checkbox"/> No / Non <input type="checkbox"/> Yes / Oui	MAP CARTE	<input type="checkbox"/> No / Non <input type="checkbox"/> Yes / Oui	Map of where - Carte de quel endroit
How competent with map/compass - Dans quelle mesure sait-il utiliser une carte ou une boussole				
FOOD NOURRITURE	Brand - Marque	MONEY ARGENT	Amount - Montant	OTHER DOCUMENTS AUTRES DOCUMENTS
CREDIT CARDS CARTES DE CRÉDIT	Type - Genre	Type - Genre	Type - Genre	Type - Genre

Comments - Commentaires

L. PERSONALITY - PERSONNALITÉ

Hobbies/Interests - Passe-temps ou intérêts		Outgoing/Quiet - Ouvert ou tranquille		Gregarious/Lone Sociable ou solitaire	
Evidence of leadership Qualités de chef manifestes		Legal Trouble (past/present) Troubles juridiques (passés ou actuels)		Give up easily - Abandonne facilement	
Hitchhike - Fait de l'auto-stop <input type="checkbox"/> Yes <input type="checkbox"/> Oui		Accepts rides easily Accepte facilement des tours		Personal values - Valeurs personnelles	
<input checked="" type="checkbox"/> No <input type="checkbox"/> Non				Philosophy/Religion Philosophie ou religion	
Person closest to - Personne avec laquelle le sujet est intime			In family - Dans la famille		
William FLOWERS			Dad		
Emotional history - Antécédents émotionnels					
Education - Études		Grade - Année		Current status - Situation actuelle	
Teacher(s) - Professeur(s)		Teacher(s) - Professeur(s)		Teacher(s) - Professeur(s)	
School name - Nom de l'école		College/University Collège ou université		Subject/Degree - Sujet ou grade	
				Year - Année	
Local/fictional hero - Héro local ou fictif					
Comments - Commentaires					

M. GROUP OVER DUE - GROUPE EN RETARD

Name/kind of group - Nom ou genre de groupe		Leader - Chef	
Knowledgeable person - Personne bien informée		Address - Adresse	
		Telephone - Téléphone	
Personality clashes - Incompatibilité de caractères		Leader types other than leader - Genres de chef autres que le chef	
Actions if separated - Mesures s'il est séparé		Competitive spirit of group - Esprit compétitif du groupe	
		Intergroup dynamics Dynamique intergroupes	
Comments - Commentaires			

N. MEDIA/FAMILY RELATIONS - RELATIONS FAMILIALES OU AVEC LES MÉDIAS

Next of kin - Le plus proche parent Rodney JACQUE	Relationship - Liens de parenté Father	Occupation Labouer
Home Address - Adresse du domicile Makkovik, Newfoundland and Labrador		Telephone - Téléphone
Person to notify when subject found Personne à avertir lorsque le sujet est retrouvé Rodney JACQUE	Relationship - Liens de parenté Father	Telephone - Téléphone
Local Address - Adresse locale 17 Andersen Street, Makkovik, Newfoundland and Labrador		
Significant family problems - Problèmes familiaux importants N/A		
Family's desire to employ special assistance - Désir de la famille de recourir à une aide spéciale		
Comments - Commentaires		

**O. CONTACTS PERSON WOULD MAKE IF COMMUNICATIONS AVAILABLE
PERSONNE AVEC LAQUELLE LE SUJET PRENDRAIT CONTACT SI LES COMMUNICATIONS ÉTAIENT DISPONIBLES**

Name - Nom	Given Names - Prénoms	Relationship - Liens de parenté
Home Address - Adresse du domicile		Postal Code/Zip - Code postal/Zip
Home Telephone - N° de tél. à domicile	Anyone home now? - Y a-t-il quelqu'un à la maison en ce moment?	
Comments - Commentaires		

GENERAL COMMENTS - COMMENTAIRES GÉNÉRAUX

SEARCH RESULTS - RÉSULTATS DE LA RECHERCHE

REQUEST - DEMANDE		STARTED - DÉBUT		CONCLUDED - TERMINÉE	
DATE	TIME - HEURE	DATE	TIME - HEURE	DATE	TIME - HEURE
2012-01-29	1930	2012-01-29	1930	2012-02-01	12:00

FOUND ALIVE RETROUVÉ VIVANT
 NOT FOUND NON RETROUVÉ
 FOUND DECEASED RETROUVÉ MORT
 Specify cause if known - Préciser la cause si elle est connue
Hypothermia

FALSE SEARCH FAUSSE RECHERCHE
 WALKED OUT EST PARTI
 OTHER AUTRE
 Specify - Préciser

LOST PERSON (check one) - PERSONNE ÉGARÉE (cocher une case)

HUNTER CHASSEUR
 HIKER EXCURSIONNISTE
 BERRY PICKER CUEILLEUR DE BAIES
 OTHER AUTRE
 Specify - Préciser
Snowmobiler

FISHERMAN PÊCHEUR
 CAMPER CAMPEUR
 MUSHROOM PICKER CUEILLEUR DE CHAMPIGNONS
 MOUNTAIN CLIMBER ALPINISTE

MISSING PERSON (check one) - PERSONNE DISPARUE (cocher une case)

RUNAWAY FUGUEUR
 KIDNAPPING ENLÈVEMENT
 ACCIDENT ACCIDENT
 DISASTER DÉSASTRE
 OTHER AUTRE
 Specify - Préciser
Snowmobiler

WALK-A-WAY FUITE EN DOUCE
 FOUL PLAY ACTE CRIMINEL
 PARENTAL ABDUCTION RAPT PAR LE PÈRE OU LA MÈRE
 UNKNOWN INCONNU

FIRST AID ADMINISTERED - PREMIERS SOINS DONNÉS

NONE AUCUNS
 CPR RCR
 HYPOTHERMIA HYPOTHERMIE
 OTHER AUTRE
 Specify - Préciser

BROKEN BONES FRACTURES
 SHOCK CHOC
 HEMORRHAGE HÉMORAGIE

Comments - Commentaires
CPR administered

WEATHER CONDITIONS - CONDITIONS ATMOSPHÉRIQUES

DRY AND NORMAL SEC ET NORMAL
 RAIN PLUIE
 COLD TEMPERATURE TEMPS FROID
 SNOW NEIGE

Comments - Commentaires
Heavy snow flurries at time of Serach. Cold temperatures and Sunny when Victim was found.

DOGS USED - CHIENS UTILISÉS

NOT REQUESTED NON DEMANDÉS
 HELPFUL EFFICACES
 NOT HELPFUL INEFFICACES
 REQUESTED BUT NOT RECEIVED DEMANDÉS MAIS NON REÇUS

DOG TYPE - GENRE DE CHIEN

POLICE POLICIER
 Number used: _____
 CERTIFIED CIVILIAN CIVIL AUTORISÉ
 Number used: _____
 DOG HANDLER'S NAME NOM DU MAÎTRE DE CHIEN **Sgt Chris GLADLEY**

Comments - Commentaires
Services was offered on Feb 1st, 2012 however due to ice condtions being unsafe and terrain a dog handler would not be benficial at this time.

AIR SEARCH - RECHERCHE AÉRIENNE

	REQUESTED DEMANDÉE	REQUESTED BUT NOT RECEIVED DEMANDÉE MAIS NON REÇU	HELPFUL EFFICACE	NOT HELPFUL INEFFICACE
<input checked="" type="checkbox"/> HELICOPTER HÉLICOPTÈRE <input type="checkbox"/> POLICE DE POLICE <input checked="" type="checkbox"/> CIVILIAN CIVIL <input type="checkbox"/> CASARA ACRSA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> AIRCRAFT AÉRONEF <input type="checkbox"/> POLICE DE POLICE <input type="checkbox"/> CIVILIAN CIVIL <input checked="" type="checkbox"/> CASARA ACRSA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> FLIR DI AVANT <input type="checkbox"/> POLICE DE POLICE <input type="checkbox"/> CIVILIAN CIVIL <input checked="" type="checkbox"/> CASARA ACRSA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> OTHER, specify AUTRE, préciser	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

WATER SEARCH - RECHERCHE MARITIME

	REQUESTED DEMANDÉE	REQUESTED BUT NOT RECEIVED DEMANDÉE MAIS NON REÇU	HELPFUL EFFICACE	NOT HELPFUL INEFFICACE
<input checked="" type="checkbox"/> BOAT PATROUILLEUR <input type="checkbox"/> POLICE DE POLICE <input checked="" type="checkbox"/> CIVILIAN CIVIL <input type="checkbox"/> CMRA SACSMM	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> HOVERCRAFT AÉROGLISSEUR <input type="checkbox"/> POLICE DE POLICE <input type="checkbox"/> CIVILIAN CIVIL <input type="checkbox"/> CMRA SACSMM	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments - Commentaires
Many seracheres also serached by personal snowmobile.

SEARCHERS - CHERCHEURS

	Total Number Nombre total	Total Hours Heures totales	Estimated Cost Coût estimatif
POLICE POLICIERS	3		
TRAINED CIVILIAN CIVILS QUALIFIÉS	12		
UNTRAINED CIVILIAN CIVILS NON QUALIFIÉS	22		
MILITARY MILITAIRES	6		

Comments - Commentaires

EQUIPMENT USED - MATÉRIEL UTILISÉ

<input checked="" type="checkbox"/> PORTABLE RADIOS POSTES RADIO PORTATIFS	<input checked="" type="checkbox"/> POLICE DE POLICE	Number used: 4 Nombre utilisé: _____	<input checked="" type="checkbox"/> CIVILIAN CIVILS	Number used: 4 Nombre utilisé: _____
<input checked="" type="checkbox"/> GLOBAL POSITIONING SYSTEM SYSTÈME DE POSITIONNEMENT GLOBAL			<input type="checkbox"/> OTHER AUTRE	Specify - Préciser Number used: Nombre utilisé: _____
<input type="checkbox"/> OTHER Specify - Préciser AUTRE		Number used: Nombre utilisé: _____		Number used: Nombre utilisé: _____

LEADERS - CHEFS

SEARCH COMMANDER NAME NOM DU CHEF DE LA RECHERCHE	SEARCH MANAGER NAME NOM DE L'ADMINISTRATEUR DES OPÉRATIONS DE RECHERCHE	VOLUNTEER SEARCH TEAM NAME NOM DE L'ÉQUIPE DE RECHERCHE BÉNÉVOLE
Cst Barry ANDERSEN	Cpl Kimball VARDY	Makkvoik Ground Serach and Rescue

PROBLEMS ENCOUNTERED (Personnel, communication supplies, weather, transportation, etc.)
PROBLÈMES SURVENUS (personnel, fournitures de communication, temps, transport, etc.)

GSAR Report Submitted Rapport RSS présenté	Submitted by - Présenté par	Team - Equipe	Date
<input type="checkbox"/> Yes Oui <input checked="" type="checkbox"/> No Non			

3
February 1st, 2012, Zero hours, six minutes, fourteen seconds 00:06:14)

VARDY: Christen.

MCDONALD: Yes.

VARDY: How you doing, it's Corporal Vardy in Makkovik.

MCDONALD: Yeah.

VARDY: Ah just checking on that ah 412 there, ah Triple 4 Squadron.

MCDONALD: Yes.

VARDY: Would you have an eta for them to Makkovik?

MCDONALD: I do. Ah their eta will be at twenty-three, thirty-seven (23:37) zulu. Ah I guess that would be about thirty-one (31) minutes from now.

VARDY: Thirty-one (31) minutes from now?

MCDONALD: Yes.

VARDY: Okay, right on 'cause I just had a, a call from the guy, at the local airport guy and he said two (2) hours.

MCDONALD: No that's two (2) hours back to him to refuel after they're done their search area.

VARDY: Oh okay.

MCDONALD: Yes.

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

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

VARDY: Okay.

MCDONALD: And then ah they're going to do their search...

VARDY: Yeah.

MCDONALD: ...and when they're done they'll, they don't have a lot of gas on board those Griffin's, so...

VARDY: Yeah.

MCDONALD: ...ah they'll come back to Makkovik and refuel...

VARDY: Yeah.

MCDONALD: ...and depending on how much time they have left whether they go back out or not. Their flight engineer was in at ten o'clock this morning, so they're only allowed fifteen (15) hours crew day.

VARDY: Yeah.

MCDONALD: So, anyway they left.

VARDY: Okay, we were wondering, we got two (2) military guys here ah, a Sergeant Rude and ah a Sergeant Budden and they were wondering would they be able to take one (1), one (1) or two (2) people in the helicopter to show the last known location and what they've seen.

MCDONALD: Ah tonight...

VARDY: Yeah.

MCDONALD: ...I doubt very much.

VARDY: You doubt it.

MCDONALD: No.

VARDY: Okay, no they were just, they were just wondering about that so ah...

MCDONALD: Now there will be a possibility if ah..no not for tonight 'cause they're going direct on scene. They got such limited fuel and ah...

VARDY: Yeah.

MCDONALD: ...weight and balance is a big issue for those Griffins, they don't have a, their flight plan is already done for this part of the search.

VARDY: Okay.

MCDONALD: Ah once they get to Makkovik ah I'll ask the question...

VARDY: Yeah.

MCDONALD: ...if ah, they're willing to but it wouldn't be normal unless they're trained spotters.

VARDY: Oh this guy here is, I don't know what to tell you, he's got a PPCLI anyway and his, I don't know if he's a trained spotter or not but he's a, a air board and (unintell) all kinds of crap, he got more things on than you can shake a stick at.

MCDONALD: No, no, I'll, I'll pass it along to the guys once they land there...

VARDY: (Clears throat).

MCDONALD: ... in Makkovik. But ah they may not be going back out depending on, you know, how long it gets (unintell). So what the plan is they're going to go to the LKP...

VARDY: Yeah.

MCDONALD: ...they're going to do one (1) mile radius right around that...

VARDY: Yeah.

MCDONALD: ...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...

VARDY: Yeah.

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

VARDY: Yeah.

MCDONALD: ...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 a Big Island, down Makkovik Bay...

VARDY: Oh...

MCDONALD: ...into the town and then they'll be refueling there. That'll take them most of their time.

VARDY: Okay.

MCDONALD: So they're going after the high probability area first.

VARDY: Yeah, yeah understandable, ah...

MCDONALD: And ah...

VARDY: ...worst comes to worst would they end up out going out to ah, ah, ah where's my map again boy..just out around the point from actually...from ah Cape Strawberry.

MCDONALD: (Unintell).

VARDY: ...ah, Wild Bight.

MCDONALD: Wild Bight, yeah, that inlet?

VARDY: Yeah.

MCDONALD: You want them to have a look at that area too?

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

MCDONALD: Yeah.

VARDY: ...because ah, we're thinking, we don't know and we're just thinking that 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 tell you the truth.

MCDONALD: Ah we have some ice charts here we've been looking at. The ice is not very thick...

VARDY: No it's not.

MCDONALD: ...anywhere.

VARDY: The guys are walking on it here and ah, they're ah, they're chopping threw at about three (3) and four (4) inches right.

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

VARDY: Yeah.

MCDONALD: ...thirty (30) and seventy (70), thirty (30) and seventy (70)

centimeters thick.

VARDY: Yeah.

MCDONALD: So, but I'll ah, 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.

VARDY: Okay.

MCDONALD: Ah take a look in that area.

VARDY: Perfect.

MCDONALD: So.

VARDY: All right.

MCDONALD: Anyway one (1) mile off shore ah, you know it's going to take them out a ways and they're just going to do, like a, a radius right around the LKP ...

VARDY: Yeah.

MCDONALD: ...at one (1) mile...

VARDY: Yeah.

MCDONALD: ...before they start. I figured that's the highest probability area.

VARDY: Okay now also if ah, if all else fails would they be able to, to hover around the, the actual ah snowmobile itself to see...

MCDONALD: Oh they will, they will do that yes.

VARDY: Okay just to see if the ma..anything stirs up there and if there's any, you know any body or something just lying there right.

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

VARDY: Okay.

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

VARDY: Okay.

MCDONALD: ...and they'll look that area over and then they'll start searching...

VARDY: Okay.

MCDONALD: ...searching all around.

VARDY: Ah if you talk to them just let them know that the shore line ah along there by Cape Makkovik ah...

(Background Conversation:

Ukm: (Unintell) the airport.

Vardy: Actually they're not coming here, they're going straight out to the ah last known position.)

VARDY: ...ah the shore line there from ah, just in from the a, the snowmobile...

MCDONALD: Yes.

VARDY: ...it ah, there was walkers on that, there were searchers on that so they'll, they'll see some fresh tracks there.

MCDONALD: Okay.

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

MCDONALD: Okay. I don't know if they'd be able to tell the difference or not from...

VARDY: Yeah well...

MCDONALD: ...from up at that altitude anyway.

VARDY: Yeah well it would be, it should be difference because of the ah, everything's been snowed over here boy like ah six (6) or seven (7) inches right.

MCDONALD: Yeah.

VARDY: Unless ah, unless he's out walking around, which is highly unlikely (unintell) now.

MCDONALD: Yeah. I'm not even sending them inland. Ah they only have about forty (40) minutes of gas.

VARDY: Okay.

MCDONALD: So to cover off all that area, ah we're going to need to keep them just along the shore line...

VARDY: Okay.

MCDONALD: ...and ah that'll cover off most of their time tonight.

VARDY: Okay...

MCDONALD: And ah...

VARDY: Ahm...

MCDONALD: ...(unintell)...

VARDY: ...if at, if at all possible are they able to land here, stay tonight and start tomorrow morning or start fresh or...?

MCDONALD: Ah no, they ah will go back to Goose Bay tonight and overnight there. They're the only crew up there on that helicopter.

VARDY: Yeah.

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

VARDY: Yeah.

MCDONALD: Which would be normally twelve (12) hours.

VARDY: Okay.

MCDONALD: So, if they get back at ah one a.m. local ahm it'd be twelve (12) hours, it'd be, it'd be ah one o'clock tomorrow...

VARDY: It'd be...

MCDONALD: ...afternoon before that helicopter will be able to go back out again.

VARDY: Yeah. And do they have to go back to Goose Bay for that twelve (12) hours or can they have...

MCDONALD: Yes they...

VARDY: ...spend that twelve (12) hours here in Makkovik.

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

VARDY: Okay.

MCDONALD: So, that's ah forty-five (45) minutes...

VARDY: All right.

MCDONALD: ...is the transit period there.

VARDY: Okay, so ah we're looking at about ah, another twenty (20) minutes or so.

MCDONALD: Yeah, so tomorrow ahm are you making any arrangements for helicopter assets through EMO.

VARDY: Ah it will (unintell) depend on what happens tonight.

MCDONALD: Yeah because they're calling for a great day tomorrow.

VARDY: Yeah I know.

MCDONALD: And ah, so non-Military resources will have no problem flying and...

VARDY: Yeah.

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

VARDY: And you know what, they won't even do it. I tried to do that 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.

MCDONALD: That's crazy because you got, you know, ten (10) or twelve (12) good hours of daylight tomorrow and...

VARDY: Yeah.

MCDONALD: ...they should be ready to go at first light.

VARDY: Yeah I know, I know, don't...

MCDONALD: You're preaching to the choir. (Laughs)

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

MCDONALD: Yeah.

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

MCDONALD: Yeah.

VARDY: And ah, you know we, we requested it that night. Ahm they never even looked at anything until eight o'clock the next morning and I don't think they were here til after ten or, no that's, almost one o'clock in, in the afternoon before the helicopter arrived.

MCDONALD: You know Dennis Shea?

VARDY: Dennis Shea, no.

MCDONALD: He's ah the Director of ah EMO or Fire Emergency Services, whatever they call themself.

VARDY: Yeah.

MCDONALD: I'm going to give him a call.

VARDY: Yeah.

MCDONALD: And ah just tell him our situation.

VARDY: Just give him a heads up there. And the thing is right now ah, time is, is of the essence because if that young fellow was...

MCDONALD: Absolutely.

VARDY: ...he, he's on the last, his last leg now, like if he's, if he's still alive and we're hoping he is.

MCDONALD: Yeah another thing...

VARDY: Right.

MCDONALD: ...I can do for you is ah, I can run a little bit of a cold, cold ah weather survival model...

VARDY: Yeah.

MCDONALD: ...ahm just as if he, like ah, the most conservative case, like if he

was, you know, sitting on land and...

VARDY: Dry and...

MCDONALD: ...dry and...

VARDY: Yeah.

MCDONALD: ...all that stuff too.

VARDY: Yeah if you could do that that'd be great.

MCDONALD: I mean it, it's just a tool...

VARDY: Yeah.

MCDONALD: ...it's not a...

VARDY: Yeah.

MCDONALD: ...definite...

VARDY: No I know...

MCDONALD: ...(unintell)...

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

MCDONALD: Yeah. Very good.

VARDY: All right, thank you very much.

MCDONALD: So I'll give you a call soon.

VARDY: Okay then.

MCDONALD: Okay then, bye.

VARDY: Bye.

END OF CONVERSATION

February 1st, 2012, Zero hours, eleven minutes, ten seconds (00:11:10)

(Phone Tones)

UKF: Hello.

PARKER: Hello I was wondering if I could speak with a Mr. Strangemore, it's

Halifax Search and Rescue calling?

UKF: Yes, he's right here, just a second.

(Background Conversation:

UKM: It's Halifax.)

STRANGEMORE: Hello.

PARKER: Hello Mr. Strangemore.

STRANGEMORE: Yes sir.

PARKER: Hi, it's ah Corporal Parker calling, Halifax Search and Rescue.

STRANGEMORE: Um, hmm.

PARKER: Ah reference that, that missing teenager there up in Makkovik.

STRANGEMORE: Yes.

PARKER: We have a Griffin coming from Goose Bay to do a search...

STRANGEMORE: Um, hmm.

PARKER: ...and he's going to need fuel.

STRANGEMORE: Yeah, I'm just getting ready go up now.

PARKER: Oh you're aware of it are you?

STRANGEMORE: Yeah they called me from Goose Bay.

PARKER: Oh he, they called you, okay.

STRANGEMORE: Earlier on, but ah Goose Bay called me and told me it was going to be two (2) hours he was going to be here.

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

STRANGEMORE: Okay.

PARKER: ...we're estimating probably around ah, about two (2) hours from now, about ten o'clock local. You guys are Atlantic Time up there?

STRANGEMORE: That's what he wants, yeah, that's when he wants the fuel is it...

PARKER: Yeah.

STRANGEMORE: ...well around that time.

PARKER: Yeah around ten local.

STRANGEMORE: He's going searching now when he comes in.

PARKER: Yeah he's ah, they will be there in about half an hour...

STRANGEMORE: Okay.

PARKER: ...to do a search and then...

STRANGEMORE: Good.

PARKER: ...so we're estimating probably around ten local.

STRANGEMORE: Okay sir, thank you very much.

PARKER: Thank you.

STRANGEMORE: Yeah.

PARKER: Bye.

END OF CONVERSATION

February 1st, 2012, Zero hours, twenty-three minutes, forty-four seconds (00:23:44)

(Phone Tones)

AVA: Your call has been forwarded to an automatic voice messaging system, 7-0-9-6...

(Hangs up)

(Phone Tones)

PEDDLE: Hello.

MCDONALD: Hi is this EMO?

PEDDLE: Yes it is?

MCDONALD: This be Paul Peddle?

PEDDLE: That's right.

MCDONALD: It's Christin McDonald calling from the Rescue Centre in Halifax.

PEDDLE: Yes, hi, how are you?

MCDONALD: Good, ahm, I wasn't specking with you, it was another McDonald that you spoke with earlier today.

PEDDLE: Okay.

MCDONALD: I'm on the evening shift.

PEDDLE: Okay.

MCDONALD: I just wanted to let you know that the Griffin's gone out to ah search area now from Goose Bay.

PEDDLE: Okay.

MCDONALD: They should be arriving on scene in the next fifteen (15) minutes or so.

PEDDLE: Okay.

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

PEDDLE: Sure.

MCDONALD: Ahm, he, he indicated that you guys didn't really want to look at another air asset until you seen how the night search went.

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

MCDONALD: Yeah well 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.

PEDDLE: Yeah we will. I can do that now shortly actually.

MCDONALD: Yeah because ah based on the weather forecast I just had it looks like it's going to be a very favorable day tomorrow...

PEDDLE: Okay.

MCDONALD: ...and ah, you know, ah may, yeah it would be good.

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

MCDONALD: Yeah. Well if ah they can be ready for first light that would be very good. Ahm our guys...

PEDDLE: Okay.

MCDONALD: ...there's only one (1) crew that operates that Griffin out of Goose Bay and even if you had no resources, they're going to go home at a one a.m. or...

PEDDLE: Yeah.

MCDONALD: ...five (5), five (5) zulu, they're going to crew rest twelve (12) hours, they wouldn't be able to go til early afternoon tomorrow.

PEDDLE: Okay that's fine.

MCDONALD: And you just lost a half a day so...

PEDDLE: Okay. Well ah, I, I'll touch base with ah 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.

MCDONALD: Yeah perfect.

PEDDLE: Okay.

MCDONALD: Thank you sir, bye, bye.

PEDDLE: Okay thank you, bye, bye.

END OF CONVERSATION

February 1st, 2012, Zero hours, thirty-two minutes, fifty-eight seconds (00:32:58)

(Phone Tones)

LINDNER: Hans Lindner, hello.

MCDONALD: Hi Hans, how are you tonight?

LINDNER: Very good.

MCDONALD: Good. My name's Christen McDonald, I'm with the Joint Rescue Coordination Centre in Halifax.

LINDNER: Yes.

MCDONALD: I was just calling to confirm your ah status there in Goose Bay, if you're still just a two (2) search coordinators or if you have any spotters or...

LINDNER: (Clears throat) In Goose Bay we have spotters yes. We, from CASARA Goose Bay we have about ah six (6), eight (8) spotters. Six (6), I think they're here right now, there's six (6) spotters here in town right now.

MCDONALD: Okay.

LINDNER: Yeah but two (2) I think are on holidays is all.

MCDONALD: Okay. Ahm...

LINDNER: Yeah.

MCDONALD: ...I'm just looking at your ah resource and call out status and it's only showing that you have two (2) search coordinators, no spotters, no navigators and no pilot.

LINDNER: (Laughs) No, okay we have no, ah I, that's strange but ah we have a six (6), six (6), eight (8) spotters totally but we have no ah, no pilot, a trained pilot and ah no trained navigator, that, that...

MCDONALD: Oh, okay.

LINDNER: You said (unintell) search and we can provide the spotters.

MCDONALD: Okay and ah do you have a search coordinator as well?

LINDNER: Ah we had some trained but we didn't do a search for a few years now, so I would not even know.

MCDONALD: Okay, that's all right.

LINDNER: (Unintell).

MCDONALD: So there's a search going on in Makkovik ah right now for a fourteen (14) year old male who's missing.

LINDNER: Yeah, um, hmm.

MCDONALD: And ah EMO has sent out ah, an aircraft earlier today to look around and ah, or a ground SAR, sorry and they've located...

LINDNER: Yeah.

MCDONALD: ...a snowmobile where this ah, the fourteen (14) year old had left from. They don't know if he went through the ice or not. There's a Griffin out of Goose Bay who's up there now flying around and ah...

LINDNER: Um, hmm.

MCDONALD: ...searching the area. But tomorrow morning in the first light EMO is planning on putting a helicopter out of Goose Bay...

LINDNER: Okay.

MCDONALD: ...and I'm just thinking ah, I'll probably touch base with ah EMO and suggest that you guys be contacted...

LINDNER: Um, hmm, okay good.

MCDONALD: ...to, to take advantage of ah, the CASARA resources.

LINDNER: Okay if they want to we can give them a few spotters then, very positive of, of that. How many do they think you'll need, ah they need?

MCDONALD: Okay ahm, I'll call you back after I chat with EMO.

LINDNER: Okay good.

MCDONALD: Okay talk to you soon.

LINDNER: Thank you.

MCDONALD: Bye, bye.

LINDNER: Bye, bye.

END OF CONVERSATION

February 1st, 2012, Zero hours, thirty-five minutes, one second (00:35:01)

UKM: Air Sea Rescue, bonjour.

UKM2: Hi this is (unintell).

UKM: Go ahead.

UKM2: Hey ah Rescue 4-0, they're OPS normal, twelve (12) minutes ah to be on scene, any traffic for them.

UKM: No traffic for ah, for 4-0.

UKM2: Excellent, thank you.

UKM: Twelve (12) minutes, yeah, bye.

END OF CONVERSATION

(Appears to be duplicate of call above)

February 1st, 2012, Zero hours, thirty-five minutes, one second (00:35:01)

UKM: Air Sea Rescue, bonjour.

UKM2: Hi this is (unintell).

UKM: Go ahead.

UKM2: Hey ah Rescue 4-0, they're OPS normal, twelve (12) minutes ah to be on scene, any traffic for them.

UKM: No traffic for ah, for 4-0.

UKM2: Excellent, thank you.

UKM: Twelve (12) minutes, yeah, bye.

END OF CONVERSATION

February 1st, 2012, Zero hours, fifty-eight minutes, nineteen seconds (00:48:19)

(Phone Tones)

MCDONALD: Hello, hello.

PEDDLE: Hi.

MCDONALD: Hi Paul.

PEDDLE: Yeah.

MCDONALD: It's the Rescue Centre, I'm calling in while you're trying to call out.

PEDDLE: Oh sorry about that.

MCDONALD: Oh no problem at all. Listen I just wanted to give you a heads up ah, there's something you might want to take advantage of for your aircraft tomorrow if you go out. It's the CASARA Spotters in Goose Bay.

PEDDLE: Yeah.

MCDONALD: They have six (6) spotters available to go if ah, if you want to use them and I would...

PEDDLE: Oh...

MCDONALD: ...highly recommend them.

PEDDLE: What, what's that spotters?

MCDONALD: Yes.

PEDDLE: Okay who's that through?

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

PEDDLE: Okay.

MCDONALD: And the EMO's have the authority to hire them directly now.

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

MCDONALD: Yeah.

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

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

PEDDLE: Right.

MCDONALD: But they have six (6) spotters that's available and they're trained by the military to go out and do these types of searches...

PEDDLE: Okay.

MCDONALD: ...and ah be very useful to the guys that's going out tomorrow.

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

MCDONALD: You know, can I give you a contact name and number for them?

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

MCDONALD: Sure.

PEDDLE: I was just out snow blowing the driveway again.

MCDONALD: (Laughs).

PEDDLE: Oh man we had a load of snow here today.

MCDONALD: Where are you ah located there?

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

MCDONALD: Yeah.

PEDDLE: And it's ah, we had quite the dump here this afternoon. Okay go ahead.

MCDONALD: 8-9-7-...

PEDDLE: 8-9-7-...

MCDONALD: ...7-4-5-9.

PEDDLE: ...7-4-5-9.

MCDONALD: That's a preferred number cell.

PEDDLE: Okay.

MCDONALD: His home number is 8-9-6-...

PEDDLE: 8-9-6-...

MCDONALD: ...3-8-3-0.

PEDDLE: ...okay.

MCDONALD: And his work number is 8-9-6-...

PEDDLE: Yeah.

MCDONALD: ...6900.

PEDDLE: And who am I looking for do you know?

MCDONALD: Hans Lindner.

PEDDLE: Hans. Hans...

MCDONALD: Lindner, L-i-n-d-n-e-r.

PEDDLE: Okay, and what's their name again CASARA?

MCDONALD: CASARA.

PEDDLE: CASARA.

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

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

MCDONALD: Yeah they're ah, well they're national across the Canada. They do a lot of the search, air searches. Ahm they're the equivalent of ground SAR volunteers.

PEDDLE: Okay.

MCDONALD: And ah they're available to all the EMO's. I know ah, ah you guys have used them before.

PEDDLE: Okay. All right grand.

MCDONALD: Okay take care.

PEDDLE: Thank, thank you very much for you help.

MCDONALD: Bye.

PEDDLE: Bye, bye.

END OF CONVERSATION

February 1st, 2012, One hours, three minutes, two seconds (01:03:02)

(Phone Tones)

VARDY: RCMP Makkovik.

MCDONALD: Hi it's Christen McDonald at the RCC in Halifax.

VARDY: How you getting on boy?

MCDONALD: Not too bad.

VARDY: Good.

MCDONALD: So you getting a little more positive response from EMO.

VARDY: Ah yeah actually ah I was talking to Paul Peddle there ah, a little while ago...

MCDONALD: Yeah.

VARDY: ...and he actually gave me his personal cell phone and ah he said listen you know what depending on what goes on tonight, if I need a helicopter tomorrow to give him a call at anytime and he'll have it arranged...

MCDONALD: Yeah I, I...

VARDY: ...for first light.

MCDONALD: ...I had a couple of chats with him and ah...

VARDY: Yeah.

MCDONALD: ...told him that they're missing the picture if they don't have someone ready to go at first light.

VARDY: Yeah.

MCDONALD: And ah I just called him back again, there's a, are you familiar with CASARA what it is, Civilian Air Search and Rescue.

VARDY: Yeah, yeah.

MCDONALD: Oh..okay. He had never heard of CASARA.

VARDY: Yeah.

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

VARDY: Okay.

MCDONALD: They're trained, this is their job, this is what they do and ah...

VARDY: Yeah.

MCDONALD: ...I contacted CASARA, they have six (6) spotters ready to go.

VARDY: Okay where are they, are they out of s..out of ah St. John's.

MCDONALD: Out of Goose Bay.

VARDY: Out of Goose Bay, okay.

MCDONALD: And they're right, they'll be there ready to go if the aircraft is being hired out of Goose Bay.

VARDY: Okay.

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

VARDY: Yeah.

MCDONALD: 'Cause he said that it'd be up to you guys whether you wanted CASARA but, anyway this is what they're trained for and...

VARDY: Yeah.

MCDONALD: ...I'd highly recommend them...

VARDY: Yeah.

MCDONALD: ...you know.

VARDY: You know and the thing is is that right now ah, it's time is, is very very relevant right now right.

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

VARDY: Yeah.

MCDONALD: And ah...

(Call disconnects)

END OF CONVERSATION

February 1st, 2012, One hours, five minutes, two seconds (01:05:02)

MCDONALD: Have you heard any reports back from the helicopter yet?

VARDY: No, actually we can hear the helicopter just outside here. Ah out in, but ah we haven't heard anything. And you know what, and this is what I've been saying to, for everybody to, there's no way for us to contact them directly, you know what and that, that's, that's been a bone of contention. Like I was, I'm with the ah, with the RCMP dive team...

MCDONALD: Yeah.

VARDY: ...well I was with there, til I come up here.

MCDONALD: Yeah.

VARDY: And when we done the ah Ocean Guardian Three (3) exercise there in Corner Brook a couple years ago, that was the bone of contention that we couldn't do.

MCDONALD: Are you ah familiar with the inner agency working frequency that the National SAR secretariat has?

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

MCDONALD: Yeah.

VARDY: ...which it should be that there should be a, every portable, every radio, every, it's the department should have this frequency ah and have it there so that you know when they come and do town I can switch to Channel Six (6) and, and...

MCDONALD: Yes.

VARDY: ...and they can switch to Channel Six (6) and we all got the same ah...

MCDONALD: Yeah.

VARDY: ...chat back and forth right.

MCDONALD: Ahm, can you hang on just a sec?

VARDY: Certainly.

END OF CONVERSATION

February 1st, 2012, One hours, six minutes, twenty-two seconds (01:06:22)

MCDONALD: So fourteen (14) years old...

VARDY: Yeah.

MCDONALD: ...at a height of one point six (1.6) meters...

VARDY: Yeah.

MCDONALD: ...eighty kilograms (80), we're just ball parking stuff here.

VARDY: Yeah.

MCDONALD: Ah the take we went with was tired and ah immersion we went to the thigh...

VARDY: Yeah.

MCDONALD: ...I don't think we could keep him completely out of the water 'cause it's meant for a water calculation.

VARDY: Yeah and he would have been walking in snow at least.

MCDONALD: Yeah, ah clothing wetness, I said non immersed segment was dry and ah the wind we had at four (4) knots...

VARDY: Okay.

MCDONALD: ...air temperature minus ten (-10).

VARDY: Yeah.

MCDONALD: ...relative humidity forty (40), a sea state light 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 ah greater than thirty-six (36) hours...

VARDY: Okay.

MCDONALD: ...but his functional time was twenty-nine point two (29.2) hours.

VARDY: Yeah.

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

VARDY: Yeah.

MCDONALD: ...he might not be able to wave to somebody.

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

MCDONALD: Ah twenty-nine point two (29.2), and again this is just a tool.

VARDY: Yeah I know, yeah.

MCDONALD: It's not, I would not use it...

VARDY: Yeah but you know what that's a great ah, ahm, that's a great tool actually it'd be ah..do you have a program for that or is there a...

MCDONALD: Well it's part of our SAR Mission Management Program ah...

VARDY: Yeah.

MCDONALD: ...it's not open source.

VARDY: Yeah but I was thinking...

MCDONALD: But we could run this for you, you know, if you ever...

VARDY: Yeah okay. So the so..the local search and rescue could contact you guys and, and give that ah, that scenario to you and that you could run it.

MCDONALD: Yes, yeah.

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

MCDONALD: Yeah but again, like I would never ever say to the media well based on the survival model we run...

VARDY: No, no, no.

MCDONALD: ...'cause it's not proven, it's not, it's just...

VARDY: No.

MCDONALD: ...a, it's just a guide, that's all.

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

MCDONALD: Yeah that's right.

VARDY: Yeah I know.

MCDONALD: So...

VARDY: Yeah I understand.

MCDONALD: Anyway as soon as I hear from these guys ahm...

VARDY: What was that frequency you said again, that was International...

MCDONALD: The Inner Agency Working Frequency at a...

VARDY: Inner Agency?

MCDONALD: Inner Agency is one fifty-eight point three (158.3) I believe.

VARDY: Okay.

(Background Conversation:

McDonald: Inner Agency Working Frequency (unintell).)

MCDONALD: I'm pretty certain it's one fifty-eight three (158.3) but I tell you one time I was ah flying up in Labrador or ah Quebec and the SERTY had a heli there and they couldn't work on that frequency it was too high for them.

VARDY: Yeah. Yeah.

MCDONALD: So ah, actually we might be getting an update here from the heli, I'll call you back soon.

VARDY: All right, thank you.

MCDONALD: Okay then, bye.

VARDY: Okay bye.

END OF CONVERSATION

February 1st, 2012, One hours, eight minutes, forty-eight seconds (01:08:48)

MCDONALD: ...C Rescue, bonjour.

UKM: Ah good evening, it's Halifax FIC, how are you tonight?

MCDONALD: Yeah good.

UKM: (Unintell). Ah about Makkovik, Labrador...

MCDONALD: Yes.

UKM: We have a flight plan on a Rescue 4-0...

MCDONALD: Uh, huh.

UKM: A helicopter left Goose tonight to go out to Makkovik, ah have you been in communication with him.

MCDONALD: We have.

UKM: But ah the flight plan is still active and he's just about to come overdue there soon.

MCDONALD: Okay, yeah we've ah, we've been communicating through a HF with him.

UKM: Okay.

MCDONALD: Ahm, just hang on a sec I'll tell you when I was last talking to him. He's just outside Makkovik right now. Ahm I was just chatting with people on the ground and they're hearing him overhead searching there.

UKM: Okay.

MCDONALD: So his destination was Makkovik was it?

UKM: Yeah well he, he only filed ah one (1) way and there was only a one (1) hour ah trip so the flight plan (stammers) they have, I have to do something with it, either extend it or ah, or do something with...

MCDONALD: Yes.

UKM: ...otherwise...

MCDONALD: Ahm, what time was is it set for his ah landing in Makkovik.

UKM: Ah zero, zero, three, eight (0038) zulu.

MCDONALD: Zero, zero, three, eight (0038).

UKM: Yeah so he's thirty (30) minutes past his eta or, or...

MCDONALD: Okay.

UKM: ...a little bit more than that now.

MCDONALD: Why don't you extend that ah by half an hour, actually extend it an hour.

UKM: Okay ah yeah.

MCDONALD: Total...

UKM: ...tot..total time an hour, or an extra hour so ah...

MCDONALD: Yeah make his ah destination time at Makkovik one, thirty-eight (138) zulu.

UK: One, thirty-eight (138) okay. All right we'll do that.

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

UKM: Okay so he's not on a medivac, he's actually searching is he?

MCDONALD: He's searching, yeah that's right.

UKM: All right. Okay so we'll ah...

(Call disconnects)

END OF CONVERSATION

(Appears to be part duplicate of above call)

February 1st, 2012, One hours, nine minutes, zero seconds (01:09:00)

UKM: A helicopter left Goose tonight to go out to Makkovik, ah have you been in communication with him?

MCDONALD: We have.

UKM: It was ah, the flight plan is still active and he's just about to come overdue there soon.

MCDONALD: Okay. Yeah we've ah, we've been communicating through HF with them.

UKM: Okay.

MCDONALD: Ahm, just hang on a sec, I'll tell you when I was last talking to him. He's just outside Makkovik right now. Ahm I was just chatting with people on the ground and they're hearing him overhead searching there.

UKM: Okay.

MCDONALD: So his destination was Makkovik was it?

UKM: Yeah but he, he only filed ah one (1) way and there was only a one (1) hour ah trip, so the flight plan, (stammers) they have, I have to do something with it, either extend it or ah, or do something with it...

MCDONALD: Yes.

UKM: ...otherwise...

MCDONALD: Ah what time was it set for his ah landing in Makkovik?

UKM: Ah zero, zero, three, eight (0038) zulu.

MCDONALD: Zero, zero, three, eight (0038).

UKM: Yeah so he's thirty (30) minutes past his eta or, or...

MCDONALD: Okay.

UKM: ...a little bit more than that now.

MCDONALD: Why don't you extend that ah by half an hour, actually extend it an hour.

UKM: Okay ah yeah.

MCDONALD: Total...

UKM: ...tot..total time an hour, or an extra hour so ah...

MCDONALD: Yeah make his ah destination time at Makkovik one thirty-eight (138) zulu.

UKM: One thirty-eight (138) okay. All right we'll do that.

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

UKM: Okay so he's not on a medivac, he's actually searching is he?

MCDONALD: He's searching, yeah that's right.

UKM: All right. Okay so we'll ah make it zero, one, three, eight (0138) and they can update us if it's going to be later.

MCDONALD: Will do thanks.

UKM: (Unintell).

MCDONALD: Bye.

UKM: Bye now.

END OF CONVERSATION

February 1st, 2012, One hours, fifteen minutes, fifty-five seconds (01:15:55)

(Phone Tones)

VARDY: RCMP Makkovik.

MCDONALD: Hi it's Christin in Halifax.

VARDY: How's it going boy?

MCDONALD: Good, can you dial in one fifty-six decimal eight (156.8)?

VARDY: One fifty-six decimal eight (156.8).

MCDONALD: Yeah.

VARDY: See the thing is, is I don't think they have the ability to ah...

MCDONALD: Preset.

VARDY: No my channels are, are, that's it, I, see I go Channel one (1), two (2), three (3) and four (4) and that's it. Whatever they got on there is, is...

MCDONALD: Oh they're all preprogrammed.

VARDY: Yeah.

MCDONALD: You don't know what they actually are?

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

MCDONALD: Okay.

VARDY: But one fifty-six point eight (156.8).

MCDONALD: One fifty-six point eight (156.8) is Channel sixteen (16) ah, like a marine channel.

VARDY: Marine channel...

(Background Conversation:

Vardy: Barry do you got a Channel sixteen (16).

Barry: (Unintell) yeah.)

VARDY: Yeah Barry got that on a VHF there.

MCDONALD: Yeah, yeah, okay and ah, try that, one fifty-six point eight (156.8) Channel sixteen (16)...

VARDY: Yeah.

MCDONALD: ...and hail them on that because they're going to deal with ah Labrador Coast Guard radio on Channel sixteen (16), so they might be monitoring that one (1).

VARDY: Okay.

(Background Conversation:

Vardy: They may be monitoring the Labrador Coast Guard radio no Channel sixteen (16).)

VARDY: All right.

MCDONALD: Another one you could try if, if he can dial it in is one twenty-six seven (1267).

VARDY: One twenty-six seven (1267)?

MCDONALD: Yeah that's ah...

VARDY: And we got a ah, an air frequency radio that they use for the heli..the airport there, the airstrip.

MCDONALD: Yeah well that's ah one twenty-six seven, it's like an on route common frequency.

VARDY: Okay.

(Background Conversation:

Vardy: One twenty-six seven, you got that one?

Barry: One twenty-six seven I can do.)

VARDY: He can get one twenty-six seven yeah.

MCDONALD: Yeah that's like ah, just a common on route air frequency so...

VARDY: Okay.

MCDONALD: ... they might be monitoring that.

VARDY: All right.

MCDONALD: And ah he can always try the frequency that they have for the Aerodrome in Makkovik, I, I assume it's one two three decimal two (123.2).

(Background Conversation:

Vardy: What, ah what's you Aerodrome one here?

Ukm: (Unintell).

Vardy: One point two eight (1.28)

Ukm: One point two eight (1.28) yeah.)

VARDY: One twenty-two eight (122.8).

MCDONALD: One twenty-two eight (122.8) so you could try that one (1) as well. If they're getting close to coming in they may be ah, they may give an, an advisory on that so.

VARDY: Yeah.

MCDONALD: Reach out to them on those few channels and see how you make out.

VARDY: Yeah perfect.

MCDONALD: Okay.

VARDY: We'll see, we'll see if we can do that, thanks a lot.

MCDONALD: Okay then, bye.

VARDY: All right, take care, bye.

END OF CONVERSATION

February 1st, 2012, One hours, twenty-two minutes, fifty seconds (01:22:50)

(Phone Tones)

UKM: Labrador Coast Guard.

MCDONALD: Hi, it's the Rescue Centre in Halifax calling.

UKM: Oh hi, good evening sir.

MCDONALD: How are you doing tonight?

UKM: Oh fine thanks.

MCDONALD: Just wondering if you're talking to Rescue 40?

UKM: Ah Rescue 40, ah...

MCDONALD: The Griffin helicopter out of Goose Bay.

UKM: Oh right on sir, no negative not..nothing yet.

MCDONALD: Nothing yet eh?

UKM: No sir, do you want me to give them a call?

MCDONALD: Yeah if you wouldn't mind trying them on ah, they said they were going to monitor sixteen (16).

UIKM: Okay that's (unintell), okay I'll give them a shout there now.

MCDONALD: Okay thanks a lot.

UKM: (Unintell).

END OF CONVERSATION

February 1st, 2012, One hours, twenty-five minutes, thirty-three seconds (01:25:33)

(Phone Tones)

MCDONALD: ..C Rescue, bonjour.

UKM: Hi yes ah this is the Labrador Coast Guard calling back.

MCDONALD: Yeah.

UKM: Okay, as regarding Rescue 4-0, ahm they're, he's at the last known position searching around there. He's going to start to search ar..ah, ah, on the shore there about ten (10) minutes, and they're going to be landing in Makkovik ah for fuel in about forty-five (45) minutes.

MCDONALD: Forty-five (45) minutes, okay.

UKM: Yes sir.

MCDONALD: Can you give me a phone patch with him?

UKM: Okay I'll give you a phone patch, okay right on. Okay I'll have to call you back then sir.

MCDONALD: Okay thank you.

UKM: Okay, right on, bye.

MCDONALD: Bye.

END OF CONVERSATION

February 1st, 2012, One hours, twenty-seven minutes, twenty-nine seconds (01:27:29)

MCDONALD: ..C Rescue, bonjour.

UKM: Ah yes this is the Coast Guard from Goose Bay, how do you read?

MCDONALD: Yeah I have you four (4) by five (5), go ahead.

UKM: Okay go ahead ah , go ahead your Res...go ahead your Res..your patch directed (unintell), go have your call.

MCDONALD: Roger, break, break, Rescue 4-0, it's RCC how copy?

END OF CONVERSATION

February 1st, 2012, One hours, thirty-five minutes, five seconds (01:25:05)

MCDONALD: ..C Rescue, bonjour.

UK: Ah good evening, ah, ah this is Major (unintell) from (unintell) Halifax. I've a Rescue 4-0-5 who would like to conduct a phone patch with you.

MCDONALD: Roger, go ahead.

UKM: Okay just one moment please.

END OF CONVERSATION

February 1st, 2012, One hours, thirty-five minutes, thirty-five seconds (01:35:35)

UKM: Rescue 405 this is Halifax, now we have your party on the line ready to initiate phone patch over.

UKM2: Halifax (unintell) Rescue 4-0 (unintell) how copy?

MCDONALD: Rescue 4-0, it's Romeo Charlie, Charlie, how me?

UKM2: Romeo, Charlie, Charlie, Rescue 4-0, how you (unintell)?

MCDONALD: Roger good copy of me yes, five (5) by five (5), ah request your present position.

UKM2: Ah yes Romeo, Charlie, Charlie, ah Rescue 4-0, I just lost the, the (unintell) on the LKP and starting the ah shore crawl along the western side of Ford's Bight, how copy?

MCDONALD: I copy, you completed your search around the LKP and ah starting the western side of Ford's Bight. Ah 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?

UKM2: Roger, well I canvass your call, ah want to come back around to Cape Strawberry, the (unintell) ah for shore crawl down to Wild Bight, how copy?

MCDONALD: Good copy, good copy. And ah were you able to pull in to a hover over the snowmobile?

UKM2: Affirmative, affirmative on Rescue 4-0, ah (unintell) out to (unintell). A jerry can behind the (unintell), say again there was a jerry can behind the (unintell).

MCDONALD: Copy that, copy that and ah was it floating in the water or on the ice?

UKM2: On the ice, on the ice. (Unintell).

MCDONALD: Good copy, good copy. Have you made any contact with the Incident Commander, over?

UKM2: Ah we had one brief high patch on Channel sixteen (16), ah no further ah contact since then (unintell).

MCDONALD: Okay copy that, ah copy that. If ah you need the Incident Commander continue on sixteen (16) and ah Flight Information Service called and they requested information about your flight plan, they only had you for one (1) hour. I've extended to a zero one three eight (0138) zulu, which is now, how much longer would you like your flight plan extended?

UKM2: Ah extend perhaps more for forty-five (45) minutes, we'll be ah landing in forty-five (45) minutes (unintell).

MCDONALD: Copy four (4) five (5) mikes, four (4) five (5) mikes, I will ah make that arrangement and ah nothing further for RCC.

UKM2: Roger ah (unintell) refuel and then I'll give you a call on (unintell).

MCDONALD: RCC copies your comments, copies your comments, nothing further for RCC.

UKM2: Roger ah (unintell).

END OF CONVERSATION

February 1st, 2012, One hours, forty-two minutes, thirty seconds (01:42:30)

(Phone Tones)

UKM: Halifax FRC.

MCDONALD: Hi, do you have a flight plan on Rescue 4-0 Goose Bay to Makkovik.

UKM: We do indeed.

MCDONALD: Yeah, he just asked that ah, we, this is RCC calling sorry...

UKM: Okay.

MCDONALD: Ahm he asked that they extend another forty-five (45) minutes, so zero, two, two, zero (0220) zulu for arrival at Makkovik.

UKM: Zero, two, two zero (0220), okay.

MCDONALD: Thank you.

UKM: Very good, thank you.

MCDONALD: Bye.

UKM: Bye.

END OF CONVERSATION

February 1st, 2012, One hours, forty-three minutes, forty-nine seconds (01:43:49)

(Phone Tones)

VARDY: RCMP Makkovik.

MCDONALD: Hi (unintell) out of Halifax.

VARDY: How's it going?

MCDONALD: Good, just chatting with Rescue 4-0 and ah they said they made coms with you on sixteen (16).

VARDY: Yes.

MCDONALD: Right on. What's the latest you got from them for a brief.

VARDY: Ah the last thing we got from them is that they located the ah snowmobile and ah they're just continuing their search patterns.

MCDONALD: All right, did they tell you what they found there at the snowmobile?

VARDY: No.

MCDONALD: On the ice behind the snowmobile was a jerry can.

VARDY: Yeah, yeah, now we, we ah, we knew that.

MCDONALD: Oh did you, okay.

VARDY: Yeah. We located that their ourselves.

MCDONALD: Okay.

VARDY: So ah...

MCDONALD: Was anyone physically out to the snowmobile?

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

MCDONALD: I'm curious to know if that things out of gas or not?

VARDY: Yeah.

MCDONALD: Because ah, jerry can not in the water and on the ice...

VARDY: Standing up straight too.

MCDONALD: ...he, sounds to me like he got off that sled and ah, you know, if he...set it over there on the ice so...

VARDY: Yeah.

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

VARDY: Yeah he's about, ah actually we calculated there with ah, with the map, he's two point five (2.5) kilometers from the crack, that open crack where the initial one we were looking at.

MCDONALD: Yeah.

VARDY: Two point five (2.5) kilometers.

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

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

MCDONALD: Okay.

VARDY: ...and there's cracks going everywhere.

MCDONALD: Okay.

VARDY: So...

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

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

MCDONALD: Do you have access to that information?

VARDY: (Clears throat) Ah no.

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

VARDY: Yeah.

MCDONALD: Ah we might be able to help you out. What date are you looking for exactly.

VARDY: Ah that would have been ah Sunday. Sunday evening from one thirty to ah say seven o'clock, seven or eight o'clock Sunday night (unintell).

MCDONALD: So Sunday evening at what time?

VARDY: Say ah, any time around ah three to, say, say three o'clock to ...

MCDONALD: Like fifteen hundred (1500).

VARDY: ...six o'clock. Fifteen hundred (1500) to eighteen hundred (1800).

MCDONALD: Yeah, so you want an idea what the ice was at that time?

VARDY: Yeah.

MCDONALD: Okay we'll see what we can do there.

VARDY: All right.

MCDONALD: And I'll give you a call back.

VARDY: Perfect, thanks a lot.

MCDONALD: Okay bye.

VARDY: Okay bye.

END OF CONVERSATION

February 1st, 2012, One hours, fifty-seven minutes, thirty-one seconds (01:57:31)

(Phone Tones)

UKM: RCMP Makkovik.

BILLARD: Yeah is that ah Corporal Vardy?

UKM: Ah just one second.

VARDY: Corporal Vardy speaking.

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

VARDY: Yes how you doing?

BILLARD: Good boy, ah Christen told me give you a call ah, you wanted to be briefed on the ice that's there.

VARDY: Yes please.

BILLARD: Ah well looking at the chart there ah Kimball, looks like, looks like fast ice from ah, from Makkovik out oh probably I, I'd say out to ah oh half way. There's, there's, there's that little ah, little in draft there where the harbor is in Makkovik that, that fast ice stretches outside of that. Al..almost down to Ford's Bight right.

VARDY: Yeah.

BILLARD: And then from, from about, oh I'd say kilometer inside of the point ah, the western point on Ford's Bight you got some ah, ah, gray, gray ice, anywhere between ten (10) and fifteen (15) centimeters thick in ah, in small pans.

VARDY: Yeah.

BILLARD: And ah, and that runs off til ah, til you gets out, outside I, I'd say a couple kilometers off the shore of ah Strawberry Point.

VARDY: Yeah.

BILLARD: And then outside that you got ah, let me see here now, I got to, I got to zoom in to look at what that is there now. Ah a little thicker outside.

VARDY: Okay.

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

VARDY: Yeah.

BILLARD: ...from the fast ice right.

VARDY: Yeah, for a couple days we had ah hardly any wind and now...

BILLARD: Yes.

VARDY: ...I think it's gone off again off now right.

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

VARDY: Tomorrow again yeah.

BILLARD: ...for the next couple of days right.

VARDY: Yeah, yeah.

BILLARD: But, but the smo...any of the fast ice they're saying that it's ah, it's anywhere between thirty (30) and what did I tell you Christin seventy (70) centimeters.

(Background Conversation:
Christen: Yeah thirty (unintell).)

BILLARD: Thirty (30) and seventy (70) centimeters.

VARDY: Yeah.

BILLARD: Right.

VARDY: Yeah. Yeah they've, most of the guys here they've been traveling from here out quite a ways. Ah actually...

(Background Conversation:

Vardy: You guys have traveled right to Strawberry haven't you?
Ukm: Oh yeah you can get right to Strawberry Head.
Vardy: On skidoo?
Ukm: On skidoo.)

VARDY: Yeah they're going right from Makkovik right to Strawberry Head on, on a skidoo.

BILLARD: Yeah. Yeah, see the problem with this ice chart that I looks at...

VARDY: Yes.

BILLARD: ...and that's, that's a satellite analysis.

VARDY: Yeah.

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

VARDY: Yeah exactly.

BILLARD: You know what I mean.

VARDY: Yeah, yeah.

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

VARDY: Yeah, right on.

BILLARD: Sometime, sometimes we get like..they has a Coast Guard helicopter and the ice breaker around they'll, they'll do like an recko with the helicopter and you got a...

VARDY: Yeah.

BILLARD: ...a real good feel for what you got but...

VARDY: Yeah.

BILLARD: ...I'd take this with a grain of salt. Them fellows is saying, you know...

VARDY: Yeah...

BILLARD: ...they, they knows this better.

VARDY: Outside you see there's still, there's still a nice bit of pans on the

outside as well right.

BILLARD: Yeah.

VARDY: Okay.

BILLARD: Yeah.

VARDY: Hopefully with any luck that'll pack in ah, 'cause now they're thinking about that skidoo right.

BILLARD: Yeah.

VARDY: But anyway that's all we can do.

BILLARD: Yeah.

VARDY: We'll go, 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.

BILLARD: Sure.

VARDY: They're just coming in for some fuel.

BILLARD: Yeah good enough.

VARDY: All right, thank you.

BILLARD: All right (unintell). Bye.

VARDY: Take care.

END OF CONVERSATION

February 1st, 2012, Two hours, one minute, forty-two seconds (02:01:42)

(Phone Tones)

AVA: Welcome to...(numbers pressed).

MERCER: (Unintell) OPS, Kevin Mercer, may I help you.

MCDONALD: Hey there, it's Christen calling, how are you doing tonight?

MERCER: Good, what's up?

MCDONALD: Not too much, I was on the other line when you called earlier about ah...

MERCER: Oh so I...

MCDONALD: ...(unintell) coming up.

MERCER: ...I was talking to you, is, the voice is similar so.

MCDONALD: Yeah ah it was Donny.

MERCER: Okay.

MCDONALD: Ahm, see you get, what the Aurora up to anyway?

MERCER: It's up there some secret mess..mission up ah in the Belle of Saint Isle, looking for quote unquote, unusual surface activity. (Laughs).

MCDONALD: Okay.

MERCER: That's all I can say. (Laughs)

MCDONALD: And whereabouts are they?

MERCER: Ah between ah Belle of Saint Isle, between the top of Newfoundland and the coast of Labrador. Do you know where that is? Do you where Blanc Sablon?

MCDONALD: Yes.

MERCER: Ah right up there.

MCDONALD: How much crew day do they have left?

MERCER: They ah got to be back here by eight (2) zulu and they're done.

MCDONALD: Six (6) hours eh? Are they spending the whole time up there?

MERCER: Ah two (2) hours on there, two (2) hours, two (2) hours each way, so last day at six (6) zulu is as far as they can, the crew day ends after that.

MCDONALD: Yes. They're ah sixty-seven (67) miles away from an area that I have a strong interest in, that the Griffin's working in.

MERCER: Oh yeah I saw something about that. That's off of Goose Bay right?

MCDONALD: It's just ah, yeah. I'm just wondering if ah they would consider scooting up there for a FLIR search?

MERCER: Ahm, yeah you'd have to talk to AOC and figure that out and see who gets the priority. (Unintell) says you guys draw priority. Ahm...

MCDONALD: Oh okay, I'm calling AOC.

MERCER: And ah they, also know they do have a (unintell) for radar on board so...

MCDONALD: Yeah.

MERCER: So.

MCDONALD: And ah, they ah...

MERCER: They do have Sat com, ahm which you guys have now.

MCDONALD: Yeah it's ah one thirteen (113) right?

MERCER: One thirteen (113)...

MCDONALD: Yeah.

MERCER: ...and they do, the working through AGA and ah...

MCDONALD: Will I'll call their Sat com if ah AOC agrees to it.

MERCER: Yeah.

MCDONALD: But ah if they're on a Canada Command ah, you know, hard to say what they'll let them do.

MERCER: Yeah. Do you want to..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.

MCDONALD: Yeah. Yeah go ahead.

MERCER: Fifty-one (51), twenty-four (24), twenty-two (22) in seconds and zero, five, seven, zero, six, two, five (0570625).

MCDONALD: Okay. Ahm, and three (3), three (3), two (2) is up with (unintell) searching. Right on, we'll talk to you later, bye.

MERCER: It's last years.

MCDONALD: Okay bye.

END OF CONVERSATION

CHRISTEN: (Unintell). Yeah.

STEVE: Hello.

CHRISTEN: How are you Steve?

STEVE: Good, how are you?

CHRISTEN: Good, you back from dinner?

STEVE: Yeah.

CHRISTEN: Can I ah, can I give you a call back, I got a little bit on the go here.

STEVE: Yeah sure, I'll be up for awhile.

CHRISTEN: Ah you going be at your hotel or...?

STEVE: Yeah I'm in my room.

CHRISTEN: Okay two twenty-two (222) right?

STEVE: You got it.

CHRISTEN: Okay bye.

STEVE: Bye.

END OF CONVERSATION

(Phone Tones)

(Background conversation:

McDonald: ...miles away from the area.

Ukm: Oh fuck.

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

UKM: AOC (unintell) speaking.

MCDONALD: How you doing tonight?

UKM: Ah not too bad.

MCDONALD: Not too bad, eh. Ah I got a question for you.

UKM: Um, hmm.

MCDONALD: I was chatting with 14 Wing OPS and ah they tell me that Tail number one one three (113) is up in the Blanc Sablon area looking for unusual activity.

UKM: Yes.

MCDONALD: Yes ah, they're about...

UKM: Who, who am I talking to?

MCDONALD: Oh sorry, I thought I'd identified myself. It's the Rescue Centre in Halifax.

UKM: Okay.

MCDONALD: Sorry about that. Ah...

UKM: No, no, no, no problem.

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

UKM: Ahm, okay, it's ah, they just got from ah, from 14 Wing there with the (unintell), they just ah, 'cause they were holding that ah, that stand by there. They let the guys go there 'cause they got the one thirty (130) that's ah...

MCDONALD: That's right.

UKM: ...that's back up and running right?

MCDONALD: Yeah.

UKM: So now you're, you're, like I don't know what the priority of their mission is right now, all they know is that they're out there doing what ah, ah whatever they're doing now so they can, so they can, they're doing that and that ah, ah, you know you'd probably have to talk to ah, ah you know..

MCDONALD: Yeah.

UKM: ...I could, I could call my E...well yeah, you could give him a call and you know what I mean see what's going on there. I don't know exactly what ah...

MCDONALD: Yeah I was told they're...

UKM: ...the priority is (unintell).

MCDONALD: ... looking for unusual activity.

UKM: Yeah.

MCDONALD: Ahm, I'll tell you why I was interested in them and not the Herc, is ah the search we have going on in Makkovik...

UKM: Oh yeah, okay yeah.

MCDONALD: ...involving a fourteen (14) year old boy...

UKM: Yeah.

MCDONALD: They're about two hundred and eighty (280) miles away from there now with a...

UKM: Yeah.

MCDONALD: ...the incident position they're interested in.

UKM: Yeah.

MCDONALD: What we found so far was a jerry can behind the snowmobile...

UKM: Okay.

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

UKM: Okay.

MCDONALD: Ah I would love to have access to their FLIR for ah...

UKM: Yeah.

MCDONALD: ...a little bit and to see if ah..I'm going to give JCC a call..

UKM: Yeah.

MCDONALD: ...for..if, do you want to stay on the line and conference me through and then we can just chat about it and...

UKM : Yeah 'cause I can, like I can cut you messages ah that ah required you know what I mean, like ah if they're out there flying and they're able to that and nothing else is ah holding them up, yeah.

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

UKM: Um.

MCDONALD: ...ah we could talk about it anyway and see...

UKM: Yeah exactly.

MCDONALD: ...what they have to say.

UKM: Yeah okay.

MCDONALD: I'll hold the line.

UKM: Oh you want me to conference you through?

MCDONALD: Yeah that's what I...

UKM: Oh jeez ah...

MCDONALD: (Laughs).

UKM: ...ah...

MCDONALD: You know what (unintell)...

UKM: RCC, that's Halifax there.

MCDONALD: Yeah do you have there phone number?

UKM: Ah, I, I have it on a quick ah, quick button here. Hold on here, let me see I, I might be able to do this

MCDONALD: 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 (3) way.

UKM: Yeah okay, well here hold on, let me see here. Okay ah RCC is here, Halifax, okay and ah Halifax here they're, jeez I don't know if that's the one. Okay the CSN is 8-6-4-2-7...

MCDONALD: Don't have CSN.

UKM: Okay they're on class line then?

MCDONALD: Yeah.

UKM: Yeah, it's 4-2-7-2100.

MCDONALD: No that's me.

UKM: Yeah, oh your Halifax, okay sorry, no (unintell).

MCDONALD: I want to talk to JCC OPS.

UKM: Okay just hang on. Ah Jesus. Ah...

(Call disconnects)

END OF CONVERSATION

February 1st, 2012, Two hours, fourteen minutes, fifty-four seconds (02:14:54)

UK: (Unintell) right on.

UKM2: (Unintell).

UK: Area code 9-4-5, a correction ah 9-4-5-...

(Background Conversation:

UK: 2-7-0-2.)

UK: 2-7-0-2. That's Major Matthews and he's the on duty (unintell) tonight.

MCDONALD: Okay 6-1-3.

UKM: Yeah. 9-4-5-2-7-0-2.

MCDONALD: Okay thank you.

UKM: Okay bye.

END OF CONVERSATION

(Phone Tones)

MATTHEWS: Canada Command, Major Matthews.

MCDONALD: Major Matthews, this is Captain McDonald calling from the Rescue Centre in Halifax, how are you tonight?

MATTHEWS: Hey good, how's it going there?

MCDONALD: Not too bad.

MATTHEWS: Okay talk to me.

MCDONALD: Calling about what we got going on up in Makkovik there...

MATTHEWS: Yeah.

MCDONALD: ...with Rescue 40, the Griffin out of Goose. Ahm I was just chatting with 14 Wing about the Herc coming back up and they mentioned that the Aurora was somewhere up in that area...

MATTHEWS: Okay.

MCDONALD: ...looking for something of interest...

MATTHEWS: Yeah.

MCDONALD: ...which I didn't ask any further. But ah, ah I guess what I'm wondering is if what there priority for that mission is, if they would be able to ah, take a couple of passes up by our SAR area? They're ah two hundred and seventy (270) south of our area, so less than an hour away. And what I'm interested in is their FLIR capability, which, I, I can't send the Herc up to do that 'cause they don't have that capability but ahm, what's your thoughts on that?

MATTHEWS: Yeah let me just, I'm looking at some of the emails that's popped up and ah, give me about three (3) seconds here.

MCDONALD: Yeah sure.

END OF CONVERSATION

February 1st, 2012, Two hours, sixteen minutes, forty seconds (02:16:40)

MATTHEWS: Hey there's ah, you know that gentleman who works down in Trinity, (unintell) name Lt. Commander Foote.

MCDONALD: I don't know him not but...

MATTHEWS: Okay anyways ah so with that, they sent us an email talking about that other ah, other event.

MCDONALD: Yes.

MATTHEWS: And ah, any SAR retasking should take priority over this information. But I think that ah it would be reasonable ah, ah, if you talked to, you know your counterparts and they decide or whatever. But I (unintell) personally I think it makes sense, if you already have them here.

MCDONALD: Well I'll tell you what's going on. Ahm, Rescue 40 went out 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.

MATTHEWS: Um, hmm.

MCDONALD: Rescue 40 got on scene, they found ah, 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.

MATTHEWS: At least not there, I understood (unintell).

MCDONALD: Not right there, he may have somewhere else...

MATTHEWS: Yeah.

MCDONALD: ...walking off. But ah, the, if, you know the FLIR capability could really enhance this and from what I understand that the Aurora capability wouldn't take too many passes for them to go over and cover off that area.

MATTHEWS: Yeah, ah you know ah, what you're saying sounds pretty reasonable to me. I'm a SAR guy as well, I'm a Herc guy, so ah it sounds ah, it sounds pretty logical. Ahm, you know if I ah, I, I will (unintell) that. Now who ah, who gives the final say on this stuff?

MCDONALD: Canada Command, it's your asset.

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

MCDONALD: (Laughs).

MATTHEWS: (Laughs).

MCDONALD: Yeah and ah, you know it's not a normal request that I would make that's for sure. Ah usually only give one (1) asset to a humanitarian, you know we're already going, you know above and beyond to help here and EMO will put their own resources back out tomorrow to ah, you know to take care of the search, and they're going to take CASARA spotters and what not, and we'll be out of the picture at that point.

MATTHEWS: Yeah.

MCDONALD: But ah, you know...

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

MCDONALD: Well I did, ahm...

MATTHEWS: What are their thoughts?

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

MATTHEWS: And that is a good question. Ah...

MCDONALD: Ah...

UKM: ...if it's, is it the ready bird we're using?

MCDONALD: I'm not sure but...

MATTHEWS: Yeah.

MCDONALD: ...Domestic OPS fails to you doesn't it?

MATTHEWS: Yeah if it's Domestic OPS I can't see us doing it. Well the correct side ah, there's other events and I'd have to look at their ah, their OP order.

MCDONALD: Um, hmm.

MATTHEWS: But what, what you're asking sounds pretty reasonable to me, so

ah...

MCDONALD: Yeah.

MATTHEWS: I know now...

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

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

MCDONALD: 9-0-2-...

MATTHEWS: Um, hmm.

MCDONALD: ...4-2-7-2-1-0-0.

MATTHEWS: Yeah I'll just talk to our, our, my boss essentially and the, give him the thoughts on this ah...you know personally I don't have ah, have any concerns, it's just that I don't have a lot of expertise in that area.

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

MATTHEWS: Yeah so once they got on scene you're just asking do ah, a very small search on the scene.

MCDONALD: It's a very small ah search area. I mean they can take a pretty wide sweep with the, the FLIR.

MATTHEWS: Yeah and ah, the ah, ah the Griffin is it still in the area or it's (unintell).

MCDONALD: The Griffin just landed in Makkovik to refuel and I'm not sure, I don't even think they're going to have a crew day to go back out there.

MATTHEWS: I hear you, yeah.

MCDONALD: Two and a half (2 ½) hours away from ah their crew day, so they'll

be an hour and twenty (20) minutes back to Goose once they go air born.

MATTHEWS: Understood yeah. Okay let me ah, call you back there. I'm going to talk to my boss and let's see the best way to head of this.

MCDONALD: Okay.

MATTHEWS: Okay.

MCDONALD: Okay great, bye.

MATTHEWS: Bye.

END OF CONVERSATION

February 1st, 2012, Two hours, twenty-four minutes, thirty-six seconds (02:24:36)

(Phone Tones)

MSG MGR: Hi you're reached 2-2-2-5-8-9-2, 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 (unintell).

AVA: To leave a callback number, press five (5).

MCDONALD: Hey this is Christin, ah ten-thirty on Tuesday night. Ah I initiated the process and I wanted to talk to you about for an air tasking. Ah give me a call back 2100 when you get a chance, I'm going to try your home number, bye.

END OF CONVERSATION

(Phone Tones)

MITCH: Hello.

CHRISTEN: Hi Mitch.

MITCH: Hey.

CHRISTEN: Sorry to get you up.

MITCH: Oh no problem.

CHRISTEN: It's Christin.

MITCH: Yeah.

CHRISTEN: I just need to give you a quick brief on a process I initiated.

MITCH: Okay.

CHRISTEN: It's ah not a normal one so. Rescue 40 is up searching in Makkovik for ah that fourteen (14) year old boy.

MITCH: Yeah.

CHRISTEN: Ah they just gave me a call a short while ago saying they located the snowmobile on the ice and ah we knew the snowmobile was out there, ground SAR had found it but they weren't able to get out to it. And ah when they went into a hover over it they found a jerry can about ten (10) feet behind it sitting upright. And ah, there was no indication to look like a kid ended up in the water...

MITCH: Okay.

CHRISTEN: ...breaking through the ice. Like he went off on foot. Andrew Mercer from Greenwood called about fifteen (15) minutes ago to, to advise that 332 come up serviceable.

MITCH: The Herc?

CHRISTEN: Yeah.

MITCH: Yeah.

CHRISTEN: And in that email chain ahm, 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 a, another mission looking for a target of interest. And ah right away I thought he's less than an hour transit from Makkovik and a quick two (2) passes of the FLIR might ahm, give us some satisfaction on this case.

MITCH: Yeah.

CHRISTEN: So I called JCC, talked to Major Matthews and ah told him what I was looking for and ah 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. And ah he said he wasn't really sure how to go about it and ah 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 ahm, if you're willing to give him up I have a interest to use them. And he agreed that ah it really made sense to send them up to do a quick pass with the FLIR. And ah he understands that Hercs doesn't have that capability so..completely willing to cooperate with us. I didn't say it was a must and we, you know have to have this. I'm just saying that we would like to if it was made available to us.

MITCH: And ah, so what's the outcome?

CHRISTEN: He's going to call back, but I just expect that tomorrow this will ah, you know, someone may take issue with it and someone may not, I don't know.

MITCH: Well you know what (coughs), at the end of the day if ah, if the priority is with whatever mission they're on to start off with.

CHRISTEN: Sorry.

MITCH: I said whatever mission they're on to start off with...

CHRISTIN Yeah.

MITCH: ...if it's a way higher priority they won't let it go.

CHRISTEN: Understood, yeah.

MITCH: You know, all we did was ask, so. I mean if they're willing to go and that's great.

CHRISTEN: Ahm actually he just called back and told Donny that they're willing to ah support.

MITCH: Okay there you go. (Unintell) we never said you know go ahead and do there, like we requested...

CHRISTEN: Yeah.

MITCH: ...and they made the call so.

CHRISTEN: Yeah.

MITCH: I'm good with that.

CHRISTEN: Yeah, it's just a little different because it's not really our case...

MITCH: (Coughs).

CHRISTEN: ...it's a humanitarian, and ah, we're only supporting til first light. I've got CASARA going out with ah...or EMO is requesting CASARA to go with ah, a chartered company in the morning.

MITCH: Right.

CHRISTEN: And ah I've 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.

MITCH: Yeah.

CHRISTEN: But I have a, a reasonable belief that we may make a difference with a FLIR search.

MITCH: Yeah that's what I thought, and that's what I told Casey earlier. I said even if (unintell) comes up serviceable, ah if the Griffin is not available, send the Aurora up.

CHRISTEN: Oh the Griffin's out there searching, they're right there.

MITCH: Oh no I know that, but if the Griffin was not available right..

CHRISTEN: Yeah.

MITCH: ...ah I said send the Aurora because the FLIR and all that stuff they have a better capability right.

CHRISTEN: Yeah.

MITCH: So...

CHRISTEN: Okay, well I'm gonna..it looks like I can give them a call airborne and retask right now, so that's what...

MITCH: Yeah.

CHRISTEN: ...I'm going to do.

MITCH: Sounds good.

CHRISTEN: Thanks, bye.

MITCH: Bye.

END OF CONVERSATION

February 1st, 2012, Two hours, twenty-seven minutes, forty-one seconds (02:27:41)

UK: ...C Rescue, bonjour

MATTHEWS: Hi, yeah it's Major Matthews calling back from ah Canada Command.

UKM: Yes.

MATTHEWS: Ah yeah, so I talked to my J3 ah, Lt. Kilkerney and ah, yeah he supports the guys being sent to you to allow the (unintell) one forty (140), that was you I was talking to you right?

UKM: Ah no, it was Christin, he's on the other line but I'm aware of what's going on.

MATTHEWS: Okay ah, ah just ah in terms of paper trail, you guys want me to send an RF8 request to our RJOC, is that what you do?

UKM: Ah, I'm, I'm not real sure what the paperwork trail Maj.

MATTHEWS: Yeah.

UKM: Ahm, I'll get Christin to ah, to make sure that it's done...

MATTHEWS: Okay.

UKM: ...the way it needs to be done.

MCDONALD: So what I'll do is I will phone the KOC tell him ah our thoughts, that we support ah, ah using it. Ah, also we need to have ah Greenwood's say, input as well.

UKM: Okay.

MATTHEWS: And we don't want, we don't want to ah, ah create a real hassle but if, ob..if we can help save a life for sure...

UKM: Yeah.

MATTHEWS: ...that's okay.

UKM: Absolutely.

MATTHEWS: So you have ah Canada Command support here and I'll, I'll talk to the KOC.

UKM: Okay.

MATTHEWS: Alrighty?

UKM: Thanks a lot Maj.

MATTHEWS: Okay.

UKM: Bye.

END OF CONVERSATION

February 1st, 2012, Two hours, thirty minutes, twenty-eight seconds (02:30:28)

(Phone Tones)

(Background Conversation:

McDonald: Just ah log that I guess, ah...)

AVA: Welcome to 14 Wing Greenwood...(numbers pressed).

ANDREW: DIOC, and how can we help you.

CHRISTEN: Andrew, it's Christin.

ANDREW: Yes.

CHRISTEN: Canada Command has approved for us to ah use that Aurora...

ANDREW: Okay.

CHRISTEN: ...to go up and take a couple of passes with the FLIR. Ah you say their crew day expires at eight (8) zulu.

ANDREW: No they got to leave at six (6) zulu.

CHRISTEN: They got to leave on scene at six (6) zulu.

ANDREW: Yes.

CHRISTEN: So they could give us potentially a, an hour and a half up there?

ANDREW: Yeah well I don't know what their eta is up there, but yeah.

CHRISTEN: Well if they're two hundred and seventy-nine (279) miles away from on scene, so less than an hour.

ANDREW: Okay.

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

ANDREW: Okay.

CHRISTEN: And ah...

ANDREW: So, what so..are they Di..are you going to use the whole time on the FLIR or just a partial time?

CHRISTEN: Well we'll ah, 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.

ANDREW: Okay.

CHRISTEN: But ah we'll certainly, you know, cover them out four (4) miles offshore and you know a mile inland or something and try to pick up some potential targets for ah Rescue 40 to investigate or even the other guys to investigate in the morning.

ANDREW: Okay. So just there, I have a, a basically they're looking for that lost boy...

CHRISTEN: Yes.

ANDREW: ...ahm that was, whe..where's initial point, is it ah...

CHRISTEN: It's ah right off the..it's almost...

ANDREW: Is there a town?

CHRISTEN: Yeah Makkovik.

ANDREW: Mack, M-a-c-k.

CHRISTEN: —a-k-k-...

ANDREW: M-a-k-k-...

CHRISTEN: ...o-v-i-k.

ANDREW: ...o-v-i-k.

MCDONALD: Yeah.

ANDREW: Okay, and that's in Labrador right?

CHRISTEN: Yes it is.

ANDREW: Okay.

CHRISTEN: It's ah, you know where Cape Harrison is?

ANDREW: Ah Cape Harrison, yeah I have a rough idea yeah.

CHRISTEN: Roughly a hundred (100) miles north of ah Cartwright.

ANDREW: Okay. And how old was the boy?

CHRISTEN: Fourteen (14) year old.

ANDREW: Fourteen (14) year old boy, okay.

CHRISTEN: Yeah. So anyway I'm going to a contact ah 113 and a retask them, head to that area.

ANDREW: Okay. And ah, and then ah, they going to be off..so if you could task them to do that area and then if we have time left they can continue on with their other operation?

CHRISTEN: Yes I'll stand them down and ah they can make contact with ah whoever their chain is...

ANDREW: Okay.

CHRISTEN: ...and ah get further tasking.

ANDREW: Okay ah, my understanding is, if, if they're done yours just continue on with the other tasking.

CHRISTEN: Yeah, if ah, whatever they have left for crew day I'll confirm with Canada Command OPS.

ANDREW: Okay.

CHRISTEN: Okay thank you.

ANDREW: Thanks guys.

CHRISTEN: Bye.

ANDREW: See you.

END OF CONVERSATION

February 1st, 2012, Two hours, thirty-three minutes, twenty-four seconds (02:33:24)

(Phone Tones)

AVA: ...please hang up and try your...

(Phone Tones)

MATTHEWS: Lt. Commander Major Matthews.

MCDONALD: Hi Maj it's Christin calling down at RCC, Halifax.

MATTHEWS: Hey.

MCDONALD: So ah I just briefed 14 Wing OPS...

MATTHEWS: Okay.

MCDONALD: ...and ah KOC will have to come with the paperwork after the fact. I'm going to call the Sat com now and a Tail 113...

MATTHEWS: Okay.

MCDONALD: ...and send them north. Is that good with you?

MATTHEWS: Ah that is good yeah, yeah, ah, I was talking to your st...one or your workers down there and yeah, RJ3 supports.

MCDONALD: Okay and did you brief ah Halifax or RJOC I guess, RJOC Atlantic?

MATTHEWS: (Stammers) I tried phoning RJOC, no answer. Ah I'm just sending out word on the chat line that ah, yeah, we don't know what ah ripple effect it will have, but ah yeah, as much as practical we like to support it.

MCDONALD: So you got the authority from...

MATTHEWS: RJ3, yeah, that's Lt. Kilkerney came back and said yeah support it, so I'm just advising KOC now...

MCDONALD: Okay.

MATTHEWS: ...via chat.

MCDONALD: What I have for a number for the duty watch officer is 9-0-2-...

MATTHEWS: Okay.

MCDONALD: ...4-2-7-...

MATTHEWS: Um, hmm.

MCDONALD: ...25-01.

MATTHEWS: I'll try 25-01, okay.

MCDONALD: Yeah, okay well I'll contact them now, thanks.

MATTHEWS: Okay thanks a lot.

END OF CONVERSATION

February 1st, 2012, Two hours, thirty-five minutes, thirty-four seconds (02:35:34)

(Phone Tones)

UK: Pathfinder three-one (31).

MCDONALD: Pathfinder three -one (31) this is the Rescue Coordination Centre in Halifax calling, how do you copy?

UK: Oh good.

MCDONALD: Roger. I was ah just speaking with Canada Command Operations and ah they've approved us to retask you on a SAR mission if you're able to accept tasking. Ah can you confirm that you're still in the vicinity of ah St. Anthony, give or take a hundred (100) miles.

UKM: Ah just stand by for a sec.

(Background Conversation:

Ukm: St. Anthony.
Ukm2: St. Anthony yeah.
Ukm: For a hundred (100) miles)
Ukm2: (Unintell).
Ukm: (Unintell) talking to Canada Command (unintell) task us for SAR.
Ukm2: We're about six (6) miles back from St. Anthony.
Ukm: (Unintell) tonight.)

ARSENAULT: Hi it's Captain Arsenal from ah Pathfinder three-one (31), go ahead.

MCDONALD: Good evening Captain Arsenault, it's Captain McDonald with the Rescue Coordination Centre in Halifax. I was briefed by 14 Wing OPS that you're ah in the vicinity of Belle Isle, Strait of Belle Isle, confirm.

ARSENAULT: Ah that's affirmative. We're about seventy (70) miles back right now from Blanc Sablon, ah but we're current direct of the, of the ah Strait of Belle Isle and we're probably about ah twenty (20) minutes lat from ah St. Anthony.

MCDONALD: Copy that, copy that. Ah what we have going tonight is a SAR case up in Makkovik, which is currently two hundred and seventy nine (279) miles north of your position. Ah we've spoke with Canada Command OPS and ah they've given us approval to retask you on the SAR mission if you're able to accept ah, if you have fuel in the (unintell). Would you be able to recount that firm?

ARSENAULT: Ah if you can give me ah thirty (30) seconds ah, I'll ah, I'll give you a yeah or a nah. Ah...

MCDONALD: Certainly.

ARSENAULT: I copy (unintell) two hundred seventy-eight (278) nautical miles northwest of our position. (Unintell) on the ah, the name of the town and ah (unintell) for that anyway.

MCDONALD: Roger, it's Makkovik, Mike, Alpha, Kilo, Kilo, Oscar, Victor, India, Kilo and I can give you a latitude and longitude if that would help.

ARSENAULT: Yeah that would be great.

MCDONALD: Five, five, zero, nine (5509) north, zero, five, nine, zero, two (05902) west.

ARSENAULT: Okay copy that and ah can you confirm that this was the

information that was, was supposed to be passed from ah RJOC via air-ground -air ah..initially, like did you (unintell) for me to try and get approved off for an hour and a half.

MCDONALD: I would say ah negative, negative on that. We've only initiated ah this conversation with Canada Command approximately a half hour ago and ah we have not spoken with RJOC so I doubt it's the same information that's they're trying to pass to you. Ah we've had no coms with RJOC this evening, how copy?

ARSENAULT: Ah copy all, okay, so ah it looks like we're just going to check (unintell) so, the ah, the only that we're (unintell) when we search this is that the ah, if the other one was a higher priority but I'll ah...can I get your number and I'll call you back?

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

ARSENAULT: Ah okay copy that ah..at the request from Trinity. I'll ah surely talk to the ah skipper or crew commander and I'll get back to you.

MCDONALD: Okay copy that and...

ARSENAULT: If you just want ah...if you just want to wait on the line?

MCDONALD: Okay.

ARSENAULT: Okay.

END OF CONVERSATION

February 1st, 2012, Two hours, thirty-seven minutes, forty-four seconds (02:37:44)

UK ...C Rescue, bonjour.

UKM2 Hey good day it's at Captain (unintell) at DDO, ah Winnipeg there.

UKM Yeah.

UKM2 Yeah so I got a call from ah, from Major Matthews there in ah Can Comm there, he's (unintell) that ah, ah 140 for that ah search that you guys want to do?

UKM Yeah.

UKM2: I just need to know like ah basically all the details I guess. Did you, did you give him all the details.

UKM: Matthews?

UKM2 Yeah.

UKM Ah I'm, I'm not sure I wasn't talking to him myself.

UKM2: Okay.

UKM: But I know that the ah, the air coordinator is talking to the Aurora right now...

UKM2: Yeah okay.

UKM: ...on the set.

UKM2: Okay. Oh (unintell) so I just need ah all the details where they're going to be, you know all that stuff and...

UKM: Okay pro..approximate position of the missing ah youth is five, five, one, zero (5510) north....

(Call disconnects)

END OF CONVERSATION

February 1st, 2012, Two hours, forty-five minutes, forty-three seconds (02:45:43)

BILLARD: ...C Rescue, bonjour.

GILLIS: Good day Christin.

BILLARD: No it's Don..

GILLIS: No.

BILLARD: ...it's Donny again ah...

GILLIS: Yeah you guys sound alike.

BILLARD: (Laughs).

GILLIS: Now it's Captain Gillis again.

BILLARD: Yeah we're, we're twins they call us.

GILLIS: (Laughs).

BILLARD: (Laughs).

GILLIS: (Unintell) is Christin available?

BILLARD: Ah, yeah just, just one sec..

(Background Conversation:

Billard: ...AC on the Griffin.)

BILLARD: Can you, can you hang on for, for just a sec...give us a call back number, I'll get him to give you a call when he gets free.

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

BILLARD: Okay I got it, 7-0-9-9-2-3-2-3-6-7.

GILLIS: That sounds good, there's also a fax machine, so if we don't catch you quick enough...

BILLARD: Okay.

GILLIS: ...it'll become fax.

BILLARD: All right.

GILLIS: Well we'll be close to it.

BILLARD: Yeah, all right. Ah just Christin's on the line right now with an, an Aurora...

GILLIS: Okay.

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

GILLIS: Okay.

BILLARD: Ah probably be ah on scene in about, I'm thinking an hour.

GILLIS: Okay ah yeah.

BILLARD: Okay.

GILLIS: That should be good. Ah also visibility up here is excellent.

BILLARD: Yeah.

GILLIS: Yeah.

BILLARD: And the call sign for that Aurora will Rescue one, zero, one, one, three (10113).

GILLIS: One, one, three (113_?)

BILLARD: One, one, three (113) yeah.

GILLIS: Perfect, I'll be waiting you guys call.

BILLARD: Yeah good up.

GILLIS: Thank you.

BILLARD: Bye.

GILLIS: Bye.

END OF CONVERSATION

February 1st, 2012, Two hours, fifty-one minutes, sixteen seconds (02:51:16)

(Phone Tones)

GILLIS: Captain Gillis.

MCDONALD: Hey Dan it's Christin.

GILLIS: Hey, how's it going?

MCDONALD: Good, good. So ah how long are you going back out for?

GILLIS: Ow, I'd like to sort of come back gas up and ah head back around one, ah that way we're not stretching into the fifteen (15), eighteen (18) hour too much.

MCDONALD: So, ahm, you're talking ah...

GILLIS: We're talking about two (2) hours ah by the time we get airborne, ah (unintell) searching then the RTV.

MCDONALD: So two (2) hours from now you'll be returning to Makkovik to refuel again.

GILLIS: Yeah, yeah we'll be just hopping off and ah the winds are quite

strong so we'll be heading the long trip home.

MCDONALD: Okay what working frequency do you want to use with ah Rescue 1-1-3, the Aurora?

GILLIS: Ahm, a uniform frequency would probably be the best. Ah just 'cause we're running out of radios for VHF or...

MCDONALD: Well ah...

GILLIS: Or we, there's also the common frequency up here anyways, ah one, two, two, decimal eight (122.8), it's the air quarter frequency.

MCDONALD: Are you keeping that one up?

GILLIS: We're keeping that one up and we're keeping Channel Sixteen (16) up and then if they want something a little more discreet ah...

MCDONALD: No, no, they don't need discreet.

GILLIS: Okay.

MCDONALD: So I'll tell them Channel Sixteen (16) or one, twenty-two, eight (1228) ah...

GILLIS: Yeah.

MCDONALD: ...the biggest priority for you right now is going to be the confliction not chatting with the Incident Commander.

GILLIS: Okay, the Incident Commander is on, yeah sixteen (16) and ah twenty-two eight (228) is the common frequency for all aircraft.

MCDONALD: Yeah.

GILLIS: Yeah that's...

MCDONALD: ...that's the aerodrome frequency there?

GILLIS: Yeah it's up actually the whole quarter.

MCDONALD: Okay.

GILLIS: Yeah.

MCDONALD: I didn't know that, that's interesting.

GILLIS: It, it's new, it's within like the last nine (9) months. Yeah.

MCDONALD: When you say the whole quarter, what are you referring to for an area?

GILLIS: Ahm, down like Cartwright way, maybe even farther south right up to Nain.

MCDONALD: Okay.

GILLIS: Ah there's also one on the south coast of the St. Lawren..of the north coast of the ah St. Lawrence.

MCDONALD: Oh yeah, over by Sept Iles there's...

GILLIS: Yeah.

MCDONALD: ...an air corridor between (unintell) St. Pierre and...

GILLIS: Yeap...

MCDONALD: Yeah, yeah.

GILLIS: ...same thing up here.

MCDONALD: Ah right on.

GILLIS: Yeah.

MCDONALD: I didn't know that. Okay so anyway there ah down by St. Anthony right now, they're coming your way, they'll be on scene in an hour.

GILLIS: Okay.

MCDONALD: And all that they're going to do is a FLIR search. They said they'd work their own deconfliction with you.

GILLIS: Okay.

MCDONALD: So I'll tell them Channel Sixteen (16) or one, twenty-two decimal eight (122.8).

GILLIS: Yeah.

MCDONALD: Ah I suggested they stay at fifteen hundred (1500) feet.

GILLIS: Okay.

MCDONALD: So what have you been working at?

GILLIS: Ah we've been working at ah, well pretty much ah two (2) to five hundred (500) AGL and we're over the water most of the time so I don't think we've hit a thousand (1000).

MCDONALD: I would recommend that you ah (laughs)...

GILLIS: Well we'll stay low.

MCDONALD: ...stay low.

GILLIS: No worries.

MCDONALD: Yuck.

GILLIS: Yeah (laughs) well we can do that. Ah yeah, ah the, what was I going to say, we were talking to the RCMP here too. Ah they were here as well as..he did have a skidoo jacket on that was sort of a plaid, black plaid.

MCDONALD: Yeah.

GILLIS: Ah, and they didn't think he had any reflectors...

MCDONALD: Okay.

GILLIS: ...on. But I mean tonight this is excellent. Like ah you can look under the goggles and see quite well. Ah and like I mean, the sled we saw a mile back.

MCDONALD: Is that right?

GILLIS: Yeah that whole north side of Cape Strawberry...

MCDONALD: Yeah.

GILLIS: ...we saturated that. Ahm this..they said the ice keeps moving there quite a bit. Ahm and right along Cape Strawberry it's stealth on the northern tip, it's probably ah twenty (20) foot cliffs as well as open right, at the base. But they said you know a few days that might not have been opened. Ah...

MCDONALD: Yeah.

GILLIS: ...the sled definitely looked abandoned, looked like there was a jerry can behind it, like about ah six (6), ten (10) feet behind it.

MCDONALD: Yeah.

GILLIS: Ah and we could see a bit of tracks that weren't, like on the sled ah, that were, it's on packed snow. And we couldn't see any footprints but you'd be leaving pretty light footprints regardless.

MCDONALD: Yeah.

GILLIS: Ah as well as the on scene commander here, gave us other coordinates now if you want them now or not, ah just up on Cape Strawberry ah they said there's a lot of crows, we went up and investigated, ah, no (unintell) no sight.

MCDONALD: Lot of crows.

GILLIS: Yeah.

MCDONALD: Okay.

GILLIS: Ah it seemed to be a lot up there and there is absolutely no indication of anything.

MCDONALD: Okay.

GILLIS: All right, so right now...

MCDONALD: So does the Incident Commander know we're sending an Aurora up there?

GILLIS: Ah I don't know if I was... those guys aren't the Incident Commander right, they're just, I think they're just Rangers here we were talking to...

MCDONALD: Yeah.

GILLIS: ...and getting some info from. Ahm the RCMP ah, we were talking to them but they've left. I got three (3) numbers for them but (unintell).

MCDONALD: Oh ah Corporal Vardy yeah.

GILLIS: Yeah.

MCDONALD: Yeah, no that's fine, I'll give him a call back, it just ah, when we got wind of the Aurora being in the area, ah we've been just going through the hoops trying to break the red tape to get them up there was ah, seemed to go pretty easy tonight.

GILLIS: Yeah.

MCDONALD: And ah they're on route now and I'm going to call them back and give them a task anyway, but I just wanted to chat with ah, chat with a the Incident Commander to see if he has an area that he wants focused on for the FLIR.

GILLIS: Okay. No problem ah...

MCDONALD: Ah, so you guys are taking off now?

GILLIS: Yeah we'll be taking off probably within the next ah, we'll be walking in the next ten (10). Ah we're going to take off out of here in Makkovik, go up Makkovik Bay on the western, or Christin, eastern side.

MCDONALD: Yeah.

GILLIS: Ah go across Ford's Bight, pick up ah by Cape Strawberry and work our way down to Wild Bight. Ah we'll probably have time to do that now once or twice there, we do that whole shore crawl.

MCDONALD: Yeah.

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

MCDONALD: Yeah. Okay.

GILLIS: Okay.

MCDONALD: Very good, thanks again.

GILLIS: Right on.

MCDONALD: Ah we'll chat ah airborne.

GILLIS: Um, no problem.

MCDONALD: Okay talk to you later.

GILLIS: Talk to you later.

MCDONALD: Bye.

GILLIS: Bye.

END OF CONVERSATION

February 1st, 2012, Two hours, fifty-nine minutes, eight seconds (02:59:08)

DAN: Captain Gillis.

DONNY: Yeah Dan, it's Donny from RCC, ah Christin told me to give you a call.

DAN: Yes.

DONNY: Ah you know those islands that are out ah to the northwest of where you located the sled, there's a, there's one (1) island out there and there's a bunch of rocks to the northwest.

DAN: Yeah.

DONNY: Ah, is it fast ice between the sled and those islands or is it, is it the, is it the drift ice in pans?

DAN: It's more pans. I...

DONNY: Okay.

DAN: ...there was, there's sort of a crack on..I don't know if something you can see on the map, but just down from Peaks (unintell), Strawberry's on the northeastern, ah or the northwestern side sorry, there's almost little pieces sticks out...

DONNY: Yeah.

DAN: ...the, the crack runs from there almost out this island.

DONNY: Okay.

DAN: Ah we were kind of over by those islands and (unintell).

DONNY: Oh you were, okay.

DAN: Yeah.

DONNY: Okay.

DAN: But if we have any extra gas we'll go double check.

DONNY: Yeah, yeah okay. No that's fine. If you've been there that's, that's great. We were just thinking that ah, if the ah, if it was open around the Cape he might have tried to get to ah...

DAN: Back yeah.

DONNY: ...okay you guys thought of that, that's great.

DAN: Okay.

DONNY: All right, bye.

DAN: Right on.

DONNY: Yeah.

DAN: Thanks, bye.

END OF CONVERSATION

February 1st, 2012, Three hours, ten minutes, seventeen seconds (03:10:17)

(Phone Tones)

UKM: Pathfinder three one (31).

MCDONALD: Pathfinder three one (31) it's ah Romeo, Charlie, Charlie, how do you copy?

UKM: Ah we are (unintell). We are ready to copy have ah information for us.

MCDONALD: Affirmative, affirmative. Ah I'm going to give you ah four quarters of a box. The first one (1) I give you will be the south corner of your box will be your commence search point. It's five, five, zero, five (5505) north by zero, five, eight, five, three (05853) west.

UKM: Go ahead.

MCDONALD: Northeast corner of your box will be five, five, one, two (5512) north, zero, five, eight, five, three (05853) west. The northwest corner of your box will be five, five, one, two (5512) north, zero, five, nine, zero, six (05906) west. And the southwest corner of your box will be five, five, zero, five (5505) north, zero, five, nine, zero, six (05906) west. How copy?

UKM: And is the (unintell) the first quarter?

MCDONALD: The first quarter your commence search point will be five, five, zero, five (5505) north, zero, five, eight, five, three (05853) west.

UK: Commence search. Okay roger and ah, but I thought our POD would be ah zero, five (05) ah zulu and we're going back to a Greenwood and at zero, eight (08) zulu is when we going to ah Goose Bay.

MCDONALD: Okay ah, so take some time with zero, five (05) zulu for Greenwood.

UKM: Yeah and a zero, eight (08) zulu for ah Goose Bay. We're going to have a (unintell) be ah (unintell).

MCDONALD: Copy that. So I'd like your commence search point to be in the southeast corner of that box, then make your run north, south line, repeat west, how copy?

UKM: North, due south line...

MCDONALD: No south of the north line.

UKM: South to north okay.

MCDONALD: Creeping west.

UKM: Creeping west. Okay Roger do you have a phone number that we can get a hold of you if we need you?

MCDONALD: Yes, 9-0-2...

UK: 9-0-2-...

MCDONALD: ...-4-2-7-...

UK: ...-4-2-7-...

MCDONALD: ...2-1-0-0.

UK: ...2-1-0-0.

MCDONALD: Roger. Do you want to read back the coordinates of that box?

UKM: Okay I can read back. The southeast corner five, five, zero, five (5505) north, zero, five, eight, five, three (05358) west is the commence search. The northeast corner five, five, one, two (5512) north, zero, five, eight, five, three (05853) west. The west corner five, five, one, two (5512) north, zero, five, nine, zero, six (05906) west. Southwest corner is five, five, zero, five (5505) north, zero,

five, nine, zero, six (05906) west. Ah from the south through north line, creeping west. And your phone number 9-0-2-4-2-7-2-1-0-0.

MCDONALD: And there are other assets on scene. There's going to be Rescue 4-0, they'll be working the frequency one, two, two decimal eight (122.8) or Channel...

UKM: Two eight (28).

MCDONALD: ...or Channel Sixteen (16).

UKM: Channel Sixteen (16) roger. Yes (unintell) establish him with (unintell).

MCDONALD: Roger, he's just working between four hundred (400) and five hundred (500) feet DWL, above water level.

UK: Roger. Yes.

MCDONALD: And ah, once you ah commence your search I'd like ah, you then keep me updated, ah establish coms with Rescue 4-0, who will only have one (1) hour on scene, approximately one (1) hour on scene before he has to RTC. And ah...

UKM: Okay.

MCDONALD: ...if you have anything further for Romeo, Charlie, Charlie?

UK: Ah, (unintell) not for now, how deep want us to (unintell) through the area or through ah DSH? (Unintell) for you.

MCDONALD: Ah that's not tasked through this phone number, that was tasking through a radio and ah again this, we're requesting that you do a FLIR search and a seashore search is not the priority, it's that infrared search is a priority, how copy?

UK: Infrared search priority. Infrared search, fire ready that's right.

MCDONALD: If this is copy, I have nothing further for you unless ah you have something for me?

UKM: Ah no. We'll keep you updated and once we get in the area and you see the cloud like weather and ah or temperature and things like that for ah, just (unintell) updated (unintell) or VO2.

MCDONALD: Ahm, well if you find something of interest ah you can take note of

it and ah keep a log so we can pass to the Incident Commander and ah also pass your ah, if you need an area investigated pass it Rescue 4-0.

UKM: Okay perfect. Okay well I'll keep you update.

MCDONALD: Thank you very much.

UKM: Bye, bye.

MCDONALD: (Unintell) talking to him. Bye.

UKM: Bye.

END OF CONVERSATION

February 1st, 2012, Three hours, seventeen minutes, two seconds (03:17:02)

(Phone Tones)

VARDY: RCMP Makkovik.

MCDONALD: Hi it's Christin McDonald with the Rescue Centre in Halifax.

VARDY: How's it going boy?

MCDONALD: Well not too bad. Have you heard ah that we just sent another air frame your way?

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

MCDONALD: That's right. Ahm, we found out that there was an Aurora about two hundred and eighty (280) miles to the south, working another incident, non SAR related.

VARDY: Yeah.

MCDONALD: And ah, I guess we triumphed him...

VARDY: (Laughs).

MCDONALD: ...for ah the SAR. And ah we sent him your way.

VARDY: Okay.

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

VARDY: Yeah.

MCDONALD: ...to do an (unintell) search.

VARDY: Okay.

MCDONALD: So if there's a heat search there, they're going to find it.

VARDY: Oh perfect.

MCDONALD: Yeah, and...

VARDY: That's fine.

MCDONALD: ...and I'm not asking them to do a visual search, but ah where we started..I can give you some coordinates if you want to copy the box that he's going to search.

VARDY: Okay. Ah, see if I got the actual map here boy.

(Background Conversation:

Vardy: Where's that other map that you go ah, the one that was up at the ah..

Ukm: The only map there is (unintell).)

MCDONALD: Yeah, the other question I had, do you have any bodies out there tonight?

VARDY: No.

MCDONALD: Okay good.

VARDY: No.

MCDONALD: Because ah I don't want to get that confused with...

VARDY: Yeah, yeah for sure. So okay ah I'm looking at ah...

MCDONALD: Okay southeast corner of the, the search area be five, five, zero, five (5505) north...

VARDY: Five, five, zero, five (5505) yeah.

MCDONALD: ...by zero, five, eight, five, three (05853) west. The northeast corner of the box is five, five, one, two (5512) north, zero, five, eight, five, three (05853) west.

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

MCDONALD: So, so basically do you see Double Island?

VARDY: Dunn's Island?

MCDONALD: Double.

VARDY: Double Island.

MCDONALD: Yeah it's quite a bit south of your search area, so you...

VARDY: Okay, yes Double Island here, okay yeah.

MCDONALD: Okay. So he's starting just to the northeast of Double Island.

VARDY: Okay, just, just around Fox Island?

MCDONALD: Ah no, well south of that too.

VARDY: South of Fox Island okay.

MCDONALD: So if you go point seven (.7) of a nautical mile to the northeast of Double Island...

VARDY: Okay.

MCDONALD: ...very short, you can almost call it Double Island.

VARDY: Okay.

MCDONALD: They're going to search from there...

VARDY: Yeah.

MCDONALD: ...north to between Strawberry Island and the next big island.

VARDY: Dunn's Island?

MCDONALD:: Ah standby. Yes.

VARDY: Okay.

MCDONALD: It's going to come right between ah Strawberry Island and Dunn's Island.

VARDY: Okay.

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

VARDY: Other side of Makkovik Bay, which one is that...

MCDONALD: Makkovik.

VARDY: ...the ah, the Cape Makkovik.

MCDONALD: Ah that would be yes Cape Makkovik, almost over to that.

VARDY: Almost over the Cape Makkovik, okay.

MCDONALD: Yeah, he'll be ah, or he's be one (1), one (1) mile from Cape Makkovik.

VARDY: A mile from Cape Makkovik, okay.

MCDONALD: Yeah. Do you see ah, there's an island just between ah the incident position and Cape Makkovik, called Jackos.

VARDY: Chapels Island.

MCDONALD: Jackos Island.

VARDY: Yeah.

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

VARDY: Okay.

MCDONALD: ...and straight down to ah Ford's Bight...

VARDY: Yeah.

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

VARDY: Okay, okay, so he's going to come down the west side of Jackos Island right down to Ford's Bight.

MCDONALD: Yeah he'll take in all of Ford's Bight.

VARDY: Okay.

MCDONALD: So that's kind of the box. Ah if you can visualize it now looking at your map.

VARDY: Yeah.

MCDONALD: So the, the search area is ah, almost eight (8) miles wide by ah...

VARDY: Yeah.

MCDONALD: ...in the north, south is about seven (7) miles.

VARDY: Okay.

MCDONALD: Talking about fifty-six (56) ah square miles there we're going to search by FLIR.

VARDY: Okay.

MCDONALD: So ah hopefully this will add something good...

VARDY: Yeah.

MCDONALD: ...to the case.

VARDY: Yeah...

MCDONALD: ...and ah...

VARDY: ...it would be really, really great man. I would be really excellent actually.

MCDONALD: Yeah and ah Rescue 40 is ah, I think they're going to be able to give you another hour or so.

VARDY: Yeah, they're ah...

MCDONALD: Or an hour and a half.

VARDY: ...they're just geared up there now. I went up talked to those guys there a few minutes ago.

MCDONALD: Yeah.

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

MCDONALD: Yeah.

VARDY: And ah they're heading back out and ah, that's great.

MCDONALD: Yeah.

VARDY: That's excellent.

MCDONALD: Very good.

VARDY: All right.

MCDONALD: Oh one more question for you?

VARDY: Certainly.

MCDONALD: How fast is the ice drifts ah to the south from just from your local knowledge.

(Background Conversation:

Vardy: How fast is the ice drift to the south? Well how does the north, how fast does it normally drift?

UK: Normally?

Vardy: Yeah.

Ukm: In that area.)

END OF CONVERSATION

February 1st, 2012, Three hours, twenty-two minutes, four seconds (03:22:04)

VARDY: Ten (10), eleven (11) knots.

MCDONALD: Ten (10) or, ten (10) or eleven (11) knots, that's pretty fast.

VARDY: Yeah.

MCDONALD: Okay, very good, thank you.

VARDY: All right.

MCDONALD: Bye.

VARDY: Okay then, bye.

END OF CONVERSATION

February 1st, 2012, Three hours, forty-six minutes, twelve seconds (03:46:12)

MCDONALD: ...Rescue, bonjour.

UKM: Hello, I'm calling from Rescue 31. The CC140.

MCDONALD: Yes go ahead Rescue 30.

UKM: We arrived at, yeah we arrived at the commerce search point at zero, three, four, two (03:42) zulu, four (4) minutes ago. We are now on the second leg of our search and info I got from ah Rescue 4-0, he's operating in the area. He have negative contact on HF with TFH and he's going to be on station for next one hour and a half until zero, five, one, five (05:15) zulu.

MCDONALD: Roger, copy all, copy all. I request that you be on scene air coordinator for ah the time that you're on scene and Rescue 4-0 pass all coms through you to relay to RCC, how copy?

UKM: Ah from Rescue 31, I copy all. We'll be on scene air traffic commander and will relay air coms to you. Do you have any special requirements?

MCDONALD: Negative, negative, no special requirements. I just want to confirm that ah, you guys are only relaying information. Ah 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?

UKM: Ah Roger we'll be air communications platform, all tasking info will come from RCC.

MCDONALD: Good copy, good copy. And are you able to ah take any pictures?

UKM: Ah standby.

(Background Conversation:

Ukm: Are we going to take any pictures (unintell)?Ukm2 (Unintell).

UK: Is it (unintell) recorded.

Ukm2 Today is but like right now (unintell.)

UKM: Okay, ah no ah negative, it's night time and at this present time our EOIR capability is fairly degraded.

MCDONALD: Copy all, copy all, just curious and ah nothing further for Romeo, Charlie, Charlie.

UK: Roger we'll be ah volunteering ah, our ah (unintell) and coms through CFH.

MCDONALD: Copy all, RCC clear.

UKM: Okay (unintell) Rescue 31 is out.

END OF CONVERSATION

February 1st, 2012, Four hours, nine minutes, forty-eight seconds (04:09:48)

MCDONALD: ..C Rescue, bonjour.

UKM: Hello, I'm calling ah from Rescue 3-1 with a (unintell) number one.

MCDONALD: Rescue 3-1 go ahead with your traffic.

UKM: Okay. Ah time is zero, three, five, five (03:55) zulu we were at position five, five, one, seven (5517) north, zero, five, eight, five, seven (05857) west, ground speed one minus zero (1-0) knots, altitude at three thousand (3000) feet ASL. We were on a south to north leg creeping west, three legs were completed at that time. IR capability are (cuts in and out) was down and then back up and back down at the time we were talking. Operating on a Q & H, two, nine, nine, eight (2998).

MCDONALD: Okay.

UKM: Kilo status, kilo as (unintell) at two (2) hours of time on station until zero, six, zero, five (06:05) zulu.

MCDONALD: Say again ah kilos...

UKM: (Unintell) us, kilo has two (2) hours now that they're of (unintell) as of five (5) minutes ago.

MCDONALD: Okay, confirm the helo or remain in on scene for another two (2) hours.

UKM: Yeah, he could have gas for another two (2) hours.

MCDONALD: Okay you confirmed that they went back...

UKM: (Unintell).

MCDONALD: ...to Makkovik to refuel.

UKM: Can you say that again?

MCDONALD: Did the helo go back to Makkovik to refuel?

UKM: Ah I asked him what was there update, then go fuel and he said that they were good for another two (2) hours. I can go back and ah reconfirm.

MCDONALD: Yes that's ah...

UKM: If it's ah..okay.

MCDONALD: Please reconfirm the timings of the helo, it sounds like that's more time than ah what they have endurance for.

UKM: Okay I'll ah reconfirm that with them.

MCDONALD: All right.

UKM: And for us our bingos are five (5) zulu for Greenwood and eight (8) zulu for Goose Bay.

MCDONALD: (Unintell) P, five (5) zulu...

UK: Yes.

MCDONALD: ...for Greenwood, eight (8) zulu for Goose.

UK: Yeah that's the time we have to depart from the area. And ah the ah weather here in the area, we've been ah seeing high covered scattered ah sea lifts at high levels. Sea state is not applicable, it's mostly ice covered. Visibility is unlimited ah given night flight time. And outside ah temperature is minus sixteen (-16) degrees.

MCDONALD: Good copy, good copy.

UKM: Can you say again for Rescue 3-1?

MCDONALD: Rescue 3-1, RBC copies all.

UKM: Okay we'll ah reconfirm the Helo ah status the times that he still have on station and I'll read it back to you. Or actually if you want to hold on for one mike I can ask them right away.

MCDONALD: Confirmative, I'll hold.

END OF CONVERSATION

February 1st, 2012, Four hours, fifteen minutes, four seconds (04:15:04)

UKM: Okay are you still there.

MCDONALD: Roger, go ahead.

UKM: Okay, they said that he have a few hours of fuel remaining but they're running out of crew days at five (5) zulu. So at five (5) zulu (unintell). There plan is to go back to Mak..Makkovik, refuel and RAB Goose Bay.

MCDONALD: Copy all, copy all, Rescue 4-0.

UK: No further...

MCDONALD: I copy Rescue 4-0 will return to Makkovik at five (5) zulu for bingo to Goose Bay.

UKM: That's correct. And ah what time do you want ah the next def rep to be, in an hour or...

MCDONALD: Roger, will you be able to complete ah your tasking before your bingo for Greenwood?

UKM: Ah let me double check with our (unintell).

(Background Conversation:

Ukm: (Unintell).

Ukm2: Yeah.

Ukm; Are we going to be able to complete our tasking before we (unintell) Greenwood?.

Ukm2: (Unintell) time.

UK: Yeah. (Unintell).

Ukm2: Yeah we're good.

Ukm: After this...

Ukm2: We still have ah (unintell).

Ukm: We won't be able...

Ukm2: (Unintell).

UKM2: Hi it's ah (unintell), the time to have ah, one of the issues we're having in our IR's are seriously degraded right now. So the image ah is basically coming in and out of ah, out of functionality, but ah the other issue is that, because we don't have (unintell), I mean we have ah, we have a sweep (unintell) we can work with, but we're

ah, we're going so fast and it's such a high altitude ah, our, our area of coverage is probably only seventy (70) percent at best even if we cover the entire area. We can't say with a, a great deal of scrutiny that, you know exhausted ah imagery of the entire area.

MCDONALD: Understood ah, copy all. But ah you will be able to fly the legs with the capability that you have ah prior to five (5) zulu, confirmed.

UKM2: Oh yeah we're ah, we're about ah two-thirds (2/3) completed of the search area right now. We're on a one (1) mile track facing, we're at ah thirty-two hundred (3200) feet right now ah for altitude based on ah, based on safety heights because ah going north and south it puts at risk of ah (unintell) that's quite a large ah land mass (unintell) these hills. Ah but they're a (unintell) of about twenty (20) over. We got to ah stay above that. But ah it is (unintell) or IR systems from the..we're operating on (unintell) the last five (5) minutes without ah kicking off so, ah hopefully we'll be able to do ..we'll be able to keep it up during service.

MCDONALD: Roger, copy your comments and ah we'll just get you to fly the box with the capability that you have and ah if you complete that box prior to five (5) zulu and you have some time ah left before bingo Greenwood, the area of water south of the box that was given, ahm if you can take some passes in around the islands there, Double Island and ah Long Tickle Island, in around that area, ah just have a look at that before you go as well and ah once you come up on five (5) zulu ah you'll be stood down to return to base Greenwood. How copy?

UKM: Okay copy all, and ah, do you know ah, are you aware if there's ah any other assets coming to relieve us or anybody (unintell) in the area at ah, at that time?

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

UKM: Okay ah copy all, and ah you were, you (unintell) everything we could ah, the only way we could extend out PO if we were (unintell) in Goose Bay, but the thing is right now we ah, we only have a (unintell)...we have no technicians, we have no fuel, (unintell) no ah, no spare parts, anything (unintell) recovery (unintell).

MCDONALD: No that will not be necessary. Ah at five (5) zulu you can RTB

Greenwood.

UKM: Okay copy all. Ah do you know, are you able to track, reconnect with RJOC?

MCDONALD: Affirmative, affirmative, stand by on the line.

UKM: Thanks.

END OF CONVERSATION

(Phone Tones)

(Busy signal)

MCDONALD: Ah Rescue 3-1, ah the lines busy at RJOC right now, you want to stay on the line for a minute I can try them again.

UKM: Yeah sure that works.

MCDONALD: Okay.

END OF CONVERSATION

(Phone Tones)

UK: RJOC (unintell).

MCDONALD: Hi this is the RCC calling, how are you?

UKM: Good.

MCDONALD: Good I have ah Path..I guess Rescue 3-1 was formally Pathfinder 3-1...

UKM: Yeah.

MCDONALD: ...on the other line they're looking for a conference call, I'm going to patch you through okay.

UKM: Go ahead.

MCDONALD: And Rescue 3-1 you have RJOC on the line go ahead.

UKM2: Hi it's Rescue 3-1, we're just off of a Makkovik...

END OF CONVERSATION

February 1st, 2012, Four hours, thirty minutes, four seconds (04:30:04)

MCDONALD: ... C Rescue, bonjour.

UKM: Hey good day, it's Captain (unintell) here (unintell), did ah, did Pathfinder 3-1 ah let you know like how much play time they have on, on site there.

MCDONALD: Yeah they're bingo to Greenwood at five (5) zulu.

UKM: At five (5) okay.

MCDONALD: Yeah.

UKM: Sounds good, thanks a lot.

MCDONALD: Okay bye.

UKM: Bye now.

END OF CONVERSATION

February 1st, 2012, Four hours, fifty-eight minutes, forty-two seconds (04:58:42)

MCDONALD: RC Rescue, bonjour.

UKM: Hello I'm calling from Rescue 3-1 on behalf of Rescue 3-1 and Rescue 4-0.

MCDONALD: (Unintell).

UKM: Ah both units, bo..both units are going to be preceding off station within the next two (2) minutes. Rescue 4-0 going back to ah Goose Bay and Rescue 3-1 going back to Greenwood.

MCDONALD: 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.

UKM: Ah stand by for a second.

(Background conversation unintell)

UK: Okay I do have ah, but the Tech Nav here, he says ah, is five o'clock local good if he gives you a call?

MCDONALD: Ah yeah. Now I just wondered if you were able to cover off the whole area?

UKM: Ah yes, ah just a second.

(Background Conversation unintell)

UK: Ah right, okay, ah right now we do have one (1) complete (unintell) to the (unintell) of about eighty-five (85) to ninety (90) percent of the second one and by the time we're going to go out we're going to have two (2) complete, two (2) times completed the pattern.

MCDONALD: Okay.

UKM: But still ah, I'll make sure ah the Tech Nav will have your number and give you a call around zero, five hundred (05:00) local.

MCDONALD: Copy all.

UKM: ...which is just in four (4) hours).

MCDONALD: Copy that, no problem, we'll talk to you later.

UKM: Okay.

MCDONALD: Thank you. Bye.

UKM: Bye.

END OF CONVERSATION

February 1st, 2012, Five hours, fifteen minutes, fifty-eight seconds (05:15:58)

MCDONALD: ...C Rescue, bonjour.

GILLIS: Good day, it's Captain Gillis, how are you?

MCDONALD: Dan.

GILLIS: Hey how's it going?

MCDONALD: You back in Makkovik.

GILLIS: Yeah we're just gassing up now. Ahm essentially we did ah finish up that shart...the shore crawl.

MCDONALD: Um, hmm.

GILLIS: Ah we went around to Wild Bight, ahm, absolutely zero (0) sign there. Ah we just went out and took a look at the south end of Strawberry Island, make sure there's nothing out that way.

MCDONALD: Yeah.

GILLIS: Ah no indication. Ah we went back, checked out the rocks on, on one of the passes too, that were kind of ah northwest of the area ah and again there's no sign. Ah we did pull into a good hover again just double checking around the sled...

MCDONALD: Yeah.

GILLIS: ...and ah the (unintell) did find some tracks leading away, ah but only about a hundred and fifty (150) feet we could track them. Ah...

MCDONALD: Which direction?

GILLIS: To the south.

MCDONALD: (Unintell).

GILLIS: Ah I've also briefed the RCMP officers, they were just here when we landed too. Ah and it was heading towards shore.

MCDONALD: Okay.

GILLIS: Ah it's a big ice floe so it could have moved directions a little bit, but generally it's to the ah...

MCDONALD: Like straight in towards Cape Strawberry then.

GILLIS: Yeah. And the areas he's going to he could possibly get up. 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. Ah along that shoreline it is pretty rocky, gnarly. Ah they did do some foot searching and ah, on the ground a little bit more to the western side of that. Ah but we couldn't find anything up on shore where they were kind of leading in that direction.

MCDONALD: How far away was that, the sled from shore?

GILLIS: Ah it was about three (3), four hundred (400) meters. We're still a good little (unintell) away. Ah during the day they might be able to see better tracks but, ahm...

MCDONALD: So put tracks leading to shore.

GILLIS: Shore, ah but again we could only track them for about a hundred and fifty (150) feet. So we couldn't even tell if, you know, he just walked out and started circling or anything, we couldn't tell. Ah we were hoping we could pick them up a little further away but ah...

MCDONALD: Yeah.

GILLIS: ...(unintell).

MCDONALD: Yeah well they'll have to go look at that in the morning.

GILLIS: Yeah.

MCDONALD: And ah...

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

MCDONALD: Yeah is Corporal Vardy still there?

GILLIS: Ah no they just went to brief the family.

MCDONALD: Oh they did?

GILLIS: Yeah. Yeah they just walked out about...

MCDONALD: Um, hmm.

GILLIS: ...two (2), three (3) minutes ago.

MCDONALD: Yeah, have you seen the family around there?

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

MCDONALD: Yeah.

GILLIS: Yeah.

MCDONALD: Okay ahm, great, what time do you expect to be back in ah...

GILLIS: Ah probably about three o'clock local or a little before. Ah it'll be about, a little better than an hour transit tonight with the winds. Ah they're just fueling up now and we're going to head back as soon as possible.

MCDONALD: At about two forty-five.

GILLIS: Yeah.

MCDONALD: All right...

GILLIS: (Unintell).

MCDONALD: ...I might not be ah at the desk to take your times.

GILLIS: Okay.

MCDONALD: Someone else will...

GILLIS: But ah...

MCDONALD: You want that case number now?

GILLIS: Ah, yeah we'll grab that now.

MCDONALD: One forty (140).

GILLIS: One forty (140).

MCDONALD: Yeah and ah SAR name is Makkovik.

GILLIS: Okay.

MCDONALD: And ah you can pass your times in whenever you get back.

GILLIS: Will do, I'll grab those ahm..you guys think there'll be anything tomorrow or hard to tell?

MCDONALD: Nah, I don't think so because ah EMO will be putting their resources out tomorrow.

GILLIS: Okay.

MCDONALD: Ah do you happen to have your times for the first legs that you've done so far?

GILLIS: Ah let's see if I got them here. Ah..I don't have a book on me. Ahm, do, do, do, that's right, (unintell) pieces of paper right now.

MCDONALD: (Laughs).

GILLIS: (Laughs) Ahm, do, do, do, ah...

(Background Conversation:
Gillis: Did (unintell) bring the book in yet?
Ukf: (Unintell).
Gillis: Okay bring it in for me.)

GILLIS: One second we just got (unintell) here.

MCDONALD: Well I figured while we're both still half awake we can get...

GILLIS: Yeah.

MCDONALD: ...before the legs beat out of here.

GILLIS: (Laughs).

MCDONALD: Yeah, three (3) taskings in the year that you've been there.

GILLIS: Yeah three (3) in three (3) years.

MCDONALD: Three (3) in three (3) years, bringing up the average for you.

GILLIS: There you go, and two (2) of them have been when we (stammers) in at night anyway. So I don't know how you guys do that, we don't fly out night, nights too often.

MCDONALD: (Laughs) Yeah.

GILLIS: Ah there we go. Ahm...

MCDONALD: I'll start out with your departed.

GILLIS: Ah...

MCDONALD: For tasking time ah, I have ah twenty-one, thirty-three (21:33).

GILLIS: Twenty-one (21) thir...okay ah start with twenty-three, twenty-three (23:23)

MCDONALD: Yeap.

GILLIS: Ah and out down was zero, two, zero, three (02:03).

MCDONALD: Okay just a second ah, that's lift out or started engines.

GILLIS: Ah that was engine start. Out lift was twenty-three, twenty-six (23:26).

MCDONALD: Okay, twenty-three, twenty-six (23:26). And what time did you get on scene?

GILLIS: Ah on scene, where did I put that down here. Ah zero, four, five (00:45).

MCDONALD: Off?

GILLIS: Off I was at ah pretty much the same time we landed, so zero, two, zero three (02:03).

MCDONALD: Zero, two, zero, three (02:03).

GILLIS: Yeah.

MCDONALD: Zero two (02).

GILLIS: Ah yes, actually we got here. Our second le..leg.

MCDONALD: Yeap.

GILLIS: Ahm let's see here, ah, do, do, do, I'm just trying to get the actually lift off time for you. Ah zero, three, ah twenty (03:20).

MCDONALD: Yeap.

GILLIS: And then it was down at zero, five, zero, five (05:05) and that was all on scene.

MCDONALD: Yeap. Very good.

GILLIS: Right on.
MCDONALD: Okay, we'll ah talk to you when you get back.
GILLIS: Sounds good.
MCDONALD: Okay thanks Dan.
GILLIS: (Unintell).
END OF CONVERSATION

February 1st, 2012, Six hours, nine minutes, forty-four seconds (06:09:44)

(Phone Tones)

AVA: (Unintell). (Numbers pressed). Password...(numbers pressed).
Your mailbox is full. (Numbers pressed). For your external
greeting press temporary greetings...

MCDONALD: Good evening you've reached the Halifax Rescue Coordination

Centre. It is Wednesday morning at two (2) a.m.. There's one (1) case that just concluded in the Halifax area of responsibility. Ah we were called upon to assist in the search for a fourteen (14) year old missing boy, ah in Makkovik off the coast of Labrador. The fourteen (14) year old boy went missing ah two (2) days ago and ah the search is being run by the RCMP in Makkovik as well as ah EMO in Newfoundland. DND was requested to provide air support. Ah one (1) Griffin helicopter from Goose Bay went out to assist in the search this evening as well as an Aurora from 14 Wing Greenwood, Nova Scotia. Ah 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 ah with resources from the Province of ... (cuts out). Further updates will be posted at six (6) a.m., thank you.

AVA: (Recording stopped). Start of greeting.

MCDONALD: Good evening you've reached the Halifax Rescue Coordination Centre. It is Wednesday morning at two (2) a.m.. There's one (1) case that just concluded in the Halifax area of responsibility. Ah we were called upon to assist in the search for a fourteen (14) year old missing boy ah in Makkovik off the coast of Labrador. The fourteen (14) year old boy went missing ah two (2) days ago and ah the search is being run by the RCMP in Makkovik as well as ah EMO in Newfoundland. DND was requested to provide air support. Ah one (1) Griffin helicopter from Goose Bay went out to assist in the search this evening as well as an Aurora from 14 Wing Greenwood, Nova Scotia. Ah 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 ah with resources from the Province of Newfoundland. Further updates will be posted at six (6) a.m., thank you.

AVA: End of greeting. (Numbers pressed) Your temporary greeting will not expire automatically. It will be played to callers until it is deleted. Good bye.

END OF CONVERSATION

(Phone Tones)

AVA: (Unintell). (Numbers pressed). Password. (Numbers pressed).
Your mailbox...for your extemporary greet...

MCDONALD: Good morning, you've reached the Halifax Rescue Coordination
Centre. It is Wednesday at two (2) a.m.. There's no cases active
in the Halifax 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 fourteen (14) year old boy who went
missing two (2) days ago. Ah the request was for air support in

their search. A Griffin from 444 Squadron in Goose Bay was tasked to go out and search as well as an Aurora from 14 Wing Greenwood, also was tasked. Both have ah..went out and ah searched throughout the evening and early part of the morning and they're now returning to base. Ah the search will resume in the morning under the direction of the RCMP in Makkovik, and with the support of EMO in Newfoundland. Ah 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 six (6) a.m., thank you.

AVA: Recording stopped. (Number pressed) Start of greetings.

MCDONALD: Good morning, you're reached the Halifax Rescue Coordination Centre. It is Wednesday at two (2) a.m.. There's no cases active in the Halifax area of Responsibility. Of note this evening JRCC Halifax was called upon by the RCMP in Makkovik, Labrador to assist with a search for a fourteen (14) year old boy who went missing two (2) days ago. Ah the request was for air support in their search. A Griffin from 444 Squadron in Goose Bay was tasked to go out and search as well as an Aurora from 14 Wing Greenwood, also was tasked. Both have ah..went out and ah searched throughout the evening and early part of the morning and they're now returning to base. Ah the search will resume in the morning under the direction of the RCMP in Makkovik and with the support of EMO in Newfoundland. Ah 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 six (6) a.m., thank you.

AVA: End of greeting. (Numbers pressed) Your temporary greeting will...

END OF CONVERSATION

February 1st, 2012, Seven hours, eighteen minutes, thirty-eight seconds (07:18:38)

MCDONALD: ...Rescue, bonjour.

GILLIS: Hey it's ah Captain Gillis calling.

MCDONALD: Hey Dan.

GILLIS: Hey. Ah I just got back to Goose.

MCDONALD: Yeah.

GILLIS: Ah our time for the flight back ah, up was zero, five, three, eight (05:38).

MCDONALD: Yeap.

GILLIS: And down was zero, six, five, eight. (06:58).

END OF CONVERSATION

February 1st, 2012, Seven hours, nineteen minutes, six seconds (07:19:06)

MCDONALD: (Unintell).

GILLIS: Was zero, six, five, eight (06:58).

MCDONALD: (Unintell) the SAR name I don't think, it's Makkovik.

GILLIS: Yeah okay, no problem.

MCDONALD: And ah...what I show here is two point four (2.4) transit, three point one (3.1) SAR for a total of five point five (5.5). And I may, you

know what, it'll be a little different, you'll probably have more because we take your up time, not the engines on.

GILLIS: Okay yeah, 'cause yeah we have six point one (6.1) total so.

MCDONALD: Yeah.

GILLIS: Okay yeah. So have five po...point five (5.5) for a total, what was your transit (unintell).

MCDONALD: Ah transit, I have two point four (2.4)...

GILLIS: Um, hmm.

MCDONALD: ...and SAR at three point one (3.1), on scene three point one (3.1).

GILLIS: Three point one (3.1). Perfect. Right on. I'll work on that in the morning.

MCDONALD: What's that?

GILLIS: I said I worked on that, well probably won't even be in tomorrow but, right on, thanks so much.

MCDONALD: Yeah. Okay well thanks for going tonight, appreciate it.

GILLIS: No worries.

MCDONALD: We'll talk to you later.

GILLIS: Take care, bye.

MCDONALD: Bye.

END OF CONVERSATION

February 1st, 2012, Seven hours, nineteen minutes, fifty-nine seconds (07:19:59)

UK: RC Rescue, bonjour.

SAM: Yeah hi, its ah Sam Palsy calling from Goose Bay, how are you tonight?

UKM: Not too bad.

SAM: I'm just trying to, wondering if the air controller is available?

UKM: Ah he' (unintell). Coming on the line there.

CHRISTEN: Hello.

JOE: Yeah hi, it's Joe Palsy.

CHRISTEN: Yeah.

JOE: Just ah up to Goose Bay, just wondering if you can give me any update on the ah Griffin.

CHRISTEN: Ah sure and ah who are you again then:

JOE: I'm Captain Palsy, I'm ah, at a Goose Bay.

CHRISTEN: Okay. I didn't recognize your name there.

JOE: No, no sweat.

CHRISTEN: Ah I just got a call from Dan Gillis...

JOE: Yeah.

CHRISTEN: ...the AC on that Griffin...

JOE: Yeah.

CHRISTEN: ...and he just arrived in ah Goose Bay.

JOE: Oh they did, okay.

CHRISTEN: He just gave me his debrief and times so...

JOE: No, no sweat.

CHRISTEN: ...they're down and...

JOE: Okay.

CHRISTEN: ...probably on their way home.

JOE: Okay. Thanks. So they're back in Goose Bay already.

CHRISTEN: Yeah.

JOE: Okay sounds good.

CHRISTEN: Okay.

JOE: Thanks.

CHRISTEN: Bye.

JOE: Bye.

END OF CONVERSATION

(Appears to be repeat of part of previous call)

February 1st, 2012, Seven hours, twenty minutes, eleven seconds (07:20:11)

CHRISTEN: Hello.

JOE: Hi it's ah Joe Palsy here.

CHRISTEN: Year.

JOE: Just ah up to Goose Bay, just wondering if you can give me any update on the ah Griffin.

CHRISTEN: Ah sure and ah who are you again?

JOE: I'm Captain Palsy, I'm ah at Goose Bay.

CHRISTIN Okay, I didn't recognize your name there.

JOE: No, no sweat

CHRISTEN: Ah I just got a call from Dan Gillis...

JOE: Yeah.

CHRISTEN: ...the AC on that Griffin...

JOE: Yeah.

CHRISTEN: ...and he just arrived in ah Goose Bay.

JOE: Oh they did, okay.

CHRISTEN: He just gave me his debrief and times so...

JOE: No, no sweat.

CHRISTEN: ...they're down and...

JOE: Okay.

CHRISTEN: ...probably on their way home.

JOE: Okay.

CHRISTEN: Thanks.

JOE: So they're back in Goose Bay already.

CHRISTEN: Yeah.

JOE: Okay sounds good.

CHRISTEN: Okay.

JOE: Thanks.

CHRISTEN: Bye.

JOE: Bye.

END OF CONVERSATION

February 1st, 2012, Eleven hours, twenty-six minutes, fifty-eight seconds (11:26:58)

(Phone Tones)

AVA: Welcome to 14 Wing Greenwood. (French) (Numbers pressed).

BURKE: 14 Wing OPS, Warrant Burke, may I help you.

MACLEAN: Hi Warrant it's Master Corporal MacLean from RCC Halifax, how are you this morning?

BURKE: I'm good, yourself?

MACLEAN: Not too bad, thank you. Ahm sorry to bug you but ah I'm just looking at our, our file here on that..regarding that SAR tasking last night for the Aurora.

BURKE: Right.

MACLEAN: And ah we're just missing a couple of times for him. Ah we have

when he left and when we tasked him up but we don't have a start the engine and release times. Would you happen to have that. I'm assuming the crews gone home by now so...

BURKE: Yeah I can give you the time he landed.

MACLEAN: Okay, oh I can take that sure.

BURKE: Ahm I can (unintell) here anyways, just ah...oh there it is yeah. He landed at ah...that local time...so it'll be zero (0), zero, eight, thirty-one (08:31) zulu this morning he landed.

MACLEAN: Okay perfect. Okay thank you very much.

BURKE: Oh you're welcome.

MACLEAN: Bye, bye.

BURKE: Bye.

END OF CONVERSATION

February 1st, 2012, Seventeen hours, fifteen minutes, thirty-one seconds (17:15:31)

UK: R C Rescue, bonjour.

UKM2: Hi, it's the RJOC watch officer calling.

UKM: Ah.

UKM2: I just had a quick question for you?

UKM: Sure.

UKM2: Ah would that ah, G here that's going on in Labrador...

UKM; Yes.

UKM2: Ah Canada Command was curious as to whether ah the Canadian Ranger Patrol were officially activated for that ah (unintell) there?

UKM: Ah if they were, they weren't activated by us.

UKM2: Okay.

UKM: Yeah, I, I do not know. It's a humanitarian case so ah, it's really the ah Province of (stammers) Newfoundland that's handling it.

UKM2: Right.

UKM: I think just requested ah RCC Halifax as ah air support, which we provided ah last night.

UKM2: Right.

UKM: But then this morning ah they switched over to their own assets.

UKM2: Okay.

UKM: Yeah so ah, whether or not there's a memo or understanding between the Province and the Rangers I'm not sure...

UKM2: Oh.

UKM: ...but they have their own ground SAR.

UKM2: Oh okay.

UKM: Yeah.

UKM2: Oh that's perfect then. That should be all the info I needs.

UKM: Okay.

UKM2: Thanks a lot.

UKM; Okay.

UKM2: Bye.

UKM: Bye, bye.

END OF CONVERSATION

February 1st, 2012, Twenty-two hours, thirty-nine minutes, thirty-nine seconds
(22:39:39)

ELIZABETH: Royal Canadian Mounted Police, Elizabeth speaking.

DONNY: Yeah hi Elizabeth, it's Donny calling from Joint Rescue Centre in Halifax.

ELIZABETH: Okay.

DONNY: Ah just wondering if you had any luck finding that young fellow today?

ELIZABETH:: What young fellow?

DONNY: In ah Makkovik. I was talking to...

ELIZABETH: There was...

DONNY: ...talking to a Constable Vardy there last night. I think he's the Incident Commander.

ELIZABETH:: Yeah that's up in Makkovik ah...

DONNY: Yeah.

ELIZABETH:: ...I'm in, I'm in St. John's and answering their phones there now. But there was a news release went out from ah Staff Sergeant Morrison...

DONNY: Okay.

ELIZABETH:: ...ah from Corporal Vardy...

DONNY: Okay.

ELIZABETH:: ...at ah seventeen forty-eight (17:48)...

DONNY: Okay.

ELIZABETH:: ...my time.

DONNY: Okay.

ELIZABETH:: Ah he was located.

DONNY: He was?

ELIZABETH:: Do you want me to read it to you?

DONNY: Yeah, yeah I would.

ELIZABETH:: Okay. Or if you have an email I can forward it?

DONNY: Yeah you can, you can email it to JRCCHalifax, all one (1) word...

ELIZABETH: Okay.

DONNY: ...@SARNET.DND, Delta, November, Delta, dot Charlie, Alfa.

ELIZABETH:: Okay Juliet, Romeo, Charlie, Charlie, Hotel, Alfa, Lima, India, Foxtrot, Alfa, then X-ray...

DONNY: Yeah.

ELIZABETH:: @SARNET.DND.CA.

DONNY: That's it. Thanks a lot.

ELIZABETH:: Okay no problem.

DONNY: Yeah bye, bye now.

ELIZABETH:: Bye, bye.

END OF CONVERSATION

February 2nd, 2012, Ten hours, fifty minutes, nine seconds (10:50:09)

UKM: RC Rescue, bonjour.

ROSS: Hi. Good day it's ah Captain Ross here in the DDO over here in Winnipeg. I was going through the ah, the (unintell) over there that you guys put up there ah for that case that was out of Makkovik there. (Unintell) if the case is still ongoing as of, ah I guess the latest SAR (unintell).

UKM: Last night yeah, but ah, the latest we heard was that they'd ah located the search object...

ROSS: Yeah.

UKM: ...ah deceased...

ROSS: Yeah.

UKM: ...and ahm so that'll, that'll be...we're just going..we're going to contact them this morning and find out exactly where he was located...

ROSS: Okay.

UKM: ...for our records here.

ROSS: So when did they find him, was that ah...

UKM: Ah sometime..we got ah advised let's see the file..called the RCMP. So one of our guys called the RCMP last night...

ROSS: Okay.

UKM: ...at twenty-two, forty-one (22:41)...

ROSS: Okay.

UKM: ...and asked did you find the boy yes, okay. So he's, he's been located. But ah...

RON: Okay.

UKM: ...not ah, not a happy resolution apparently.

ROSS: Yeah, no I guess not no. That's too bad, okay. All right, well good enough.

UKM: Okay.

ROSS: Thanks a lot.

UKM: Bye, bye.

ROSS: Bye.

END OF CONVERSATION

February 2nd, 2012, Twelve hours, twenty-two minutes, fifty-one seconds (12:22:51)

(Phone Tones)

PEDDLE: Hello.

HARRISON: Hello it's ah Captain John Harrison calling, is ah Paul Peddle around?

PEDDLE: Speaking.

HARRISON: Hi Paul Peddle. Hey ah we were involved in that search up in Makkovik...

PEDDLE: Yes.

HARRISON:: ...ah for a night search with an Aurora and a helicopter. Ah we're just about to close up the case...

PEDDLE: Yes.

HARRISON:: ...ah it's on the news that ah, the young fellow had been found deceased.

PEDDLE: Yeah, yeah he was.

HARRISON:: Ah it's tragic.

PEDDLE: Yeah.

HARRISON:: Would I be able to get the ah lat and long of ah, of where he was found, just so we can plot that on our chart and I have to close up the case.

PEDDLE: All right, I'll have to get a hold of the RCMP in ah Makkovik...

HARRISON: Okay.

PEDDLE: ...and get back to you on that one.

HARRISON: Okay and if possible ah, if it can be in a latitude and longitude format that would be great.

PEDDLE: Okay. What ah, what's your name again?

HARRISON: A Captain John Harrison at the Rescue Coordination Centre,

Halifax. You want my number?

PEDDLE: No I got the number, that's not a problem.

HARRISON: Okay fine.

PEDDLE: Thanks.

HARRISON: Okay thanks.

PEDDLE: Bye, bye.

HARRISON: Bye, bye.

END OF CONVERSATION

February 2nd, 2012, Fourteen hours, twenty-six minutes, forty-seven seconds (14:26:47)

UKM: JRCC Halifax, bonjour.

GERRI: Hi it's Gerri up in Public Affairs.

UKM: Hi, how you doing?

GERRI: Good, how you doing?

UKM: Good, thank you.

GERRI: Good. Reference the SAR yesterday for the fourteen (14) year old.

UKM: Yes.

GERRI: ...ahm, I got a couple of media queries on this.

UKM: Okay.

GERRI: Ahm how involved were we? Like...

(Background Conversation:

Harrison: Do you want to handle this ah...

Ukm: Ah yeah sure, go right ahead.)

HARRISON: Hi, hey it's, Gerri, it's John Harrison.

GERRI: Hi.

(Call disconnects)

END OF CONVERSATION

February 2nd, 2012, Fourteen hours, twenty-six minutes, forty-seven seconds (14:26:47)

UKM: JRCC Halifax, bonjour.

GERRI: Hi it's Gerri up in Public Affairs.

UKM: Hi, how you doing?

GERRI: Good, how you doing?

UKM: Good, thank you.

GERRI: Good. Reference the ah SAR yesterday for the fourteen (14) year old...

UKM: Yes.

GERRI: ...ahm I got a couple of media queries on this.

UKM: Okay.

GERRI: Ahm, how involved were we, like...

(Background Conversation:

John: Do you want me to handle this ah...

Ukm: Ah yeah sure go right ahead.)

JOHN: Hi, hey it's, it's John Harrison.

GERRI: Hi.

JOHN: We were only supporting a ah, provincial operation.

GERRI: Okay.

JOHN: Ahm, grou..it was basically a ah, RCMP were handling it for the Province of Newfoundland...

GERRI: Okay.

JOHN: ...as is their normal practice. And ah they requested air support. So we provided an Aurora...

GERRI: Okay.

JOHN: ...and we provided a ah Griffin helicopter. They did a night search.

But then during the daytime once they got into daytime searching then we handed that responsibility for the air search back over to the province...

GERRI: Okay.

JOHN: ...and they chartered their own aircraft. But they used CASARA spotters which are a resource that was..sort of started through, you know through an initiate in the military but ah...

GERRI: Yeah.

JOHN: ...but ah they are ah, they have a memo of understanding now...

GERRI: Yeah.

JOHN: ...with the ah, with the province so they can be used for ground SAR as well. But they're largely, CASARA, Civil Air Search and Rescue Association, is used as a civilian volunteers helping out the ah air search effort.

GERRI: Right.

JOHN: So that's ah how we were involved. Basically not our case...

GERRI: Okay.

JOHN: ...ah just supporting RCMP.

GERRI: Okay, supporting RCMP. Okay do you have a contact there for me ahm, so if I can refer the ah media too.

JOHN: Sure. Now it was ah, our contact, let me just take a look in the case file. Our contact was ah EMO.

END OF CONVERSATION

February 2nd, 2012, Fourteen hours, twenty-eight minutes, thirty-seven seconds

UKM: ..CC Halifax, bonjour.

UKM2: Hi it's ah (unintell) calling. (Unintell) at air ground air in Halifax.

UKM: Hi.

UKM2: I have (unintell) is it three (3), seven (7), two (2) or three (3), two (2), seven (7)?

UKM: Oh three (3), two (2), seven (7).

UKM2: Three (3), two (2), seven (7).

END OF CONVERSATION

WENDELL: ...CC Halifax.

ALI: Yeah, hi is this WENDELL?

WENDELL: Yes it is.

ALI: It's Ali, how are you?

WENDELL: Pretty good Ali.

ALI: Ah who's the air coordinator, is it ah John?

WENDELL: Yeah John's at the desk, and he hopped on line too.

ALI: Hey John how are you?

JOHN: Good.

ALI: There's ah, there's a lot of hype now ah with the media about a bunch of stuff.

JOHN: Yes.

ALI: Ah I'm ah, I'm not going to entertain any request for media or anything like that.

JOHN: Okay.

ALI: Ah because they're going to try to tie it in to the, to the sub-centre closure and all that.

JOHN: Oh yes.

ALI: So what I would ah ask is if you could update the media tape with the ah details of the Makkovik case.

JOHN: Okay.

ALI: Basically that we ah, we, you know we helped out with the (stammers), you know, ah we were called on this, on this day at this time and ah we provided a ah, ahm, a helicopter from Triple 4 Squadron, an Aurora who has the ah, I guess the ah, you know the proper...

JOHN: FLIRS.

ALI: ...ah things for, yeah the FLIR and all that stuff and that ah we ah, and we haven't had any more requests for that and then, that's, that's basically it. So we're going to refer...

JOHN: Um, hmm.

ALI: ...to the news media tapes, so we don't get any ah, any calls.

JOHN: Yeah that, that sounds good. I mean it wasn't even our case. (Laughs) Yeah.

ALI: Well it...

JOHN: Yeah.

ALI: ...this is the thing right. This is what they, they're asking us for details of the Makkovik case...

JOHN: Um, hmm.

ALI: ...but it's not our jurisdiction.

JOHN: Yeah we (unintell)...

ALI: So I know what they're trying to do...

JOHN: Yeah.

ALI: ...and I don't want to get into that.

JOHN: Right on, a good idea.

ALI: Okay.

JOHN: Okay I'll (unintell) the tape.

ALI: And then maybe on tape specifically say that the ah, this is an EMO ah..for any further...

JOHN: Right.

ALI: ...ah requests this is an EMO jurisdiction.

JOHN: Right.

ALI: Ah and then ah then forward it to them.

JOHN: Okay I will do.

ALI: Okay.

JOHN: Okay, bye, bye.

ALI: Okay thanks John.

END OF CONVERSATION

February 2nd, 2012, Fourteen hours, thirty-six minutes, forty-one seconds (14:36:41)

(Phone Tones)

AVA: (Unintell). (Numbers pressed).. Password. (Numbers pressed).
Your mailbox...for your extemporary...

UKM: Good morning you've reached the media line for the Joint Rescue Centre, Halifax. Today's the 2nd of February. Time right now is about ten thirty in the morning. Presently all is quiet in Halifax search and rescue region. There are no cases in progress at this time. Ah concerning the case of a ah missing fourteen (14) year old boy in the Makkovik area, the ah Canadian Forces ah provided ah some search effort in support of a RCMP/EMO Newfoundland ah search operation, it was humanitarian. We provided an Aurora ah aircraft to ah search ah during the night using a FLIR, which is forward looking Infrared which can detect heat sources. We also sent a Griffin helicopter from Goose Bay to ah provide some visual search during the nighttime ah searching effort. This is on the ah night of the 1st of February. Ahm on the ah daytime, ah daytime hours on the 1st of February the ah air search was ah resumed again by the ah Province of Newfoundland using a charter aircraft and ah CASARA ah, spotters. The military was not requested to provide any support to this RCMP/EMO operation. For ah any further update on the Makkovik case ah recommend that you contact either Newfo..Newfoundland RCMP Detachment or EMO Newfoundland ah for more detail on this case. There is nothing further at this time, good day.

AVA: Recording stopped. (Numbers pressed)...started. (Numbers pressed). Your temporary greeting...

END OF CONVERSATION

January 30th, 2012, Thirteen hours, eight minutes, twenty-seven seconds (13:08:27)

UKM: ...C Rescue, bonjour.

PEDDLE: Yes good morning, it's Paul Peddle calling from Fire and Emergency Services over in St. John's, how are you?

UKM: Fine thank you.

PEDDLE: That's good. We've got an issue this morning in Makkovik, in Labrador. We have a fourteen (14) year old boy missing. He has been missing since yesterday. The community has done a search, they can't find him. They're afraid he might be gone out on the water, ah, you know, on his skidoo over the ice and God knows what has happened to him then. Ahm, the weather is down in the area and we can't get a small chopper or plane in the sky there to head to Makkovik. I don't know whether you can do it or not, we're wondering if you could do a humanitarian mission, go have a look and see if you can find the young fellow.

UKM: Makkovik, I'm just going to try..can you spell where that is?

PEDDLE: M-a-k-o-v-l-k I think it is.

UKM: I'm sorry say that again (unintell).

PEDDLE: M-a-k -o...

UKM: M-a-k...

PEDDLE: ...o-v-l-k. It's up on the Labrador coast.

UKM: Ah let me just take a look here.

PEDDLE: Is it north of Hopedale? I was there for a weekend...

UKM: Makkovik.

PEDDLE: ...one afternoon.

UKM: Yeah it's up there all right.

PEDDLE: Yeah.

UKM: Ahm (clears throat), so it's a fourteen (14) year old boy been's

missing since yesterday.

- PEDDLE: Yeah. He took off, parents grounded him and took his computer from him.
- UKM: Um, hmm.
- PEDDLE: He was on a site he shouldn't have been on.
- UKM: Yeah okay.
- PEDDLE: But probably most fourteen (14) year old boys have been on it once or twice. (Laughs).
- UKM: Sure yeah.
- PEDDLE: If you get my drift.
- UKM: I have yeah.
- PEDDLE: And ah, so ah, he took off on the skidoo and hasn't been seen. They've done a search of the community, they've gone out around, you know, outside the community. He is on a skidoo, but where is he?
- UKM: Okay and you say the weather is bad there?
- PEDDLE: The weather is bad. Now they say the weather is down for a small helicopter and a small plane. I don't know what you can do there or not.
- UKM: Let me see what, let me see if I, I'll pull up Goose Bay and see what they got.
- PEDDLE: Goose I think is fine, but for your, you're a good hour and a half flight north of Goose, an hour anyways.
- UKM: Well I'm just trying to find the weather station...
- PEDDLE: Yeah
- UKM: ...that's reporting.
- PEDDLE: Yeah, yeah.
- UKM: Goose Bay, Newfoundland is showing, no they seem to be pretty

good.

PEDDLE: Yeah Goose is fine.

UKM: Ahm, what's your number there?

PEDDLE: You can get me, I'll give you my cell is the best, ah 7-0-9-6-9-9...

UKM: Um, hmm.

PEDDLE: ...-4-5-7-3. Now if you want to ca...I got an RCMP contact in, in Makkovik.

UKM: Yeah it's got to come through EMO, ah...

PEDDLE: Like, well we are EMO.

UKM: You are okay.

PEDDLE: Yeah.

UKM: You said Fire Rescue Services.

PEDDLE: No Fire and Emergency Services, we are EMO.

UKM: Okay.

PEDDLE: Yeah.

UKM: Okay and what's the RCMP 's...

PEDDLE: Ah Corporal Kimbel, K-I—b-e-l, Vardy, V-a-r-d-y.

UKM: V-a-r-d-y.

PEDDLE: Ah area code 7-0-9-...

UKM: Um, hmm.

PEDDLE: ...9-2-3-2-3-1-7.

UKM: Okay. What I have to do is I have to run this by my boss.

PEDDLE: Sure.

UKM: And then ah he will ah come up with ah whether we're able to

assist or not...

PEDDLE: Okay.

UKM: Ah because we are very fragile for resources our self right now.

PEDDLE: Okay.

UKM: Ahm, but I'll get back to you shortly.

PEDDLE: Please do, thank you.

UKM: Ah yeah, I just want to verify your number.

PEDDLE: Yeah.

UKM: 7-0-9-6-9-9-4-5-7-3.

PEDDLE: That's right...

UKM: Yeah.

PEDDLE: ...Paul Peddle.

UKM: Paul Peddle. All right Paul...

PEDDLE: Thanks.

UKM: ...I'll get back to you.

PEDDLE: Thank you.

UKM: Thank you.

PEDDLE: Bye, bye.

END OF CONVERSATION

(Phone Tones)

OPERATOR: We're sorry but you have to dial one (1)...

(Phone Tones)

LUDLOW: RCC Halifax Major Ludlow (unintell).

MCDONALD: Hey boss, Casey you got a minute?

LUDLOW: Yeah.

MCDONALD: Can you come the office here?

LUDLOW: Yeah couple minutes.

END OF CONVERSATION

January 30th, 2012, Thirteen hours, sixteen minutes, twenty-five seconds (13:16:25)

(Phone Tones)

(Hangs up)

(Phone Tones)

AVA: Welcome to 5 Wing Goose Bay. For service in English please press one (1). (Number pressed). If you know the four (4) digit local..(numbers pressed). Please hold you will be transferred shortly.

BURSEY: Hi MCC Bursey.

MCDONALD: Yes good morning. It's ah Casey from the RCC, how you doing?

BURSEY: Good and you?

MCDONALD: Good thanks. Ah I'm going to request the (unintell) are capable?

BURSEY: Ah, ah, yeah, just a second now, now I'll get the (unintell) please. I have to look on the paper 'cause we only get a piece of paper saying when and when and, that's for today.

MCDONALD: Okay.

BURSEY: Ah the 30th, SAR available.

MCDONALD: Okay can you give me the number of the OPS or transfer me over there. It seems like it's the only number I've got is yours here.

BURSEY: Yeah just a second, I'll give you Captain Gillis' number.

(Background Conversation:

Bursey: Yeah.

Ukf: Nine twenty-six (unintell). Do you want me to call him?

Bursey: Or is ah, or (unintell).

Ukf: (Unintell) thirty-seven (37).)

BURSEY: Okay Major Eidt would be the best one, call on his cell.

MCDONALD: Okay.

BURSEY: 8-9-6-...

MCDONALD: 8-9-6-...

BURSEY: ...1-6-3-7.

MCDONALD: That's Major Ikman.

BURSEY: Eidt, E-I-d-t.

MCDONALD: E-I-d-t.

BURSEY: Yeah and Captain Gillis' cell phone number is 8-9-9-2-6-1-0.

MCDONALD: Okay Captain Gillis. Ah okay and that's 7-0-9 right?

BURSEY: Yes sir. That...

MCDONALD: The, the...

BURSEY: ...our, is the task (unintell) for this area?

MCDONALD: Well we're, we're looking at it maybe.

BURSEY: Okay.

MCDONALD: All right, thank you.

BURSEY: Okay sir.

MCDONALD: Bye.

BURSEY: Bye.

END OF CONVERSATION

(Phone Tones)

AVA: The customer you have dialed is currently not available. Please try

your call again later.

END OF CONVERSATION

(Phone Tones)

(Background Conversation:

MCDONALD: Yeah you might as well go and grab Jim for me (unintell) if you don't mind, thanks.)

GILLIS: Captain Gillis.

MCDONALD: Hey it's ah Casey at the RCC, how you doing?

GILLIS: Not too bad.

MCDONALD: I got your number from OPS, ah are you guys ah capable today?

GILLIS: Ah we should be, ah it's (unintell) for it now, ah, I just have to check with my Super, we should be yes.

MCDONALD: Okay can you go in and call and verify and then give me a call back.

GILLIS: Okay no problem...

MCDONALD: We may have...

GILLIS: ...something brewing or...

MCDONALD: Yeah we got something up in Makkovik.

GILLIS: Oh missing...

MCDONALD: Yeah.

GILLIS: ...fourteen (14) year old something.

MCDONALD: Yeah so we're considering...

GILLIS: ...(unintell).

MCDONALD: ...sending you guys up to have a look.

GILLIS: Oh ahm, I'll probably be about twenty (20) minutes and I'll get back to you.

MCDONALD: Okay thanks.

GILLIS: Right on.

MCDONALD: Okay.

GILLIS: Okay, bye.

END OF CONVERSATION

January 30th, 2012, Thirteen hours, twenty-four minutes, twenty-six seconds (13:24:26)

UKM:C Rescue, bonjour.

GILLIS: Good day, it's Captain Gillis calling back from Triple 4, how are you?

UKM: Yeah one (1) second.

GILLIS: Sure.

UKM: This is Triple 4 right?

GILLIS: Yeah.

UKM: Yeah.

GILLIS: Ah...

(Background Conversation:

Ukm: Triple 4 for you at one oh two (102).)

UKM: We'll get the air controller, one (1) second.

GILLIS: Oh no worries.

MCDONALD: RCC ah Air Controller.

GILLIS: Good day, it's Captain Gillis, Triple 4, how are you?

MCDONALD: Very good.

GILLIS: Good, ahm I just called...

(Call disconnects)

END OF CONVERSATION

January 30th, 2012, Thirteen hours, twenty-four minutes, thirty-nine seconds (13:24:39)

MCDONALD: RCC ah Air Controller.

GILLIS: Good day, Captain Gillis Triple 4, how are you?

MCDONALD: Yeah good.

GILLIS: Good ahm, I just (unintell) work and right now our aircraft is US...

MCDONALD: Yeah.

GILLIS: ...I'm working on find out when the estimate of that going back serviceable for you.

MCDONALD: They're reporting six hundred and one (601) in Makkovik anyway.

GILLIS: Okay so, oh yeah ahm, probably keeping an eye on it, and I'll give you a call on it (unintell) the aircraft.

MCDONALD: Okay I'll call...

GILLIS: Okay.

MCDONALD: ...EMO and tell them that we're not sending anything up right now.

GILLIS: Okay thank you.

MCDONALD: Perfect, and ah do you have an idea when you'll get back to me, any ideas?

GILLIS: Ahm, oh I'm still headed into work right now, they're just investigate U...

MCDONALD: Okay.

GILLIS: ...ah if it is US, so I'll give you a call probably within the next forty-five (45).

MCDONALD: Sure, that's great, thank you.

GILLIS: Okay thank you.

MCDONALD: Bye now.

GILLIS: Bye.

END OF CONVERSATION

January 30th, 2012, Thirteen hours, twenty-five minutes, twenty-five seconds (13:25:25)

(Phone Tones)

UKM: RCMP Makkovik.

UKM2: Yes ah, I'm sorry I've dialed the wrong number.

UKM: Okay.

END OF CONVERSATION

(Phone Tones)

AVA: Please hang up and try your call again. If you need assistance,
dial your operator. Please hang up n...

END OF CONVERSATION

(Phone Tones)

PEDDLE: Hello.

MCDONALD: Yes Paul Peddle please.

PEDDLE: Speaking.

MCDONALD: Hi it's Captain McDonald from the RCC, how you doing?

PEDDLE: Not too bad, yourself?

MCDONALD: Ahm not too bad. Ahm...

PEDDLE: Good.

MCDONALD: ...we don't think we're going to be able to do much for you right now. Ah...

PEDDLE: Oh.

MCDONALD: ...our Hercules is US.

PEDDLE: Okay.

MCDONALD: Ah in Triple 4, they're broken at the moment in Goose Bay.

PEDDLE: Really!

MCDONALD: And they're on the way to see..the weather is six hundred and one (601) right now in Makkovik and doesn't support flight ops for a four (4), fift..four twelve (412) anyway.

PEDDLE: Okay.

MCDONALD: Ah and the boss is not willing to send a Cormorant that far north with no Herc available to back him up.

PEDDLE: Okay.

MCDONALD: Okay.

PEDDLE: All right sir, thank you very much.

MCDONALD: I'll keep you..if it comes up and ah if you're still looking at ah in a little, in the next three (3) or four (4) hours just give me a call back and maybe they'll..the weather will have cleared and the aircraft may be fixed.

PEDDLE: Okay good enough.

MCDONALD: All right then.

PEDDLE: Thank you, bye, bye.

MCDONALD: Yeah.

END OF CONVERSATION

January 30th, 2012, Fourteen hours, forty-six minutes, twenty-one seconds (14:46:21)

MCDONALD: Air Controller.

GILLIS: Good day, it's Captain Gillis, how are you?

MCDONALD: Good, how are you?

GILLIS: Good, our chopper here at Triple 4 will be down til approximately ah two o'clock local.

MCDONALD: Yeah we, I called him back and said we're not able to really do

much for them.

GILLIS: Okay.

MCDONALD: Weather isn't very good there anyway with six hundred and one (601) so...

GILLIS: Okay.

MCDONALD: You, you guys in the mountains up there, or the hills up there I don't think you..well you couldn't legally I don't think.

GILLIS: Ah you, we see, go around the shoreline but that's a long trip around the shore.

MCDONALD: Well I mean we don't know, you mean the guy is overland more than likely.

GILLIS: Yeah oh yeah I think the route there too they follow along the inlets.

MCDONALD: Well he ran away so it wasn't really...

GILLIS: Okay.

MCDONALD: ...ah, wasn't a case that he was going somewhere.

GILLIS: Okay. Yeah no problem. Yeah 'cause we were originally going to go out to Cartwright today and the weather was..don't improve until like now or a little bit (unintell).

MCDONALD: Yeah at least ah, I'm sorry the time again was two o'clock this afternoon?

GILLIS: Yeah.

MCDONALD: Ah what time is it there now?

GILLIS: Ah we're the same as you guys.

MCDONALD: Oh you're the same us, okay.

GILLIS: Yeah we're still on Atlantic.

MCDONALD: So it's there (cuts out) hours and a bit.

GILLIS: Yeah.

MCDONALD: Okay thanks.

GILLIS: All right.

MCDONALD: All right bye.

GILLIS: Okay bye.

END OF CONVERSATION

2
January 31st, 2012, Sixteen hours, fifty-five minutes, twenty-nine seconds (16:55:29)

UKM: RC Rescue, bonjour.

UKM2: Hey it's the RJOC Watch Officer calling.

UKM: Um, hmm.

UKM2: Just had a question here ah, someone from Canada com tweaked me ah about a possible ongoing SAR involving a member of a Ranger Patrol group.

UKM: Nothing we're aware of.

UKM2: No. (Unintell) give them some kinds of heads up there, a possible fourteen (14) year old missing and...

UKM: They phoned yesterday asking for support. Ahm we didn't have anything we could give them and ah (unintell) like ah, you need, you have information just like I do. They have a camera that they're going ah look under the water and see if ah some tracks leading up to ah (cuts out) hole in the ice is, if they see the snow machine or the person in there. But I just got that off Google, so I'm sure you can do the same thing.

UKM2: Yeah so.

UKM: But we're not, we're not involved in anything, no, yeah sure that's there no...

UKM2: Okay perfect.

UKM: Okay.

UKM2: All right thanks.

UKM: All right bye.

UKM2: Bye.

END OF CONVERSATION

January 31st, 2012, Twenty hours, thirty-four minutes, twelve seconds (20:34:12)

UKM: (Unintell).

UKM2: Hi, good afternoon, how are you doing today?

UKM: Not too bad.

UKM2: It's ah Captain Ken Purdle at Alpha Headquarters in D201 here.

UKM: Uh, huh.

UKM2: Ahm, we have am..an is..incident ongoing up in ah Makkovik with a missing junior Canadian Ranger.

UKM: Uh, huh.

UKM2: Now I've just gotten a call from Gander from the Rangers and I guess there's been a major development is they found the skidoo on an ice floe they can't get at. What is the process to engage ah resources to ah, to fly there and, and, ah get this checked over. Like to ah, to be, partake in the search I guess?

UKM: Oohh!

UKM2: I'm, like I say, I'm, it's out of my loop but they're, they're kind of ah calling anybody that's available right now I guess to (unintell).

UKM: Yeah I'll have, I'll have my ah Captain here step on line.

UKM2: Okay.

UKM: Stay on the line sir.

UKM2: Yeah. (Cuts out)

END OF CONVERSATION

January 31st , 2012, Twenty hours, thirty-five minutes, thirty-four seconds (20:35:34)

MCDONALD: McDonald.

PURDLE: Hi, how are you doing today?

MCDONALD: Doing all right.

PURDLE: It's Captain Ken Purdle up at Alpha Headquarters in D201.

MCDONALD: Um, hmm.

PURDLE: Ahm, I don't know if you're aware of the Junior Canadian Ranger that's missing up in the Makkovik area of Labrador.

MCDONALD: Yeah we, we heard about it yesterday.

PURDLE: Okay I've just gotten a call from a, from the Rangers. They're, they're, they've just gotten a call from Makkovik directly stating that they've spotted the skidoo on an ice floe and I guess they're going to be requiring air assets to ah, to go and, and check this thing out here. What's the process? I, I'm...

MCDONALD: They go through EMO.

PURDLE: Through EMO.

MCDONALD: Yeah, and, I mean they have charter services and they have all kinds, they have their own assets.

PURDLE: In?

MCDONALD: In Newfoundland and Labrador.

PURDLE: In Newfoundland and Labrador so...

MCDONALD: So us circumventing then is not the proper (unintell).

PURDLE: No that's what I, no I'm, I'm out of the loop here because of the, I'm in casualty management.

MCDONALD: Okay.

PURDLE: And they're calling me because I guess I ones of the few guys still around there this time of the day.

UKM": Yes, ah...

PURDLE: So they, they should be contacting Newfoundland's EMO?

MCDONALD: That's ah, when the calls to us have to come from.

PURDLE: Okay 'cause...

MCDONALD: 'Cause they do the staff check whether they can support it and then the call comes to us and then we go to our boss...

PURDLE: Right.

MCDONALD: ...and he'll say whether he can support it. And we don't have a Herc right now so...

PURDLE: Right.

MCDONALD: ...I don't know whether the Major will or not because he, we, we had this request yesterday and we turned it down.

PURDLE: For the, oh that was for the search.

MCDONALD: Yes.

PURDLE: Yeah but now they've spotted the skidoo.

MCDONALD: Um, hmm.

PURDLE: I guess they're trying to determine now if the guy is alive and that's beyond me. I'm...

MCDONALD: Yeah ah...

PURDLE: ...I'm this poor messenger here trying to get the..find out the, the process so.

MCDONALD: Yes.

PURDLE: So it's EMO Newfoundland they need to contact.

MCDONALD: Yeah.

PURDLE: Do you have a contact...

MCDONALD: They have all that.

PURDLE: In Gander.

MCDONALD: Oh but, yeah ah, the RCMP...

PURDLE: Yes.

MCDONALD: ...will have an EMO officer.

PURDLE: Okay.

MCDONALD: And he should be the one that's making the request.

PURDLE: Okay then, so it's EMO they need to contact, bottom line.

MCDONALD: Yeah.

PURDLE: Okay then I'll try that...

MCDONALD: All right.

PURDLE: ...and see where we go.

MCDONALD: Okay.

PURDLE: Thanks.

MCDONALD: Bye.

PURDLE: Bye.

END OF CONVERSATION

January 31st, 2012, Twenty hours, forty-one minutes, fifty-one seconds (20:41:51)

(Phone tones)

AVA: You have reached Canadian Forces Base, Ha...

UKF: Telephone is Halifax Operators.

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

UKF: Yes.

PARKER: I'm having a problem getting hold of ah Goose Bay. Can you put me through to the Goose Bay switchboard?

UKF: Do you, do you have an extension number over there?

PARKER: Ah, ah 7-3-3-1.

UKF: Just a moment, hold the line.

PARKER: Thank you.

END OF CONVERSATION

January 31st, 2012, Twenty hours, forty-two minutes, thirty-nine seconds (20:42:39)

UKM: Hello.

PARKER: Hello.

UKM: This is MCC, can I help you?

PARKER: Is this a Goose Bay?

UKM: Yes sir it is.

PARKER: All right I'm looking for ah Goose Bay Ops.

UKM: This is Goose Bay Military Co-ordination Centre sir, go ahead.

PARKER: Perfect, this is Corporal Parker calling from Halifax Search and Rescue.

UKM: How you doing?

PARKER: We're just looking for your ah, availability of your SAR.

UKM: Ah hopefully we should find out within a couple of minutes. They did have a maintenance problem and they're taking her, in the process of taking out and doing a maintenance on it now.

PARKER: Maintenance run okay.

UKM: So I, hopefully should know something very soon.

PARKER: Would you be able to call us back?

UKM: I could give you a call back and ah, let's see now, and I'll give you another number.

PARKER: Okay.

UKM: A Captain Dan Gillis, local 7-5-9-1.

PARKER: Um, hmm.

UKM: He's ah, Dan will be flying.

PARKER: What's the ah base number there?

UKM: Ah 5-5-5, that's CSN.

PARKER: Okay.

UKM: Right, 7-5-9-1 and give me your number there in case you don't hold to someone, I'll give you a call back.

PARKER: Yeah that'll be probably better. Ah it's 1-8-0-0-...

UKM: Okay.

PARKER: ...5-6-5-...

UKM: Okay.

PARKER: ...1-5-8-2.

UKM: 1-5-8-2, ask for anybody in particular or...?

PARKER: Ah just ask for the air coordinator.

UKM: Air coordinator?

PARKER: Yeah.

UKM: Okay. Hey yeah, soon as I...I'm expecting a call any minute now on the radio and I'll...

PARKER: All right then.

UKM: ...and I'll ah give him, I'll give you a call.

PARKER: Okay thank you.

UKM: Thank you sir.

PARKER: Bye.

UKM: Bye.

END OF CONVERSATION

January 31st, 2012, Twenty hours, fifty-one minutes, fifty-seven seconds (20:51:57)

CASEY: ...C Rescue, bonjour.

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

CASEY: Yes.

PEDDLE: How are you this evening?

CASEY: Fine.

PEDDLE: That's good. Ah yesterday we put in a request in to you folks, unfortunately you weren't able to help us...

CASEY: Um, hmm.

PEDDLE: ...in Makkovik, Labrador.

CASEY: Right.

PEDDLE: Which was a fourteen (14) year old boy missing.

CASEY: Um, hmm.

PEDDLE: He had gone on his skidoo and ah, the police tracked the skidoo yesterday to the edge of the water. Ah and they were able to put underwater cameras down today and found the skidoo and the gas can, but they, the where it is, they seem to think there is a possibility he could have made it to shore. Now, the question is are you able to do a search?

CASEY: Okay, ahm, right now we don't have a Hercules, we're broken.

PEDDLE: Okay.

CASEY: Ahm, have you, we've got a call already about this this afternoon and we were doing a little staff checking, ah, we're also US right now in Goose Bay but they're on a test flight for that.

PEDDLE: Okay.

CASEY: So ah and Gander would have to be approved by the OIC. Ah have you, are you flying any, do you have any air resources available?

PEDDLE: No not this evening we don't. Once it comes dark we're, we're,

we're out, out of service.

CASEY: Did you fly them today?

PEDDLE: No we did not 'cause we only received the, the request no more than three (3) minutes ago.

CASEY: Okay do you have a lat and long where this position where they found the snowmobile?

PEDDLE: No I don't but all I have is the phone number of the RCMP contact in...

CASEY: Now is that..can you get me that lat and long please..then we'll go out, well I'll try and get the ah, I'll try and get a hold of the OIC at the same time.

PEDDLE: Okay will do sir, I'll call you right back.

CASEY: All right, thank you.

PEDDLE: Thank you, bye.

END OF CONVERSATION

January 31st, 2012, Twenty hours, fifty-three minutes, thirty-seven seconds (20:53:37)

(Phone tones) (Background conversation unintell)

VOICE MAIL: Hi, you've reached 2-2-2-5-8-9-2, the (unintell) Rescue Centre in Halifax, please leave a message and I'll get back to you as soon as possible, merci (unintell).

AVA: To leave a callback number press five (5).

CASEY: Hey boss, it's Casey, ah the Makkovik case has opened up again, they found the snowmobile under water. They're requesting some air support for a search up there tonight. Ah give me a call back at ah 4-2-7-2100. I'll talk to you soon.

END OF CONVERSATION

January 31st, 2012, Twenty hours, fifty-seven minutes, twenty-one seconds (20:57:21)

MCDONALD: ..C Rescue, bonjour.

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

MCDONALD: Yes.

PEDDLE: Ah I told you something incorrect. The skidoo ah, is, was not found down in the water, it was found on top of the ice. That's why they think that he must've headed inland or gone somewhere. Anyway I've got the longitude and the latitude.

MCDONALD: Okay go ahead.

PEDDLE: It's fifty-five point one, four, seven, one, four (55.14714) latitude.

MCDONALD: Fifty-five point one four (55.14)...

PEDDLE: Seven, one, four (714)...

MCDONALD: Seven, one, four (714).

PEDDLE: ...latitude and fifty-nine point zero, seven, zero, one, six (59.07016) longitude.

MCDONALD: Um, hmm. Okay.

PEDDLE: Okay?

MCDONALD: All right ah...

PEDDLE: You got...

MCDONALD: ...I don't have anything right yet, ah and I'm talking, just waiting for a call back from my OIC.

PEDDLE: Okay.

MCDONALD: (Unintell) approving it, it's already on it and ah...

PEDDLE: All right.

MCDONALD: ...ah I need your number there Paul, I'll just make we can reach you.

PEDDLE: Yeah you, sure you can get me at ah 7-0-9-...

MCDONALD: Um, hmm.

PEDDLE: ...6-9-9-...

MCDONALD: Um hmm.

PEDDLE: ...4-5-7-3.

MCDONALD: Um, hmm.

PEDDLE: Or 7-0-9-...

MCDONALD: Um, hmm.

PEDDLE: ...3-6-4-...

MCDONALD: Um, hmm.

PEDDLE: ...9-4-4-4.

MCDONALD: I'll read those back to you, 7-0-9-6-9-9-4-5-7-3 or...

PEDDLE: Yes.

MCDONALD: ...7-0-9-3-6-4-9-4-4-4.

PEDDLE: Right, that's my house.

MCDONALD: Okay and what are they doing right now as far as searching?

PEDDLE: They're still searching the area ah by snow machine. It, it's getting dark up there now that's the problem and ah they seem to think there's a definite possibility that this boy, he's only fourteen (14) years old, could still be alive. He, the skidoo did not go in the water. They found it believe it or not only about a kilometer or two (2) away from where they were searching yesterday.

MCDONALD: Um, hmm.

PEDDLE: And ah, anyway, we'd appreciate your help...

MCDONALD: Ah right. I'll (unintell).

PEDDLE: ...if you can do it.

MCDONALD: ...I'll, I'll see what ah, what he ah, what he feels we, we need to do on that. Okay and do you have any kind of indication of the local weather?

PEDDLE: Ah no I don't but I can you get you that in a second and call you right back.

MCDONALD: Thank you.

PEDDLE: Okay, bye, bye.

MCDONALD: Yeah.

END OF CONVERSATION

January 31st, 2012, twenty-one hours, six minutes, eight seconds (20:06:08)

(Phone tones)

UKM: Hello.

CASEY: Hey boss, Casey.

UKM: Hey Casey.

CASEY: Ah Makkovik has reared it's head again.

UKM: Oh is that right, eh?

CASEY: They said they found the machine on the ice, ahm, they're requesting assistance. We don't have a Herc.

UKM: Right.

CASEY: We have an Aurora on stand by. Goose Bay is on a test flight right now, so it's four hundred (400) miles for the Cormorant. Ah...

UKM: Okay.

CASEY: ...they...

UKM: Um.

CASEY: ...they say they, ah Paul Peddle is saying that ah they, they think he may have, you know, walked away ah. They haven't, they didn't do any air searching today 'cause they just found the machine, ah when it was coming near dark.

UKM: How long is that test flight for ah Goose?

CASEY: We're not sure yet. They're up right now.

UKM: Okay so (static on line).

CASEY: Say again.

UKM: They're coming, should know soon if they come up serviceable then?

CASEY: They should know shortly yes.

UKM: Okay, well ah, if ah, if they come up serviceable and they're able ah we could send Goose for sure but ah, ah, sending Gander when we have no Herc, ah, not too sure about that. Ah, what time is ah, what time does it get dark up there?

CASEY: Oh it'd be dark already I'm sure.

UKM: Yeah, so ah, you know, ah, how, how efficient are we going to be at

night anyway doing that?

CASEY: I don't know boss, ah...

UKM: Yeah. Well let's just see what ah, what Goose Bay says. If the, if they say let's go, if not ah, and my assistance with ah, would be that ah I, I don't want to send a Cormorant up to, up there if ah...

CASEY: Okay. I've got an Aurora that's going fine, but I don't think that we have any value in that area.

UKM: Well the Aurora might have the FLIR and all that stuff, I don't know, ah you know for high ah, just to say we sent something maybe. Ah, you know they have, they have, they have definitely better (unintell) capability than the Herc would to look for something like that.

CASEY: Yeah.

UKM: So ah maybe we could ah, if the Aurora's on stand by maybe you could send him up there for a very quick swipe, you know, at altitude. If, if ah, Triple 4 is not available.

CASEY: Okay if Triple 4 doesn't come up with anything in the next we'll say forty-five (45) minutes...

UKM: Yeah.

CASEY: ...then ah I'll send the Aurora up.

UKM: Yeah that's a good idea.

CASEY: Okay then.

UKM: Bye.

CASEY: All right.

UKM: Bye.

END OF CONVERSATION

MCDONALD: Captain McDonald.

GILLIS: Hey Christen, it's Dan..

MCDONALD: Yeah it's Casey actually.

GILLIS: Oh sorry, wrong one. (Laughs)

MCDONALD: (Laughs).

GILLIS: It's the wrong one.

MCDONALD: Ah how are you guys looking?

GILLIS: Ah right now we had an oil line that was replaced and it has a small leak but ah, the, we just did the ground run, so they should be tighten it up and we should be good to go in about an hour or so.

MCDONALD: Good to go in one (1) hour?

GILLIS: Yeah they got (unintell).

MCDONALD: Okay ah I'm going to need you to go up to Makkovik...

GILLIS: Okay.

MCDONALD: ...ah and do a, a search for the fourteen (14) year, I'm sure your familiar...

GILLIS: Yeah.

MCDONALD: ...fourteen (14) year old ah position and all that stuff. I can get ready for you and then ah we can talk or you can talk with Christin 'cause he'll be taking over for me in about thirty (30) minutes.

GILLIS: Okay.

MCDONALD: Ah but it's basically the fourteen (14) year old boy went through the ice, they think maybe but, like may have made it to shore and ah...

GILLIS: Who's looking for him up there?

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

GILLIS: Okay.

MCDONALD: ...so ah, you think about forty-five (45) minutes you'll know for sure?

GILLIS: Ah there about. Ah what I'll do is I'll start eating and ah we'll start, try to get the Wing Commander on board and all that good stuff and...

MCDONALD: Okay.

GILLIS: ...try take care some the admin stuff.

MCDONALD: Okay, so you're going to call me back by we'll say twenty-two hundred (220) zulu?

GILLIS: Sure I'll give you a call back and give you a update.

MCDONALD: Okay.

GILLIS: Okay.

MCDONALD: And if not, if guys are US I'm going to send an Aurora up so ah...

GILLIS: No worries.

MCDONALD: Okay.

GILLIS: We'll let you know as soon as we do.

MCDONALD: Fine thanks.

GILLIS: Right on.

MCDONALD: Bye.

END OF CONVERSATION

January 31st, 2012, Twenty-one hours, seven minutes, forty-nine seconds (21:07:49)

UKM: ..C Rescue, bonjour.

GILLIS: Good day, it's Captain Gillis calling from Triple 4, is the air controller there please?

UKM: Just stand by one second now. You have his assistance go ahead.

GILLIS: Hi, now it's Captain Gillis with Triple 4 and ah MCC was just saying that ah you guys wondering if we're serviceable.

UKM: Oh...

END OF CONVERSATION

January 31st, 2012, Twenty-one hours, seven minutes, forty-nine seconds (21:07:49)

UKM: (Unintell) bonjour.

GILLIS: Good day, it's Captain Gillis calling from Triple 4, is the air controller there please?

UKM: Just stand by one second now. You have his assistance go ahead.

GILLIS: Hi, now it's Captain Gillis with Triple 4 and MCC was just saying that ah you guys wondering if we're serviceable.

UKM: Oh yes sir, calling from Goose Bay.

GILLIS: Yeah, hi.

UKM: Yeah.

GILLIS: We're..there's a small leak in the line they just replaced ah so we should be serviceable in an hour or so. Was there something coming down the pipe or...?

UKM: Ah we're just possibly projecting for the Makkovik case there.

GILLIS: Okay.

UKM: They requested air support and we're just ah getting permission through the OIC here.

GILLIS: Okay.

UKM: But it's possible, it's...

GILLIS: Ah would you be looking at something tonight or for tomorrow?

UKM: I'm not sure, we're still in the planning.

GILLIS: Okay ah, just for you guys info ah, I'm the only AC up here right now...

UKM: Um.

GILLIS: ...ah Major's away and ah I started at twelve (12) today for a crew day, ah but if you're looking at something for first light I can easily go to ground now.

UKM: I'll let you talk to the Captain here.

GILLIS: Okay.

UKM: Stand by.

(Background Conversation:
Ukm: Captain (unintell) Goose Bay here on the line.
McDonald: (Unintell).)

UKM: Yeah, Captain McDonald.

MCDONALD: Captain McDonald.

Call disconnects.

END OF CONVERSATION

January 31st, 2012, twenty-one hours, eleven minutes, thirty-one seconds (21:11:31)

(Phone tones)

PEDDLE: Hello.

MCDONALD: Yes Paul Peddle please?

PEDDLE: Speaking.

MCDONALD: Yeah Paul, it's the RCC calling.

PEDDLE: Yes.

MCDONALD: I talked to my boss. Ah we've got a, ah, a 412 in Goose Bay that they think will be serviceable in forty-five (45) minutes to one (1) hour, ah...

PEDDLE: Okay great.

MCDONALD: ...he's willing to send that up to have a look ah...

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

MCDONALD: Um, hmm.

PEDDLE: And I got the other coordinates here for you.

MCDONALD: Okay go ahead.

PEDDLE: It's ah fifty-five, zero, nine, one, five point eight (550915.8) north.

MCDONALD: Okay you (stammers), which format are you giving me this in?

PEDDLE: My friend I don't know. (Stammers) It's all dutch to me. (Laughs) I'm not going to lie to you.

MCDONALD: You laugh I mean, we have to know where to go.

PEDDLE: Well how about if you speak directly to ah the RCMP there...

MCDONALD: That's Corporal ah (stammers) Vardy?

PEDDLE: ...they...Corporal Vardy, 9-3-2-23-1-7.

MCDONALD: 23-17?

PEDDLE: Or 9-3-2-24-05.

MCDONALD: 24-05 and that's 7-0-9 area code?

PEDDLE: Yes that's correct.

MCDONALD: Okay. And I mean, you might want to just consider giving, giving that a quick learn because if you're going to pass those on to us we certainly don't want to send any resources...

PEDDLE: No definitely.

MCDONALD: (Unintell) area. Okay,.

PEDDLE: Okay great, thank you.

MCDONALD: All right, thank you.

PEDDLE: Bye, bye.

END OF CONVERSATION

January 31st, 2012, Twenty-one hours, fifteen minutes, forty-three seconds (21:15:43)

(Phone tones)

UKM: RCMP Makkovik.

MCDONALD: Yes hi, could I speak to Corporal Vardy please?

UKM: One (1) second please.

VARDY: Corporal Vardy speaking.

MCDONALD: Hey it's ah Captain McDonald calling from the Rescue Centre, how are you doing?

VARDY: Good, yourself?

MCDONALD: Good thanks. I was talking to Paul Peddle and he requested some air assistance.

VARDY: Yes.

MCDONALD: We have a 412 in Goose Bay that we're expecting will be serviceable by twenty-two hundred (2200) zulu. Ah that's just about forty-five (45) minutes from now. So yeah, should that come serviceable we're going to task that to go up and ah, and have a look for you.

VARDY: Okay.

MCDONALD: Ah we need the most accurate position that you have?

VARDY: (Clears throat) The best thing we have is fifty-five, oh nine, one, five, eight (5509158) and fifty-nine, oh two, two, four, four (5502244).

MCDONALD: Okay which format are you giving this in, do you know, or where are you getting those numbers?

(Background Conversation:

Vardy: What format is that Barry?

Barry: Lat and long.)

VARDY: Lat and long.

MCDONALD: Just, just straight lat and long, so fifty-five (55)...

VARDY: Yeah.

MCDONALD: ...oh nine, one, five decimal eight (0915.8)?

VARDY: One five decimal eight (15.8) Barry?

(Background Conversation:

Barry: Yeah.)

VARDY: Okay yeah.

MCDONALD: Okay that's fifty-two (52), fifty-nine, oh two, two, four decimal four (590224.4).

VARDY: Fifty nine, oh two, two, four decimal four (590224.4). Yeah.

MCDONALD: Now that, that's quite a ways, ah, where, how far away is that from his parents house?

VARDY: Ah that's probably about ah ten (10) kilometers from his parents house...

MCDONALD: Ten (10) k.

(Background Conversation:
Barry: Eleven point four (11.4).)

VARDY: Nine (9) to...

MCDONALD: Now why would he go out...

VARDY: Eleven point four (11.4) kilometers.

MCDONALD: Eleven point four (11.4), so why would he go up in that area, where just trying to...

VARDY: Why?

MCDONALD: ...ah get an idea where to be loo..where, where we will be looking. Is he just done an escape route or is it between somebody's houses or...

VARDY: No it's on broken ice out of the harbor heading out.

MCDONALD: Heading out to sea?

VARDY: Yeah.

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

VARDY: Either he's lost, totally lost and not sure where he was going...

MCDONALD: Uh, huh.

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

MCDONALD: Okay.

VARDY: ...which will be the boat, boat track right.

(Background Conversation:
Barry: Ranger, Northern Ranger.)

MCDONALD: Yeah.

VARDY: Ah I don't see why that would ever, I, you know...

MCDONALD: Uh, huh.

VARDY: ...it doesn't make sense to me...

MCDONALD: Okay.

VARDY: ...but...

MCDONALD: Ah so what did you want us to do, a shoreline search or...

VARDY: Yeah.

MCDONALD: ...what did you have in mind?

VARDY: We're looking at a shoreline search in and especially in that area, 'cause he's, that snowmobile is about ah four hundred (400) feet say, four hundred (400) yards or so from the, from the shore.

MCDONALD: Um, hmm.

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

MCDONALD: So that's Cape Strawberry basically?

VARDY: Yes it is yeah, Cape Strawberry yeah.

MCDONALD: So ah, just trying to get an idea of how big of an area. So you want a shoreline search around Cape Strawberry. Would he climb up on those hills, they look pretty steep just from the topo.

VARDY: They are pretty steep, yeah.

MCDONALD: Ah.

VARDY: But ah along that shore there, if he was, if there's anywhere along that shore from ah...

MCDONALD: Cape Strawberry all the way up to, what's that other Cape that's over there...let's see if I can scroll down and get it to read. Ahm Cape Makkovik it looks like.

VARDY: Cape Makko..Cape Makkovik yeah.

MCDONALD: Makkovik, excuse me.

VARDY: Right.

MCDONALD: (Unintell) Cape Strawberry, it's not frozen out to Strawberry Island or any of those places is it?

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

MCDONALD: It's open wat..open water.

VARDY: The frozen ice is, is just around that area, that's it.

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

VARDY: Mostly that Cape, the Cape it'll be the main point that...

MCDONALD: Cape Strawberry.

VARDY: ...around that Cape and in towards Makkovik itself along by Ford's Bight.

MCDONALD: By Ford's Bight, okay I got that yeah, okay. All right ah we won't know for sure until about twenty-two hundred (220) zulu.

VARDY: Okay.

MCDONALD: And ah we'll be touching base with you then...

VARDY: Okay.

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

VARDY: Yeah.

MCDONALD: And our Hercules is broken right now, so...

VARDY: Okay so what's the one is a 412 is it?

MCDONALD: It's a 412 out of Goose Bay.

VARDY: Is that the 444, Triple 4.

MCDONALD: Triple 4 Squadron yeah.

VARDY: Yeah.

MCDONALD: So we'll have them come up ah and ah if they're able to help out, we may run into a crew day issue where they may get one (1) bag of gas doing, doing the search around there, but that'll probably be about all they can do.

VARDY: Okay.

MCDONALD: Anyway...

VARDY: All right.

MCDONALD: ...I'll ah, we'll keep in touch with you. Ah you'll be at this number all the time?

VARDY: Yes.

MCDONALD: Okay then.

VARDY: Thank you.

MCDONALD: All right.

VARDY: Okay bye.

MCDONALD: Okay bye.

END OF CONVERSATION

January 31st, 2012, Twenty-one hours, twenty-one minutes, forty seconds (21:21:40)

(Phone Tones)

LUDLOW: Air Ops, Captain Ludlow.

MCDONALD: Hey it's Casey in Halifax, how you doing?

LUDLOW: Good.

MCDONALD: I've got a task ah, Triple 4 Squadron. Ah we got ah, that fourteen (14) year old boy up in Makkovik.

LUDLOW: Um, hmm.

MCDONALD: Ahm, the Maj does not want to send our Cormorant that far north with no Herc to back us up down south here.

LUDLOW: Oh yeah.

MCDONALD: So ah, you okay with that?

LUDLOW: (Cuts out) contacted them?

MCDONALD: I have and they're, they're US right now, but they think they're going to be serviceable by twenty-two hundred (2200).

LUDLOW: Fourteen (14) year old boy, oh yeah.

MCDONALD: Up in Makkovik, that Ranger.

LUDLOW: How do you spell that?

MCDONALD: M -a-k-k-o-v-l-k.

LUDLOW: O-v-l-k. Okay, when do you think they'll be airborne?

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

LUDLOW: Okay. All right, I'll hold off again until you...

MCDONALD: Hold off which one...

LUDLOW: On the...

MCDONALD: ...tasking them.

LUDLOW: ...tasking yeah. But ah...

MCDONALD: Ahm, if you could task them now that would be great and then that'll be one less step for us to take care of.

LUDLOW: Okay, but you think they can go?

MCDONALD: I think they will. They just had an oil line leak.

LUDLOW: Okay.

MCDONALD: And they got to do a ground run, they think they got it all tightened up.

LUDLOW: Okay, sure.

MCDONALD: Okay, thank you.

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

MCDONALD: I appreciate it.

LUDLOW: Bye, bye.

MCDONALD: Bye.

END OF CONVERSATION

January 31st, 2012, Twenty-one hours, thirty-one minutes, fourteen seconds (21:31:14)

MCDONALD: ..C Rescue, bonjour.

UKM: Hey, Captain (unintell) OIC, what's the Case Number for your ah Makkovik case.

MCDONALD: Ah the Case Number for the Makkovik is 0-1-4-0.

UKM: Ah 1-4-0, thank you.

MCDONALD: All right.

END OF CONVERSATION

January 31st, 2012, Twenty-one hours, thirty-three minutes, fifty-eight seconds
(21:33:58)

AVA: It's not a valid number. Welcome to 5 Wing Goose Bay, for service in English please press one (1). For service in French...(number pressed) if you know the four (4) digit local please enter it now. If you require Search and Res...(numbers pressed)...please hold, you will be transferred shortly.

BURSEY: MCC Bursey.

MCDONALD: Ah is Captain Gillis there or (unintell)?

BURSEY: Nah, not this is MCC. Captain Gillis is over, I think at, at ah Triple 4 at the moment.

MCDONALD: Okay it's ah the Search and Rescue in Halifax calling again.

BURSEY: Yes sir.

MCDONALD: We're just wondering what the call sign of the aircraft will be...

BURSEY: Ah...

MCDONALD: ...or what the, what ah air frame he's taking?

BURSEY: Ah 4-0.

MCDONALD: 4-0?

BURSEY: Yeah, oh he well, when, when his regular, regular training they goes Viper 4-0, so I guess he's going out on a mission that he...

MCDONALD: Rescue 4-0.

BURSEY: ...Rescue or, the 4-0.

MCDONALD: So the air frame is 4-0, okay.

BURSEY: Ah, so I, yeah I should hear from him shortly anyway. He said he was at, just do a quick fix maybe and...

MCDONALD: Yeah well he called us directly and said he had a, a little leak that they, they figured they could fix up in forty-five (45) minutes to an hour.

BURSEY: Yeah he said he had to tighten up and then he was...last time I was talking to him, Dan was going out and ah do a engine run and check it out.

MCDONALD: Yeah I'm sure he'll get us back.

BURSEY: No, but if everything checks out is he going to get a tasking or...?

MCDONALD: I believe it's looking that way yes.

BURSEY: That way.

MCDONALD: Yeah.

BURSEY: Make him happy anyway.

MCDONALD: (Laughs).

BURSEY: (Unintell) flying.

MCDONALD: Yeah.

BURSEY: Okay.

MCDONALD: Thank you.

BURSEY: All right bye.

MCDONALD: Bye.

END OF CONVERSATION

January 31st, 2012, Twenty-one hours, thirty-six minutes, two seconds (21:36:02)

(Phone Tones)

VARDY: RCMP Makkovik.

MCDONALD: Yes Corporal Vardy please?

VARDY: Yeah speaking.

MCDONALD: Hey ah it's Casey from the Rescue Centre. Ah I need a little information to pass to my crew. What was the person wearing?

VARDY: Ah the person was wearing ah black snow pants, ah a black and grey checkered jacket, snow jacket. He had red goggles.

MCDONALD: Black and grey, I'm sorry I'm just trying to keep this (unintell).

VARDY: Okay.

MCDONALD: Black and grey jacket.

VARDY: Yeah, checkered, check..like I checkered jacket.

MCDONALD: Okay that's fine. Ah...

VARDY: (Clears throat) And ah he had red snow goggles. (Clears throat)

MCDONALD: Okay.

VARDY: Ahm...

MCDONALD: Now did he have any survival equipment?

VARDY: Ah not that we're aware of.

MCDONALD: Okay no flares, or flashlight.?

VARDY: Ah no, no.

MCDONALD: How long has he been missing?

VARDY: Ah he went missing on Sunday night.

MCDONALD: So two (2) days?

VARDY: Yeah.

MCDONALD: Okay, ah what are his survival skills like?

VARDY: Well he is, he is a part of the Canadian Ran..the Junior Rangers right, so they, they've gone off and, and ah done some survival skills.

MCDONALD: So what do they assess his, what are they, I mean there's obviously some Ranger there, what do they assess his survival skills at, good, medium, poor?

VARDY: Ah I would assume, I'm thinking poor...

MCDONALD: Yeah.

VARDY: ...if I had to ah...

MCDONALD: You're going to go with poor?

VARDY: I'm going to go with poor?

MCDONALD: Okay. Ah any cabins or anything (unintell)...

VARDY: There's a small shelter there. Ah...

MCDONALD: Has anybody checked it?

(Background Conversation:
Vardy: Ah did anybody check that small shelter?)

VARDY: Yeah.

MCDONALD: So it's already been checked?

VARDY: Yeah.

MCDONALD: Okay. Ah...

VARDY: It's not really a cabin, it's just like a fallen down...

MCDONALD: Yeah but somebody's already checked it...

VARDY: Yeah.

MCDONALD: ...ahm, it's unlikely that...now the snowmobile was it, did it just run out of gas?

VARDY: We don't know, we don't know.

MCDONALD: Is anybody on scene with the snowmobile?

VARDY: Nobody's on scene with, we can't get to it because it's broken ice there...

MCDONALD: Okay.

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

MCDONALD: Okay. All right, so the snowmobile is that position that was given?

VARDY: Yes.

MCDONALD: And that's, that's at five, five (55)...

VARDY: Or, or pretty close to it right.

MCDONALD: At five, five, zero, nine decimal two, six (5509.26) north...

VARDY: Ah.

MCDONALD: ...zero, five, nine, zero two decimal four, one (05902.41) west?

VARDY: Ah no it's five, five, zero, nine, one, five point eight (550915.8).

MCDONALD: Okay.

VARDY: And five, nine, zero, two, two, four point four (590224.4).

MCDONALD: Okay, okay then. All right and that's right up on Cape Strawberry so what...

VARDY: Yeah.

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

VARDY: Okay.

MCDONALD: Is there something else that you had in mind where you'd like them to be?

VARDY: That would be about it.

MCDONALD: Okay.

VARDY: That would be the main area.

MCDONALD: It's probably as I said earlier, only going to be one (1) bag of gas just 'cause we're going to have flight crew issues.

VARDY: Yeah.

MCDONALD: Okay?

VARDY: All right.

MCDONALD: All right ah, I'll, we'll be in touch shortly.

VARDY: Perfect, thank you.

MCDONALD: All right, bye.

VARDY: Okay bye.

END OF CONVERSATION

January 31st, 2012, Twenty-one hours, thirty-nine minutes, forty-two seconds (21:39:42)

(Phone tones)

(Background Conversation:

Ukm: No the person that was on, got off.)

UKM: RJOC (unintell) watch officer.

MCDONALD: Hey (unintell) it's Casey at RCC and they said they're tasking us, they just don't know when.

UKM: Yeah I just seen it come through.

MCDONALD: And also we're tasking Triple 4 to go up and search for that fourteen (14) year old boy up in Makkovik.

UKM: Yeah I got that as well.

MCDONALD: Okay.

UKM: All right.

MCDONALD: Good night then.

UKM: Have a good one.

END OF CONVERSATION

January 31st, 2012, Twenty-one hours, fifty-four minutes, forty-nine seconds (21:54:49)

MCDONALD: ...C Rescue, bonjour.

GILLIS: Good day, it's Captain Gillis from Triple 4, how are you?

MCDONALD: Hey Dan how are you?

GILLIS: Hey how's it going?

MCDONALD: Good, Christin's, we're just doing a turnover right now, are you serviceable?

GILLIS: Ah we'll be towing right now, will be doing the ground run in probably with the next five (5) or ten (10).

MCDONALD: Okay ah, can we maybe get you to knock that out while we finish our turnover and then he'll be all set to brief you.

GILLIS: Perfect.

MCDONALD: Okay thanks Dan.

GILLIS: Okay bye.

END OF CONVERSATION

January 31st, 2012, Twenty-One hours, fifty-four minutes, forty-nine seconds (21:54:49)

MCDONALD: ...C Rescue, bonjour.

GILLIS: Good day, Captain Gillis from Triple 4, how are you?

END OF CONVERSATION

January 31st, 2012, Twenty-two hours, twenty-three minutes, forty-two seconds
(22:23:42)

AVA: ...be transferred shortly.

BURSEY: (Unintell) MCC Bursey.

UKM: Hi it's Halifax Search and Rescue calling.

BURSEY: Sir.

UKM: Just wondering if you got our fax?

BURSEY: Got your fax and sent it over to Captain Gillis. Ah they should be on the way back to you.

UKM: Okay, thank you.

BURSEY: Okay sir.

UKM: Bye.

BURSEY: Bye.

END OF CONVERSATION

January 31st, 2012 Twenty-two hours, twenty-eight minutes, thirty-one seconds
(22:28:31)

(Phone Tones)

VARDY: RCMP Makkovik.

MCDONALD: Hi it's Captain McDonald calling from the Rescue Centre in Halifax how are you?

VARDY: Good, yourself?

MCDONALD: Good is this Corporal Vardy?

VARDY: Yes it is.

MCDONALD: Yeah. Ah my name is Christin and ah I have a few questions for you. I'm just, we did a shift change here and I'm the air coordinator taking over for the night. Ah the, the Griffin out of Goose Bay is just getting ready to go there now and a couple questions I had about the incident location where you found the snowmobile.

VARDY: (Clears throat).

MCDONALD: Was it clear where the tracks lead out to that point?

VARDY: Ah what happened is the tracks lead into a, a large open crack...

MCDONALD: Okay.

VARDY: ...in the ice.

MCDONALD: Yeah.

VARDY: And that crack was a open water for about ah, I'd say what sixty (60) feet probably and then beyond that was another ah four (4) or five hundred (500) feet of just ah new ice.

MCDONALD: Yes.

VARDY: So initial thoughts were that he had gone into the open ice. Ah besides that we just kept on checking around the area to see if there's anything and we couldn't see anything.

MCDONALD: Okay.

VARDY: (Clears throat).

MCDONALD: So I guess my question was the tracks that lead up to where ah, the snowmobile is found, was it up through the Fords ah Bight or was it across land?

VARDY: Ah Ford's Bight.

MCDONALD: So he's...

VARDY: It's leaving, leaving from Makkovik, ah leaving out of, ah from Makkovik, going out across Ford's Bight and up towards ah Strawberry.

MCDONALD: So he followed right up around...

VARDY: (Clears throat).

MCDONALD: ...the point and then up by Cape Strawberry it's where it looks like it broke through.

VARDY: Yeah.

MCDONALD: Okay.

VARDY: It never broke through, it, it's..I don't know. It seems to me like he, he's either stuck..the, the, the machine is stuck or it's up against ah some ah ice or something, like ice, ridge ice or something right.

MCDONALD: Okay so was there any indication that there might have been tracks

following back. Like if he tried to walk out he probably would have following his snowmobile track back to wasn't breaking through the snow.

VARDY: (Clears throat) Now there's no indication of any tracks back from where we checked.

MCDONALD: Okay.

VARDY: We can't get behind the crack.

MCDONALD: Yeah.

VARDY: So that's about a kilometer from the crack, or kilometer or better than an kilometer from the crack out to where the snowmobile is.

MCDONALD: Is the snowmobile still there?

VARDY: Yeah, it's still on the ice.

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

VARDY: Yeah.

MCDONALD: If you has any reason to think he might've continued on out, like further north than...

VARDY: We had no reasons, we had no reasons think he was gone there in the first place.

MCDONALD: Yeah.

VARDY: But ah what we're thinking is maybe the, the snowmobile looks like it's heading in towards the land. Ahm, the only logical thing we could think is either to follow the tracks back or head towards the land.

MCDONALD: Okay. Is ah, what's the weather been since he, has it snowed or is the tracks still...

VARDY: Yes we got about ah, I'd say we've got about eight (8) inches of snow, six (6) to eight (8) inches of snow on the ground since...

MCDONALD: Since the incident?

VARDY: Yeah.

MCDONALD: Okay. So the snowmobile is pointing back in towards ah Ford's Bight.

VARDY: It's pointing..the snowmobile is pointing towards Cape Strawberry right now.

MCDONALD: Cape Strawberry okay. So what I'm going to do is send them there first...

VARDY: (Clears throat).

MCDONALD: ...and ah, of course they're going to be on night vision goggles, they'll do the best they can do.

VARDY: Yeap.

MCDONALD: Ahm, it's probably not rational to think he would have tried climbing up to that first point at the top of Cape Strawberry, it's twelve hundred and twenty-five (1225) feet up.

VARDY: Yeah.

MCDONALD: And ah, there looks like a main road he would have had to cross by that...

VARDY: There's no roads there.

MCDONALD: There's not...

VARDY: There's absolutely no roads.

MCDONALD: No roads eh?

VARDY: No main roads, no no roads, there's nothing.

MCDONALD: Okay. Ahm, so...

VARDY: That area there, (stammers) they got a town of Co..Makkovik which is in there ah...

MCDONALD: Yeah.

VARDY: ...down to the, to the southwest there.

MCDONALD: Yeah.

VARDY: Okay, we got the Town of Makkovik. Ah there's roads in the town, that's it.

MCDONALD: So he would have been following his tracks back then.

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

MCDONALD: Following the shoreline yeah.

VARDY: And probably heading to the land and following the shoreline.

MCDONALD: Would it be quicker for him to cut across the...

VARDY: (Clears throat).

MCDONALD: ...by, like instead of coming back through Ford's Bight, to go over to the bay?

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

MCDONALD: Makkovik Bay?

VARDY: ...a just north of Makkovik, you got Big Island there.

MCDONALD: Yes I see Big Island.

VARDY: Okay so from between Big Island and that Rapids Land there.

MCDONALD: Yeah.

VARDY: Is it Rapid, looks like Rapids. Ah from that area a track has gone from there, across Makkovik Bay out beyond ah, the ah, the point there of ah Ford's Bight...

MCDONALD: Yeah.

VARDY: ...and then gone on out to Strawberry, Cape Strawberry.

MCDONALD: Okay. Okay...

VARDY: (Clears throat).

MCDONALD: ...so that's ah, his initial track and then it looks like he was turned around heading back in to Cape Strawberry.

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

MCDONALD: Okay.

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

MCDONALD: Right on.

VARDY: ...with the currents and with the tides.

MCDONALD: Okay what's your, what's your intentions for tomorrow for a search?

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

MCDONALD: So there's ground SAR teams out there?

VARDY: Yeah right there now and they're (stammers) actually on, they're heading on the way back.

MCDONALD: Okay so there'll be no one there throughout the night?

VARDY: Ah no.

MCDONALD: Okay, what are they working for a frequency so ah, our air guys...

VARDY: One twenty (120)...

MCDONALD: ...don't get them confused.

VARDY: One twenty-two point eight (122.8) is the frequency of, of the ah the two (2) military guys that are there now.

MCDONALD: How many people is on scene on the ground SAR?

VARDY: Right now there's nine (9).

MCDONALD: Nine (9) pob, and ah how are they making their way back,

snowmobile?

VARDY: Ah they wa...they'll walk back so far and then they'll get the snowmobile back to the community.

MCDONALD: Okay do you know...

VARDY: (Clears throat)

MCDONALD: ...where the rendezvous point is?

VARDY: Ah right now they are pretty much ah, let me see here, I don't have the coordinates for them. Ahm, you notice on the map there, there's a one, two, two, five (1225).

MCDONALD: Yes.

VARDY: Okay if you go directly ah west of that...

MCDONALD: Yes

VARDY: ...it's like a, a cove, a small cove there.

MCDONALD: Yeah.

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

MCDONALD: Okay.

VARDY: So...

MCDONALD: Very good.

VARDY: Right.

MCDONALD: And ah the boy had no medical condition?

VARDY: Ah no none, none that we know of.

MCDONALD: Okay, very good. Ah I'll give you a set rep probably...

VARDY: (Clears throat).

MCDONALD: ...in a couple of hours, are you on duty throughout the evening?

VARDY: Ah I'll be sticking around, you got no worries.

MCDONALD: Okay very good and ah call me, you got my direct line?

VARDY: So you, ah no I don't actually, that'll be great 'cause it'll help us.

MCDONALD: 9-0-2...

VARDY: Yeah.

MCDONALD: ...4-2-7...

VARDY: Yeah.

MCDONALD: ...2-1-0-0.

VARDY: 2-1-0-0.

MCDONALD: And if you get, you might get, get confused by this. The guy who just went off shift...

VARDY: Yeah.

MCDONALD: ...was Captain McDonald.

VARDY: Yeah.

MCDONALD: Casey was his first name, and I'm Captain McDonald, my first name's Christen.

VARDY: Okay so you're Christen...

MCDONALD: (Unintell).

VARDY: ...and he's Casey.

MCDONALD: Yes and I'm just coming on duty now.

VARDY: Okay.

MCDONALD: Okay so I'll give you a set rep within a couple of hours. If you don't hear from me in ah, I guess by ah, it's seven over there now?

VARDY: It's a six-thirty here now, six-thirty-six.

MCDONALD: Okay.

VARDY: We're on Nova Scotia time.

MCDONALD: Yeah. Ah if you don't hear from me by eight-thirty you call me back for set rep.

VARDY: Okay.

MCDONALD: Right on, thanks.

VARDY: Ah do you say they're on..are they in the area now, are they...

MCDONALD: No they're in Goose Bay, they's just ah, the aircraft was unserviceable and they're just finishing their ground run, they're ready to get briefed and walk out to take off.

VARDY: Okay.

MCDONALD: So they'll probably be a hour forty-five (45) minutes before they're on scene.

VARDY: Okay.

MCDONALD: Okay.

VARDY: Thank you.

MCDONALD: Thanks bye.

VARDY: Bye.

END OF CONVERSATION

January 31st, 2012, Twenty-two hours, thirty minutes, twenty-six seconds (22:30:26)

UKM: (Unintell) you have the air assistant.

GILLIS: Good day it's ah Gillis here I'm calling from Triple 4..we just (unintell) got the aircraft serviceable and we got your pass on the tasking.

UKM: Okay.

GILLIS: Ah shouldn't be a problem, I just have to ah make sure the Wing Commander is briefed and gives us the okay, but I don't see any problems there, he knows it was coming through.

UKM: Okay.

GILLIS: Ah the (unintell) OPS and all that stuff's been done?

UKM: I'm, actually I don't know. Ah, ah Christen ah just took over for Casey.

GILLIS: Okay.

UKM: He actually wants to talk to you, he'll call you right back.

GILLIS: Okay ah do you want the number?

UKM: Ahm...

GILLIS: (Unintell) isn't available there?

UKM: Yes, you know that's a good question, I don't think we do.

GILLIS: Okay well I'll give you the a, my desk number here, it's 7-0-9-...

UKM: Uh, huh.

GILLIS: ...8-9-6-...

UKM: 8-9-6.

GILLIS: ...6900...

UKM: Yeah.

GILLIS: ...extension 7-5-9-1.

UKM: 7-5-9...(cuts out)

GILLIS: (Unintell) is ah...

UKM: 5-5-5-0.

GILLIS: Yeah.

UKM: Okay Captain.

GILLIS: Okay thanks.

UKM: All right.

GILLIS: Cheers.

UKM: Bye.

GILLIS: Bye.

END OF CONVERSATION

January 31st, 2012, Twenty-two hours, thirty-six minutes, thirty-four seconds (22:36:34)

(Phone Tones)

DAN: (Unintell).

CHRISTEN: Hello Dan.

DAN: Hi, how's it going?

CHRISTEN: Good, it's Christen. Is this your cell phone?

DAN: Yeah it's my Blackberry.

CHRISTEN: Blackberry, ah...

DAN: Yeah.

CHRISTEN: ...is the another phone where I can get you on speaker with ah you and the team lead.

DAN: Ah, dah, dah, dah, yeah we can do it up here, I'll just have to give him a call up here. Ah she's want you back ah, she got ah, ah 7-0-9-8-9-6-5900 number.

CHRISTEN: Just a sec, 8-9-6 and 6900, yeah that's the switchboard.

DAN: Yeah switchboard, extension 7-5-9-1.

CHRISTEN: 7-5-9-1, how much time do you need?

DAN: Ah give ah two (2) minutes.

CHRISTEN: Okay.

DAN: And ah it's 7-0-9.

CHRISTEN: Yeah.

DAN: Okay, right on.

CHRISTEN: Okay then bye.

DAN: Bye.

END OF CONVERSATION

January 31st, 2012, Twenty-two hours, forty-eight minutes, eight seconds (22:48:08)

CHRISTEN: RC Rescue

DAN: Good day Christen, it's Dan.

CHRISTEN: Hey Dan.

DAN: Ah (unintell) the team leads here with me too.

CHRISTEN: Right on, who, who's your team lead tonight.

DAN: It'd be Wes McLean.

CHRISTEN: Hey Les how you doing, Wes or Les?

WES: Wes.

CHRISTEN: Wes how you doing?

WES: How are you?

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

DAN: Okay.

CHRISTEN: Do you have a V & C in front of you?

DAN: Ah we can, one second, we're looking at the map not too long ago.

CHRISTEN: Okay.

DAN: Now we just put it away.

CHRISTEN: Break it out and gather around.

DAN: (Coughs) No worries. Ah, (unintell) we have one (1) and two (2) (unintell).

CHRISTEN: That's no problem. The area that we're focusing is ah from Makkovik northeast up to Cape Strawberry, are you familiar with the area?

DAN: I've flown over it once and I have it on the map here.

CHRISTEN: Okay, so ah two (2) days ago this kid ah, he has..I'll give right to the background story. Fourteen (14) year old boy got caught on inappro..inappropriate internet website, parents ah grounded him, kid gets pissed off and took off on the snowmobile. He left Makkovik and he headed northeast out the bay is where his tracks went.

DAN: Okay.

CHRISTEN: Ah past Big Island, on out the bay towards Cape Strawberry.

DAN: Okay.

CHRISTEN: Looked like he is headed towards, out towards Strawberry Island. Ah at that point, ahm it looks like the machine either gets stuck or broke through the ice and that's where they found the incident position that's on your ah, on your tasking messages, is where they found the snowmobile. It's still sitting on the ice right now.

DAN: Okay.

CHRISTEN: Ah just, you know, not even ah, not even a quarter of a mile off Cape Strawberry.

DAN: Okay.

CHRISTEN: So the machines pointed back towards land and it's unclear whether the ice turned it around. It looks like ah...they're not able to get out there at all ground SAR and walk around because it's all open. So it's unclear whether it got turned around by the ice or whether he was turned around pointed back in, heading back it. And it's also unclear whether he fell through the ice or whether he got off the machine and started walking back. So according to the RCMP the shortest route for him would have been following his tracks back to Makkovik Bay towards Big Island.

DAN: Okay.

CHRISTEN: Ahm, however if he thought the ice was unsafe he may have come down the eastern shore of Ford's Bight...

DAN: Okay.

CHRISTEN: ...and walked that shoreline. Now you see the..on, on Cape Strawberry the elevation's pretty good there twelve twenty-five (1225).

DAN: Yeah.

CHRISTEN: I don't think it's reasonable to think he would have climbed that hill.

DAN: I don't either and it's pretty rocky gnarly trail that way.

CHRISTEN: Yeah. Now what he was wearing was a, a black and gray jacket, red goggles, so presumably snow gear. Ah we have no description on his pants...

DAN: Okay.

CHRISTEN: ...and what color they wear. Ah we do know that he had, the family reported that he had zero (0) survival skills.

DAN: Okay.

CHRISTEN: Like no training or anything like that and he doesn't have any medical history. Ahm the ground SAR team is up there now and they're working their way back ah out to a rendezvous point to get on their sleds and head back in, they're done for tonight.

DAN: Yeah.

CHRISTEN: If they're still there, you'll get them on frequency one, two, two decimal eight (122.8).

DAN: One, two, two decimal eight (122.8).

CHRISTEN: Yeah and there's nine (9) people in that party.

DAN: Okay.

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

DAN: Yeah.

CHRISTEN: ...right away and ah get their position. If you look at the, the highest point on Cape Strawberry twelve twenty-five (1225)...

DAN: Yeah.

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

DAN: Okay yeah.

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

DAN: Okay.

CHRISTEN: So you, you might expect to see them right around that area.

DAN: Okay well, (unintell) seen there and coming across the ice.

CHRISTEN: Yeah. And I know Casey laid out a tasking area for you on your message...

DAN: Yeah.

CHRISTEN: ...ah we're going to change that up a little bit.

DAN: Okay.

CHRISTEN: Ah I want you to go to the incident position...

DAN: Okay.

CHRISTEN: ...and I want you to take a one (1) mile radius around that point.

DAN: Okay.

CHRISTEN: Ah like the far as land goes, like say Cape Strawberry would be ah, if you went due east of the incident position and start like a, an arc one (1) mile right around that position right back til you're pointing west...

DAN: Okay.

CHRISTEN: ...know what I mean. So it's kind of like...

DAN: Yeah.

CHRISTEN: ...you're doing the upper half of a circle.

DAN: Yeah no problem.

CHRISTEN: Ah once you're done that ahm, do a real good shore search, or shore crawl in around Cape Strawberry...

DAN: Okay.

CHRISTEN: ...and work your way down Ford's Bight.

DAN: Okay.

CHRISTEN: The whole way down along the shore until you get back towards ah Makkovik and ah work your way back up the other shore line and cover off the whole fjord. The fjord's only, oh it's only point nine (.9) of a mile wide.

DAN: That's what I was going to say, doesn't look like it's that long.

CHRISTEN: Yeah. And ah, so your main focus is that arc around the incident position...

DAN: Yeah.

CHRISTEN: ...back down the shore line, ahm I don't..they think because of the open water he probably would have stayed on the edge of the shore line and I don't think you need to even concentrate on, you know if you're limited gas, don't even go up on that point looking around the land.

DAN: Okay.

CHRISTEN: It doesn't make sense that he would've tried climbing up there, he would have walked the path of least resistance. That's what we'll start with anyway.

DAN: Yeah.

CHRISTEN: It's a high probability area. If you have enough gas left go back to the incident position...

DAN: Yeah.

CHRISTEN: ...and take a, a, like a track crawl from there back down Makkovik Bay towards Big Island and right back in to the town.

DAN: Okay.

CHRISTEN: Ah presumably, you know, if he would have tried walking his track back out. Now they tell it snowed eight (8) inches since the incident...

DAN: Okay.

CHRISTEN: ...so you probably won't pick up his track.

DAN: Yeah.

CHRISTEN: And of course now there's enough snowmobiles up there with ground SAR that it might, you know what you see might actually be ground SAR tracks.

DAN: Okay yeah.

CHRISTEN: So any questions on ah what I want you to do?

DAN: Ah no, that's pretty clear there. Ah just let you know ahm, we were night flying tonight but our F18 in at about ten or so...

CHRISTEN: Yeah.

DAN: ...but our crew day will start running out around one (1), although I don't think this will take us that long, ah or we'll just that little bit of extension.

CHRISTEN: So you're about a hundred and twenty (120) miles away.

DAN: Yeah we're about an hour, hour and a quarter away.

CHRISTEN: Is there any place you can fuel in that area?

DAN: Yeah Makkovik itself. So what our plan is to go up we'll do the search and then we'll ah refuel at Makkovik.

CHRISTEN: Do I need to do anything for you there?

DAN: Ah no, we have the name, ah, I'll give you the number ah just in case we need you to ah give them heads up 'cause the, he'll be home. Ah it's his home number and the area code is 7-0-9...

CHRISTEN: Yes.

DAN: ...9-2-3-2-3-2-8 and that's a gentleman that works, works for Woodward.

CHRISTEN: Do you have his name?

(Background Conversation:
Dan: Ah do have the name?)

DAN: Ah just one second and Amanda's grabbing that. Ah yeah, so yeah we'll be TS in, actually we'll probably just finish this up as of the DX and we'll RTB back here for the night. There is, the airport up there is not secure, there's ah...

CHRISTEN: No problem.

DAN: ...(unintell) one (1) hangar.

CHRISTEN: No problem. Ahm if you can, it'd be nice if you could get two (2) bags of gas out before ah you run out of crew day, but you figure an hour and a half up.

DAN: Yeah probably be there or close to it.

CHRISTEN: So you'll only be able to have what, a half hour, forty-five (45) minute search before you have to refuel?

DAN: Yeah. Ah the other option is if you want us to go to ground now we can give you a full day tomorrow.

CHRISTEN: No I'd like to get a bit of a night search in.

DAN: Okay, no worries.

CHRISTEN: And ah, then we'll reassess after that. So ah why don't you go do your search, give me a call from Makkovik and ah, when you're refueling.

DAN: Okay, do you know if they have Coast Guard coms up there for the phone patch or are we just...

CHRISTEN: Ah you just stand by one (1) second. I'm not sure if Labrador is seasonal so...

DAN: Yeah, I'm not quite sure either. And we'll try (unintell), there's also no cell phone coms up there, but once we're on the ground getting fuel I'll be able to do it for you.

CHRISTEN: Yeah ahm...

DAN: (Unintell).

CHRISTEN: Yeah I know there is a tower right in that area, you should have no problem with the coms as long as they're opened.

DAN: Okay.

CHRISTEN: Ah we'll confirm that and ah call you right back in a minute.

(Background Conversation:

CHRISTEN: Cory would you mind calling Lab, see if Labrador is opened?

Cory: Yeah it is.

CHRISTEN: It is?)

CHRISTEN: Okay yeah, it's, it's confirmed Dan, they're good to go.

DAN: Okay.

CHRISTEN: So do...

DAN: That's for (unintell).

CHRISTEN: Yeah do a phone patch ah through ah Labrador MCPS.

DAN: Right on.

CHRISTEN: And ah Channel Sixteen (16), they'll hear you no problem.

DAN: Right on. And ah were, we're the guy that works in the admin.

(Background Conversation:

Ukf: (Unintell).)

DAN: (Unintell), Error, Echo, Lima, Whiskey, Yankee, November and his last name is Strangemore.

CHRISTEN: Uh, huh. Okay that sounds good. Ah team lead do you have any questions for me?

WES: No.

CHRISTEN: I'm going to note that, that's the first time a team leads ever ah...

(Laughs)

CHRISTEN: ...declined questions after the brief.

WES: Okay. (Laughs) Damn I should get a raise.

CHRISTEN: Okay you guys fly safe tonight and ah Dan I have a little disclaimer for you.

DAN: Yeah.

CHRISTEN: I know you already signed it, but in the opinion of yourself are the crew capabilities sufficient to complete this mission as briefed.

DAN: Yes.

CHRISTEN: And ah the Unit Commander understands that at any time the condition situation is encountered that exceeds the unit or crew capabilities the mission shall be aborted.

DAN: Yes.

CHRISTEN: Right on guys ah, like I say, it's two (2) days since the incident, the machine was found late this afternoon and ah just only go with what you feel is a reasonable risk.

DAN: No worries. I'm also the only AC up here so if ah, after we get back it'll be twelve (12) before we can do anything.

CHRISTEN: Right on. Okay we'll talk to you soon.

DAN: Right on, we'll make sure you get a message when we get airborne.

CHRISTEN: Okay, safely.

DAN: Okay Christen.

END OF CONVERSATION

January 31st, 2012, Twenty-two hours, fifty-seven minutes, thirty seconds (22:57:30)

(Phone Tones)

UKM: Marine Rescue Sub-Centre.

UKM2: Go evening sir, it's RCC Halifax calling.

UKM: Yeah.

UKM2: We've got a Griffin Rescue 442 I believe is going up ah to look after that fellow, young fellow who ah had the snowmobile out.

UKM: Yes.

UKM2: Labrador Radio is open right now right?

UKM: Yeah.

UKM2: Okay, just wanted to, we were ninety-nine point nine (99.9) percent sure of it, just wanted to make sure that they were open and running and everything.

UKM: No problem.

UKM2: 'Cause he'll probably be talking to them.

UKM: All right then.

UKM2: Okay sir, have a good one.

UKM: Okay, take care.

UKM2: Bye.

UKM: Bye, bye.

END OF CONVERSATION

January 31st, 2012, Twenty-three hours, seven minutes, thirty-seven seconds
(23:07:37)

(Phone Tones)

UKM: (Unintell) good evening.

DONNY: Hello Labrador Radio it's ah JRCC Halifax calling.

UKM: Yes sir, go ahead.

DONNY: Just want to let you know there's a ah Griffin Helicopter headed out of ah Goose Bay Rescue 440.

UKM: 440.

DONNY: Yeah, he's heading up towards Makkovik.

UKM: Okay.

DONNY: Ah they got to search for a fourteen (14) year old...

UKM: Oh yeah I understand about that one, yeah.

DONNY: ...missing on his skidoo up there.

UKM: Sure, yeah, no problem.

DONNY: He'll probably be coming at you on ah, on sixteen (16) and we probably be wanting to do a phone patch every now and then to get updates from him.

UKM: Yeah that's not a problem.

DONNY: Okay.

UKM: Take care now, and your name.

DONNY: Names Donny.

UKM: Okay thanks Don.

DONNY: : Yeah, all right, bye.

UKM: Bye now.

END OF CONVERSATION

January 31st, 2012, Twenty-three hours, twenty-eight minutes, four seconds (23:28:04)

(Phone Tones)

AVA: Welcome to 5 Wing Goose Bay. For service in English please press one (1). For ser...(number pressed). If you know the four digit local...(numbers pressed)...please hold you will be transferred shortly.

BURSEY: Good evening MCC Bursey.

MCDONALD: Hi it's ah Halifax Rescue Centre calling.

BURSEY: Yes sir.

MCDONALD: Just wondering if ah Rescue 440 has departed yet?

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

MCDONALD: Okay.

BURSEY: But ah I haven't got an off time yet sir.

MCDONALD: Okay once you get an off time you'll let us know?

BURSEY: Will do.

MCDONALD: Thank you.

BURSEY: Okay then, bye.

MCDONALD: Bye.

END OF CONVERSATION

January 31st, 2012, Twenty-three hours, thirty-six minutes, fourteen seconds (23:36:14)

MCDONALD: ..C Rescue, bonjour.

LUDLOW: Ah it's Captain Ludlow at AOC.

MCDONALD: You got thirty (30) seconds for a update on Makkovik.

LUDLOW: Sure do.

MCDONALD: We ah have passed 44 ah...

LUDLOW: 44...

MCDONALD: ... for (unintell).

LUDLOW: Yeah. 444.

MCDONALD: (Unintell), well 440 is the tail number I guess I was trying...

LUDLOW: Oh was it, all right.

MCDONALD: ...trying to get out.

LUDLOW: Okay.

MCDONALD: Ahm, they're tasked, they're not airborne yet but ah I expect them to be up in a few minutes.

LUDLOW: A few minutes.

MCDONALD: Ahm they're going to head up to Makkovik and they'll probably only be able to give us about thirty (30) to forty-five (45) minutes on scene, back and refuel, and ah by the time they get back they'll be out a crew day. The rescue...

LUDLOW: Refuel where?

MCDONALD: Pardon?

LUDLOW: Where are they going to refuel?

MCDONALD: Makkovik.

LUDLOW: Oh really!

MCDONALD: Yeah.

LUDLOW: What's the transit time to the, or Makko..or from ah Goose to Makkovik?

MCDONALD: Ah about an hour.

LUDLOW: Oh yes, is that all, okay?

MCDONALD: Yeah maybe an hour and a half.

LUDLOW: Okay.

MCDONALD: Depends on the winds I guess.

LUDLOW: Um, hmm.

MCDONALD: Ahm, and they're about a hundred and twenty (120) kilometers from the incident position, or a hundred and twenty (120) miles from the incident position.

LUDLOW: They are now at, at Goose hey?

MCDONALD: Yeah.

LUDLOW: Okay.

MCDONALD: That's how far Goose is back.

LUDLOW: Okay.

MCDONALD: So they'll go to where the snowmobile was located ah beat up the area and ah hit the high probability areas with ah their thirty (30) to forty-five (45) minutes...

LUDLOW: Um, hmm.

MCDONALD: ...and if they have enough time to go back out after the refuel for a quick search they will, and if not ah they're going to be out a crew day at five (5) zulu.

LUDLOW: Okay.

MCDONALD: And ah then they'll be going to crew rest and ah, the intentions for Corporal Vardy, the Incident Commander ah with the RCMP, is to send the ground SAR team back out tomorrow and they'll probably be able to put out their own resources tomorrow as the weather is going to be DFR.

LUDLOW: Okay, okay, sounds good.

MCDONALD: So, I just think after they get back from this ah, they'll be released and ah we won't be asked for anymore support.

LUDLOW: You, you don't think they'll refuel and head out there again?

MCDONALD: Well if they have, if they think they got enough crew day left they'll try it, I hope they can.

LUDLOW: Yeah, okay.

MCDONALD: But if the winds are real strong going back up, going up to Makkovik it's going to...

LUDLOW: Yeah and the search object's a, a sixteen (16) year old?

MCDONALD: Fourteen (14) year old...

LUDLOW: Fourteen (14) year old.

MCDONALD: ...and ah they found the snowmobile where he was ah..I got a call on emergency line there, got to go.

LUDLOW: Okay.

MCDONALD: Thanks, bye.

END OF CONVERSATION

BURSEY: Rescue 40 just got airborne at twenty-three, thirty-seven (23:37).

UKM: Twenty-three, thirty-seven (23:37).

BURSEY: Four (4) souls on board, one (1) hour in route.

UKM: Okay very good sir.

BURSEY: Okay sir.

UKM: Thank you.

BURSEY: Okay bye.

END OF CONVERSATION

January 31st, 2012, Twenty-three hours, thirty-eight minutes, twenty-seven seconds
(23:38:27)

UKM: ...C Rescue, bonjour.

JOHN: Sir, it's John calling from MCC in Goose.

UKM: Yes.

JOHN: Rescue 40 just got air born at twenty-three, thirty-seven (23:37).

UKM: Twenty-three, thirty-seven (23:37).

JOHN: Four (4) souls on board, one (1) hour in route.

UKM: Okay very good sir.

JOHN: Okay sir.

UKM: Thank you.

JOHN: Okay then, bye.

END OF CONVERSATION

(Appears to be repeat of previous call)
January 31st, 2012, Twenty-three hours, thirty-eight minutes, twenty-seven seconds
(23:38:27)

UKM: ...Rescue, bonjour.

JOHN: Sir, it's John calling from MCC in Goose.

UKM: Yes.

JOHN: Rescue 40 just got airborne at twenty-three, thirty seven (23:37).

(Call disconnects)

END OF CONVERSATION

January 31st, 2012, Twenty-three hours, thirty-eight minutes, fifty-one seconds
(23:38:51)

(Phone Tones)

LUDLOW: Air Ops, Captain Ludlow.

MCDONALD: Yeah it's Christin at RCC, sorry that, about that.

LUDLOW: No that's fine.

MCDONALD: That was Triple 4, they just went airborne.

LUDLOW: Oh they're airborne now?

MCDONALD: Yeah.

LUDLOW: Ah twenty-three, thirty-nine (23:39) okay?

MCDONALD: So ah anyway you can ah feel free, I'll send out a email once I know more, briefing everybody on what the plan is and what they've accomplished.

LUDLOW: Yeah, no that's good. We're going to do a handover here in Canada Commands. It got a little high vis 'cause of the, the screw up back east with the Hercs and stuff so, not screw up but ah you know, Hercs being down.

MCDONALD: Yeah well.

LUDLOW: At this point in time it's stuff like that.

MCDONALD: Yeah.

LUDLOW: Usually the way things go at Canada Command.

MCDONALD: Oh understood.

(Laughs)

LUDLOW: Yeah. Ah, what was I going to say ah..you don't think they'd ah want to send the Cormorant up?

MCDONALD: No the OIC's already directed that a Cormorant will not go up with the Herc unserviceable.

LUDLOW: We have her, okay we got the, Trenton's word, that's what it is yeah.

MCDONALD: Yeah, no, no.

LUDLOW: Okay.

MCDONALD: That's ah, this isn't our primary ahm, you know we're RC...

LUDLOW: Yeah.

MCDONALD: ...this is humanitarian, so...

LUDLOW: Yeah, yeah, I hear you, yeah okay.

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

LUDLOW: Very good, thanks for help.

MCDONALD: No problem...

LUDLOW: Ah good night.

MCDONALD: ...call back anytime.

LUDLOW: Okay, bye, bye.

END OF CONVERSATION

January 31st, 2012, Twenty-three hours, forty-six minutes, twenty-one seconds
(23:46:21)

MCDONALD: ...C Rescue, bonjour.

UKM: Hey this is (unintell).

MCDONALD: Yeah.

UKM: Rescue 4 ah, 40 would like to let you know that they're opening watch.

MCDONALD: Okay.

UKM: Their eta is one (1) hour from last know locat..ah known position

and they're requesting traffic.

MCDONALD: No traffic.

UKM: All right, thank you.

MCDONALD: Thank you, bye.

END OF CONVERSATION

Sports | All Countries | Premium API | Free API | Sign Up | Request Builder | Contact



RETURN TO SCHOOL WITH FINANCIAL AID? SEE IF YOU QUALIFY. SELECT YOUR AGE:

Under 18 19-25 26-35 36-45 46-55 56-65 66-75 Over 75 classessUSA™



Enter Post/Zip code, City/Town Sul

Home Weather **FREE Weather API** Premium Weather API Weather Maps Holiday Weather Forum

Home > Country List > Canada > Newfoundland And Labrador > Makkovik

Makkovik, Canada

(More matching results for Makkovik)

Tools

Weather Forecast
 Monthly Averages
 15-day Weather Chart
 Change Weather Units
 FREE Weather Widget
 Weather Map
 RSS Feed

Tue 31 Jan, 2012 Sunrise/set: 8:50 am/5:31 pm Moonrise/set: 11:11 am/2:38 am

[Outlook](#)
[Today](#)
[Tomorrow](#)
[Wed](#)
[Thu](#)
[Fri](#)
[Sat](#)
[Sun](#)
[Next 10 days](#)
[Past Weather](#)

Past Weather Finder

Past date:

The past date should be after 1st July, 2008 onwards

Displaying past weather for

Tue 31 Jan, 2012

LB Heating & A/C Co. wishes
 A toasty & pleasant winter!
 (416) 762-1201

Day	Time	Weather	Temp	Feels	Rain	Cloud	Wind	Gust	Humidity	Pressure
Tue 31 Jan	00:00		-8 °c	-14 °c	0.3 mm	100%	9 mph NW	11 mph	97%	1000 mb
	03:00		-10 °c	-19 °c	0.4 mm	80%	15 mph W	22 mph	88%	1003 mb
	06:00		-13 °c	-23 °c	0.1 mm	65%	17 mph W	25 mph	84%	1005 mb
	09:00		-15 °c	-26 °c	0.1 mm	47%	17 mph W	24 mph	82%	1007 mb
	12:00		-17 °c	-27 °c	0.0 mm	44%	15 mph W	23 mph	86%	1006 mb
	15:00		-16 °c	-26 °c	0.0 mm	43%	16 mph W	21 mph	78%	1009 mb
	18:00		-19 °c	-29 °c	0.0 mm	51%	13 mph W	22 mph	80%	1011 mb
	21:00		-20 °c	-30 °c	0.0 mm	48%	13 mph WSW	20 mph	79%	1012 mb

Show Weather

Location Map



Nearest Cities/Towns

- Makkovik (0.0mi)
- Makkovik (0.0mi)
- Aillik (7.0mi)

Nearest Airport PHOTO PROTECTED BY COPYSCAPE DO NOT COPY

Environment
CanadaEnvironnement
Canada

Canada

Hourly Data Report for January 31, 2012

All times are specified in Local Standard Time (LST). Add 1 hour to adjust for Daylight Saving Time where and when it is observed.

MAKKOVIK A
NEWFOUNDLAND

Latitude: 55°04'56.000" N Longitude: 59°11'19.000" W Elevation: 69.50 m

Climate ID: 8502NHR

WMO ID: 71596

TC ID: YFT

Hourly Data Report for January 31, 2012

<u>T</u> <u>i</u> <u>m</u> <u>e</u>	<u>Temp</u> °C	<u>Dew Point</u> Temp °C	<u>Rel</u> <u>Hum</u> %	<u>Wind</u> <u>Dir</u> 10's deg	<u>Wind</u> <u>Spd</u> km/h	<u>Visibility</u> km	<u>Stn</u> <u>Press</u> kPa	<u>Hmdx</u>	<u>Wind</u> <u>Chill</u>	<u>Weather</u>
00:00										
01:00										
02:00										
03:00										
04:00										
05:00										
06:00	-14.7	-16.4	87	25	35	2.4	99.48		-26	Snow
07:00	-16.5	-19.0	81	26	39	4.8	99.51		-29	Snow
08:00	-17.6	-19.6	84	25	43	16.1	99.55		-31	Mostly Cloudy
09:00	-17.7	-20.4	79	25	28	16.1	99.62		-29	Mainly Clear
10:00	-18.2	-20.9	79	23	28	24.1	99.75		-30	Mainly Clear
11:00	-18.2	-21.6	75	25	43	24.1	99.74		-32	Mainly Clear
12:00	-18.0	-21.4	75	25	37	24.1	99.77		-31	Mainly Clear
13:00	-18.2	-21.6	75	25	20	24.1	99.86		-28	Mainly Clear
14:00	-17.5	-21.5	71	27	32	24.1	99.89		-30	Mainly Clear
15:00	-17.5	-21.5	71	27	28	24.1	99.92		-29	Mainly Clear
16:00	-17.8	-21.9	70	27	24	24.1	100.00		-29	Mainly Clear
17:00	-18.3	-21.8	74	27	30	24.1	100.06		-30	Mainly Clear
18:00										
19:00										
20:00										
21:00										
22:00										
23:00										

Legend

M = Missing

E = Estimated

NA = Not Available

‡ = Partner data that is not subject to review by the
National Climate Archives

Environment
CanadaEnvironnement
Canada

Canada

Hourly Data Report for January 31, 2012

All times are specified in Local Standard Time (LST). Add 1 hour to adjust for Daylight Saving Time where and when it is observed.

HOPEDALE (AUT)
NEWFOUNDLAND

Latitude: 55°27'00.000" N Longitude: 60°13'00.000" W Elevation: 11.90 m

Climate ID: 8502400

WMO ID: 71900

IC ID: WHO

Hourly Data Report for January 31, 2012

Time	Temp	Dew Point	Rel	Wind	Wind	Visibility	Stn	Hmdx	Wind	Weather
	°C	Temp	Hum	Dir	Spd	km	Press	Chill		
	☑	°C	%	10's	km/h	☑	kPa			
		☑	☑	deg	☑		☑			
00:00	-11.0	-13.3	83	26	M		100.06			NA
01:00	-12.0	-14.4	82	27	M		100.11			NA
02:00	-12.7	-15.7	78	25	M		100.19			NA
03:00	-13.3	-16.3	78	26	M		100.21			NA
04:00	-13.6	-16.8	77	26	M		100.27			NA
05:00	-15.5	-18.7	76	23	M		100.29			NA
06:00	-15.4	-18.8	75	24	M		100.30			NA
07:00	-16.7	-20.6	72	23	M		100.35			NA
08:00	-17.4	-21.5	70	22	M		100.40			NA
09:00	-17.5	-22.3	66	24	M		100.48			NA
10:00	-17.4	-23.0	62	24	M		100.57			NA
11:00	-17.1	-23.3	59	23	M		100.60			NA
12:00	-16.8	-22.9	59	25	M		100.62			NA
13:00	-16.6	-22.8	59	24	M		100.61			NA
14:00	-16.7	-22.8	59	26	M		100.70			NA
15:00	-16.2	-22.1	60	26	M		100.74			NA
16:00	-16.6	-21.8	64	26	M		100.80			NA
17:00	-17.3	-22.2	66	27	M		100.82			NA
18:00	-18.2	-23.1	65	27	M		100.85			NA
19:00	-19.0	-23.4	68	26	M		100.86			NA
20:00	-18.8	-23.4	67	25	M		100.90			NA
21:00	-19.1	-23.8	66	25	M		100.94			NA
22:00	-20.0	-24.4	68	18	M		100.94			NA
23:00	-19.3	-24.0	66	21	M		100.97			NA

Legend

M = Missing

E = Estimated

NA = Not Available

‡ = Partner data that is not subject to review by the National Climate Archives

We'd like to hear from you! Please click "[Contact Us](#)" to share your comments and suggestions.

Sports | All Countries | Premium API | Free API | Sign Up | Request Builder | Contact



START YOUR DESIGN WITH AVNET, THE WORLD'S LARGEST DISTRIBUTOR OF ELECTRONIC COMPONENTS.



Enter Post/Zip code, City/Town

Sul

Home Weather FREE Weather API Premium Weather API Weather Maps Holiday Weather Forum

Home > Country List > Canada > Newfoundland And Labrador > Makkovik

Makkovik, Canada

(More matching results for Makkovik)

Tools

Weather Forecast | Monthly Averages | 15-day Weather Chart | Change Weather Units | FREE Weather Widget | Weather Map | RSS Feed

Wed 01 Feb, 2012

Sunrise/set: 8:49 am/5:33 pm

Moonrise/set: 11:41 am/3:44 am

Outlook Today Tomorrow Wed Thu Fri Sat Sun Next 10 days Past Weather

Past Weather Finder

Past date: 01-february-2012

Get Past Weather

The past date should be after 1st July, 2008 onwards

Displaying past weather for

Wed 01 Feb, 2012

6 days 5 nights Cancun
Only \$299 per person All Inclusive 3 destinations, 1 low price!
OceanScapesDeals.com

Day	Time	Weather	Temp	Feels	Rain	Cloud	Wind	Gust	Humidity	Pressure
Wed 01 Feb	00:00		-20 °c	-30 °c	0.0 mm	9%	11 mph	19 mph	74%	1012 mb
	03:00		-21 °c	-31 °c	0.0 mm	12%	11 mph	18 mph	74%	1013 mb
	06:00		-22 °c	-32 °c	0.0 mm	10%	12 mph	18 mph	73%	1013 mb
	09:00		-22 °c	-32 °c	0.0 mm	9%	10 mph	16 mph	74%	1015 mb
	12:00		-19 °c	-29 °c	0.0 mm	5%	11 mph	14 mph	73%	1015 mb
	15:00		-17 °c	-26 °c	0.0 mm	4%	11 mph	15 mph	76%	1016 mb
	18:00		-18 °c	-27 °c	0.0 mm	6%	9 mph	16 mph	79%	1016 mb
	21:00		-19 °c	-28 °c	0.0 mm	16%	9 mph	17 mph	78%	1018 mb

Show Weather

Location Map



Nearest Cities/Towns

- Makkovik (0.0mi)
- Makkovik (0.0mi)
- Aillik (7.0mi)

Nearest Airport
PAGE PROTECTED BY COPYSCAPE DO NOT COPY

MAY 2012
Return To School With Financial Aid? See If You Qualify!
MAY 2012 - You're losing up to \$21,900 every year you don't go back to school. See how grants and financial aid can help qualified students return to school.
PICK YOUR AGE
33
See Degrees Now

WEATHER SEARCH

Click on Map:

OR Enter Post/Zip Code, City/Town, IATA, IP:

Sports | All Countries | Premium API | Free API | Sign Up | Request Builder | Contact



5 Growth Stocks To Buy Now

FREE REPORT: The Top Stocks Your Portfolio Needs.

Click here for access.



Enter Post/Zip code, City/Town

Sul

Home Weather FREE Weather API Premium Weather API Weather Maps Holiday Weather Forum

Home > Country List > Canada > Newfoundland And Labrador > Makkovik

Makkovik, Canada

(More matching results for Makkovik)

Tools

Weather Forecast Monthly Averages 15-day Weather Chart Change Weather Units FREE Weather Widget Weather Map RSS Feed

Thu 02 Feb, 2012

Sunrise/set: 8:47 am/5:35 pm

Moonrise/set: 12:20 pm/4:45 am

Outlook Today Tomorrow Wed Thu Fri Sat Sun Next 10 days Past Weather

Past Weather Finder

Past date: 02-february-2012

Get Past Weather

The past date should be after 1st July, 2008 onwards

Displaying past weather for

Thu 02 Feb, 2012

6 days 5 nights Cancun
 Only \$299 per person All Inclusive 3 destinations, 1 low price!
OceanSpaHotelDeals.com

Day	Time	Weather	Temp	Feels	Rain	Cloud	Wind	Gust	Humidity	Pressure
Thu 02 Feb	00:00		-20 °c	-29 °c	0.0 mm	23%	8 mph	WSW 14 mph	76%	1016 mb
	03:00		-20 °c	-29 °c	0.0 mm	24%	8 mph	WSW 13 mph	76%	1016 mb
	06:00		-21 °c	-30 °c	0.0 mm	5%	9 mph	WSW 15 mph	76%	1017 mb
	09:00		-21 °c	-29 °c	0.0 mm	5%	7 mph	SW 15 mph	75%	1017 mb
	12:00		-17 °c	-26 °c	0.0 mm	4%	9 mph	WSW 13 mph	74%	1016 mb
	15:00		-16 °c	-24 °c	0.0 mm	2%	10 mph	W 13 mph	77%	1016 mb
	18:00		-18 °c	-26 °c	0.0 mm	7%	8 mph	W 15 mph	80%	1016 mb
	21:00		-19 °c	-28 °c	0.0 mm	2%	9 mph	WSW 18 mph	80%	1017 mb

What will tomorrow bring?
 Visit TheWeatherNetwork.com for the latest forecast!
 Do Now

WEATHER SEARCH

Click on Map:

OR Enter Post/Zip Code, City/Town, IATA, IP:

Show Weather

Location Map



Nearest Cities/Towns

- Makkovik (0.0mi)
- Makkovik (0.0mi)
- Aillik (7.0mi)

Nearest Airport: [Pondy Airport](#) PRICE PROHIBITED BY COPYSCAPE DO NOT COPY

Sports | All Countries | Premium API | Free API | Sign Up | Request Builder | Contact



RETURN TO SCHOOL WITH FINANCIAL AID? SEE IF YOU QUALIFY! SELECT YOUR AGE:

Under 18 19-25 26-35 36-45 46-55 56-65 66-75 Over 75



Enter Post/Zip code, City/Town Sul

Home Weather FREE Weather API Premium Weather API Weather Maps Holiday Weather Forum

Home > Country List > Canada > Newfoundland And Labrador > Makkovik

Makkovik, Canada

(More matching results for Makkovik)

Tools

Weather Forecast Monthly Averages 15-day Weather Chart Change Weather Units FREE Weather Widget Weather Map RSS Feed

Sun 29 Jan, 2012 Sunrise/set: 8:54 am/5:27 pm Moonrise/set: 10:27 am/12:20 am

Outlook Today Tomorrow Wed Thu Fri Sat Sun Next 10 days Past Weather

Past Weather Finder

Past date: 29-january-2012 Get Past Weather

The past date should be after 1st July, 2008 onwards

Displaying past weather for

Sun 29 Jan, 2012

6 days 5 nights Cancun
 Only \$299 per person All Inclusive 3 destinations, 1 low price!
OceanSoulHotelDeals.com

Day	Time	Weather	Temp	Feels	Rain	Cloud	Wind	Gust	Humidity	Pressure
Sun 29 Jan	00:00		-13 °c	-16 °c	0.0 mm	23%	4 mph SE	7 mph	85%	1013 mb
	03:00		-11 °c	-14 °c	0.0 mm	25%	3 mph SSE	5 mph	86%	1012 mb
	06:00		-10 °c	-13 °c	0.0 mm	31%	3 mph SSE	5 mph	87%	1011 mb
	09:00		-10 °c	-14 °c	0.4 mm	30%	5 mph ESE	7 mph	89%	1011 mb
	12:00		-8 °c	-12 °c	0.1 mm	49%	6 mph E	8 mph	89%	1009 mb
	15:00		-7 °c	-14 °c	0.2 mm	70%	12 mph E	16 mph	92%	1006 mb
	18:00		-6 °c	-14 °c	0.2 mm	71%	14 mph E	23 mph	94%	1003 mb
	21:00		-6 °c	-14 °c	0.2 mm	77%	16 mph E	26 mph	94%	1002 mb

Show Weather

Location Map



Nearest Cities/Towns

- Makkovik (0.0mi)
- Makkovik (0.0mi)
- Allilik (7.0mi)

Nearest Airport PAGE PROTECTED BY COPYSCAPE DO NOT COPY

Sports | All Countries | Premium API | Free API | Sign Up | Request Builder | Contact



START YOUR DESIGN WITH AVNET, THE WORLD'S LARGEST DISTRIBUTOR OF ELECTRONIC COMPONENTS. **AVNET Express**



Enter Post/Zip code, City/Town Sul

Home Weather **FREE Weather API** Premium Weather API Weather Maps Holiday Weather Forum

Home > Country List > Canada > Newfoundland And Labrador > Makkovik

Makkovik, Canada

(More matching results for Makkovik)

Tools

Weather Forecast Monthly Averages 15-day Weather Chart Change Weather Units FREE Weather Widget Weather Map RSS Feed

Mon 30 Jan, 2012 Sunrise/set: 8:52 am/5:29 pm Moonrise/set: 10:47 am/1:30 am

Outlook Today Tomorrow Wed Thu Fri Sat Sun Next 10 days Past Weather

Past Weather Finder

Past date:

The past date should be after 1st July, 2008 onwards

Displaying past weather for

Mon 30 Jan, 2012

6 days 5 nights Cancun
 Only \$299 per person All Inclusive 3 destinations, 1 low price!
OceanSightHotelDeals.com

Day	Time	Weather	Temp	Feels	Rain	Cloud	Wind	Gust	Humidity	Pressure
Mon 30 Jan	00:00		-6 °C	-14 °C	1.5 mm	70%	17 mph E	27 mph	92%	998 mb
	03:00		-7 °C	-14 °C	1.2 mm	68%	14 mph ENE	24 mph	93%	997 mb
	06:00		-7 °C	-14 °C	1.3 mm	74%	11 mph ENE	18 mph	93%	996 mb
	09:00		-7 °C	-12 °C	1.0 mm	68%	6 mph ENE	9 mph	92%	996 mb
	12:00		-5 °C	-7 °C	1.0 mm	69%	3 mph ENE	4 mph	92%	997 mb
	15:00		-4 °C	-6 °C	1.0 mm	74%	4 mph NNE	6 mph	94%	997 mb
	18:00		-5 °C	-10 °C	1.3 mm	83%	8 mph NNE	12 mph	96%	999 mb
	21:00		-7 °C	-12 °C	0.6 mm	79%	9 mph NNW	14 mph	95%	1001 mb

Saskatchewan Summer Games
 Need Lodging For Summer Games?
 Modern Cabins in Meadow Lake Park.
www.hotelinkeresort.com

Dewees lots for sale
 Island lots available now Dewees lots at lowest price ever
www.westonrealty.com

Suzuki Motorcycles
 GTA Suzuki Dealer in Mississauga
 Sales, Service, Parts, and Marine
www.realdysuzuki.com

WEATHER SEARCH

Click on Map:

OR Enter Post/Zip Code, City/Town, IATA, IP:

Show Weather

Location Map



Nearest Cities/Towns

- Makkovik (0.0mi)
- Makkovik (0.0mi)
- Aillik (7.0mi)

Nearest Airport PAGE PROTECTED BY **COPIYSCAPE DO NOT COPY**

Environment
CanadaEnvironnement
Canada

Canada

Hourly Data Report for January 29, 2012

All times are specified in Local Standard Time (LST). Add 1 hour to adjust for Daylight Saving Time where and when it is observed.

MAKKOVIK A
NEWFOUNDLAND

Latitude: 55°04'56.000" N Longitude: 59°11'19.000" W Elevation: 69.50 m

Climate ID: 8502NHR

WMO ID: 71596

TC ID: YFT

Hourly Data Report for January 29, 2012

<u>T</u> <u>i</u> <u>m</u> <u>e</u>	<u>Temp</u> °C	<u>Dew Point</u> Temp °C	<u>Rel</u> <u>Hum</u> %	<u>Wind</u> <u>Dir</u> 10's deg	<u>Wind</u> <u>Spd</u> km/h	<u>Visibility</u> km	<u>Stn</u> <u>Press</u> kPa	<u>Hmdx</u>	<u>Wind</u> <u>Chill</u>	<u>Weather</u>
00:00										
01:00										
02:00										
03:00										
04:00										
05:00										
06:00	-13.6	-16.2	81	22	13	24.1	100.28		-21	Mostly Cloudy
07:00	-13.7	-16.9	77		0	16.1	100.26			Snow
08:00	-13.4	-16.5	77		0	24.1	100.23			Cloudy
09:00	-13.0	-16.0	78		0	24.1	100.19			Cloudy
10:00	-12.0	-15.3	76		0	24.1	100.11			Mostly Cloudy
11:00	-11.0	-14.1	78		0	24.1	100.01			Mostly Cloudy
12:00	-10.0	-12.9	79		0	24.1	99.91			Cloudy
13:00	-8.6	-11.2	81	17	9	16.1	99.80		-13	Snow
14:00	-8.1	-10.6	82	14	6	16.1	99.73		-11	Snow
15:00	-8.5	-11.1	81	13	9	16.1	99.64		-13	Snow
16:00	-8.6	-11.2	81	13	15	8.0	99.54		-15	Snow
17:00	-8.7	-10.9	84	13	9	9.7	99.50		-13	Snow
18:00										
19:00										
20:00										
21:00										
22:00										
23:00										

Legend

M = Missing

E = Estimated

NA = Not Available

‡ = Partner data that is not subject to review by the
National Climate Archives

Environment
CanadaEnvironnement
Canada

Canada

Hourly Data Report for January 29, 2012

All times are specified in Local Standard Time (LST). Add 1 hour to adjust for Daylight Saving Time where and when it is observed.

HOPEDALE (AUT)
NEWFOUNDLAND

Latitude: 55°27'00.000" N Longitude: 60°13'00.000" W Elevation: 11.90 m

Climate ID: 8502400

WMO ID: 71900

TC ID: WHO

Hourly Data Report for January 29, 2012

T i m e	Temp °C ☑	Dew Point Temp °C ☑	Rel Hum % ☑	Wind Dir 10's deg	Wind Spd km/h ☑	Visibility km ☑	Stn Press kPa ☑	Hmdx	Wind Chill	Weather
00:00	-16.7	-20.0	76	23	M		101.15			NA
01:00	-16.5	-19.8	76	22	M		101.13			NA
02:00	-16.0	-19.2	76	19	M		101.12			NA
03:00	-15.6	-18.7	77	23	M		101.09			NA
04:00	-15.6	-18.6	78	20	M		101.08			NA
05:00	-15.3	-18.5	76	21	M		101.04			NA
06:00	-14.9	-18.0	77	22	M		101.00			NA
07:00	-14.7	-17.4	80	22	M		101.00			NA
08:00	-14.1	-16.2	84	22	M		100.98			NA
09:00	-13.3	-15.3	85	19	M		100.93			NA
10:00	-12.7	-15.0	83	21	M		100.86			NA
11:00	-12.4	-14.9	82	21	M		100.75			NA
12:00	-11.8	-14.4	81	14	M		100.67			NA
13:00	-11.3	-14.3	78	7	M		100.58			NA
14:00	-11.0	-13.1	84	2	M		100.48			NA
15:00	-10.5	-12.4	86	5	M		100.39			NA
16:00	-8.9	-10.4	89	5	M		100.31			NA
17:00	-7.8	-9.1	90	10	M		100.24			NA
18:00	-7.5	-8.7	91	10	M		100.15			NA
19:00	-6.9	-8.1	91	11	M		100.08			NA
20:00	-6.4	-7.6	91	11	M		100.01			NA
21:00	-6.1	-7.4	90	12	M		99.95			NA
22:00	-5.9	-7.4	89	12	M		99.88			NA
23:00	-5.8	-7.0	91	11	M		99.83			NA

Legend

M = Missing

E = Estimated

NA = Not Available

‡ = Partner data that is not subject to review by the
National Climate Archives

We'd like to hear from you! Please click "[Contact Us](#)" to share your comments and suggestions.

Date Modified: 2012-03-14

Environment
CanadaEnvironnement
Canada

Canada

Hourly Data Report for January 29, 2012

All times are specified in Local Standard Time (LST). Add 1 hour to adjust for Daylight Saving Time where and when it is observed.

GOOSE A
NEWFOUNDLAND

Latitude: 53°19'00.000" N Longitude: 60°25'00.000" W Elevation: 48.80 m

Climate ID: 8501900

WMO ID: 71816

TC ID: YYR

Hourly Data Report for January 29, 2012

<u>T</u> <u>i</u> <u>m</u> <u>e</u>	<u>Temp</u> °C	<u>Dew Point</u> <u>Temp</u> °C	<u>Rel</u> <u>Hum</u> %	<u>Wind</u> <u>Dir</u> 10's deg	<u>Wind</u> <u>Spd</u> km/h	<u>Visibility</u> km	<u>Stn</u> <u>Press</u> kPa	<u>Hmdx</u>	<u>Wind</u> <u>Chill</u>	<u>Weather</u>
00:00	-16.3	-20.3	71	22	4	12.9	100.73		-19	Snow Showers
01:00	-16.3	-20.4	71	16	4	16.1	100.68		-19	Snow Showers
02:00	-16.5	-20.3	72		0	12.9	100.69			Snow Showers
03:00	-16.5	-20.3	72		0	9.7	100.70			Snow Showers
04:00	-16.7	-20.5	72	5	4	8.0	100.68		-20	Snow Showers
05:00	-17.1	-20.8	73		0	9.7	100.64			Snow Showers
06:00	-17.0	-20.9	72	34	4	6.4	100.57		-20	Snow Showers
07:00	-17.0	-20.8	72		0	8.0	100.52			Snow Showers
08:00	-17.0	-20.8	72	5	4	12.9	100.49		-20	Snow Showers
09:00	-16.6	-20.3	73	8	4	3.2	100.41		-20	Snow Showers
10:00	-16.4	-20.3	72	8	4	1.6	100.31		-19	Snow Showers
11:00	-15.4	-19.7	70		0	6.4	100.22			Snow Showers
12:00	-15.4	-19.3	72		0	2.4	100.08			Snow Showers
13:00	-15.0	-18.8	73	5	6	3.2	99.95		-19	Snow Showers
14:00	-14.4	-18.5	71		0	3.2	99.82			Snow Showers
15:00	-14.1	-17.8	74		0	1.2	99.75			Snow Showers
16:00	-14.0	-17.4	75		0	2.4	99.68			Snow
17:00	-14.1	-17.5	75	25	4	1.6	99.62		-17	Snow
18:00	-14.1	-17.3	77	24	4	4.8	99.53		-17	Snow
19:00	-13.9	-17.1	77	25	7	3.2	99.46		-19	Snow

T i m e	Temp °C <input checked="" type="checkbox"/>	Dew Point Temp °C <input checked="" type="checkbox"/>	Rel Hum % <input checked="" type="checkbox"/>	Wind Dir 10's deg	Wind Spd km/h <input checked="" type="checkbox"/>	Visibility km <input checked="" type="checkbox"/>	Stn Press kPa <input checked="" type="checkbox"/>	Hmdx	Wind Chill	Weather
20:00	-13.4	-16.6	77	24	6	2.4	99.38		-17	Snow
21:00	-13.2	-16.2	78	23	7	4.8	99.32		-18	Snow
22:00	-13.2	-15.9	80	24	9	8.0	99.28		-19	Snow
23:00	-14.3	-17.0	80	25	9	24.1	99.26		-20	Snow

Legend

M = Missing

E = Estimated

NA = Not Available

‡ = Partner data that is not subject to review by the National Climate Archives

We'd like to hear from you! Please click "[Contact Us](#)" to share your comments and suggestions.

Date Modified: 2012-03-14

Environment
CanadaEnvironnement
Canada

Canada

Hourly Data Report for January 29, 2012

All times are specified in Local Standard Time (LST). Add 1 hour to adjust for Daylight Saving Time where and when it is observed.

GANDER INT'L A
NEWFOUNDLAND

Latitude: 48°56'47.000" N Longitude: 54°34'37.000" W Elevation: 151.20 m

Climate ID: 8401700

WMO ID: 71803

TC ID: YQX

Hourly Data Report for January 29, 2012

Time	Temp	Dew Point	Rel Hum	Wind Dir	Wind Spd	Visibility	Stn Press	Hmdx	Wind Chill	Weather
	°C	Temp °C	%	10's deg	km/h	km	kPa			
00:30	-2.0	-2.8	94	33	28	3.2	98.10		-9	Freezing Drizzle, Snow
01:30	-1.9	-2.8	94	32	26	2.4	98.23		-8	Freezing Drizzle, Snow
02:30	-2.2	-3.1	94	31	26	2.0	98.38		-9	Snow
03:30	-2.3	-3.2	94	31	26	8.0	98.52		-9	Snow
04:30	-2.1	-3.0	94	31	28	4.8	98.67		-9	Freezing Drizzle, Snow
05:30	-2.1	-3.0	94	30	30	3.2	98.77		-9	Freezing Drizzle, Snow
06:30	-2.2	-3.0	94	30	24	2.4	98.89		-9	Freezing Drizzle, Fog
07:30	-2.2	-3.0	94	29	22	2.4	98.93		-8	Freezing Drizzle, Fog
08:30	-2.3	-3.1	94	28	17	2.4	99.06		-8	Freezing Drizzle, Fog
09:30	-2.3	-3.3	93	28	19	19.3	99.11		-8	Cloudy
10:30	-2.1	-3.4	91	28	17	12.9	99.12		-7	Freezing Drizzle
11:30	-2.2	-3.7	89	24	20	2.4	99.11		-8	Snow Showers
12:30	-1.8	-4.2	84	24	11	12.9	98.99		-6	Mostly Cloudy
13:30	-2.1	-3.9	87	21	17	12.9	98.98		-7	Snow Showers
14:30	-2.5	-5.4	80	21	33	16.1	98.89		-10	Snow Showers
15:30	-3.1	-5.5	83	19	15	24.1	98.79		-8	Mostly Cloudy
16:30	-2.9	-4.8	87	16	20	24.1	98.70		-9	Snow Showers
17:30	-2.7	-4.1	90	16	17	12.9	98.58		-8	Snow Showers
18:30	-2.4	-3.9	89	17	28	24.1	98.45		-9	Snow Showers
19:30	-1.8	-3.2	90	18	26	6.4	98.37		-8	Snow Showers
20:30	-0.9	-2.6	88	22	28	24.1	98.39		-7	Mainly Clear
21:30	-1.4	-4.3	81	24	28	24.1	98.43		-8	Mainly Clear
22:30	-2.6	-5.5	80	22	26	24.1	98.43		-9	Mainly Clear
23:30	-3.0	-5.9	80	23	30	24.1	98.46		-10	Mainly Clear

Legend

M = Missing

E = Estimated

NA = Not Available

‡ = Partner data that is not subject to review by the National Climate Archives

We'd like to hear from you! Please click "[Contact Us](#)" to share your comments and suggestions.

Date Modified: 2012-03-14



Hourly Data Report for January 30, 2012

All times are specified in Local Standard Time (LST). Add 1 hour to adjust for Daylight Saving Time where and when it is observed.

MAKKOVIK A
NEWFOUNDLAND

Latitude: 55°04'56.000" N Longitude: 59°11'19.000" W Elevation: 69.50 m

Climate ID: 8502NHR

WMO ID: 71596

TC ID: YFT

Hourly Data Report for January 30, 2012

T i m e	Temp °C	Dew Point Temp °C	Rel Hum %	Wind Dir 10's deg	Wind Spd km/h	Visibility km	Stn Press kPa	Hmdx	Wind Chill	Weather
00:00										
01:00										
02:00										
03:00										
04:00										
05:00										
06:00	-5.6	-6.6	93		0	1.6	98.82			Snow
07:00	-5.4	-6.4	93		0	1.6	98.80			Snow
08:00	-5.5	-6.2	95		0	1.0	98.80			Snow
09:00	-5.3	-6.3	93	11	7	1.6	98.79		-9	Snow
10:00	-5.1	-6.1	93		0	4.0	98.78			Snow
11:00	-6.0	-7.1	92	22	9	6.4	98.79		-10	Snow
12:00	-7.3	-8.6	90	23	9	6.4	98.79		-12	Snow
13:00	-7.6	-8.9	90	23	17	4.8	98.78		-14	Snow
14:00	-7.7	-9.4	88	24	15	4.0	98.79		-14	Snow
15:00	-7.7	-9.4	88	23	15	4.8	98.84		-14	Snow
16:00	-7.8	-9.5	88	23	15	1.6	98.88		-14	Snow
17:00	-8.3	-9.3	92	24	20	3.2	98.94		-16	Snow
18:00										
19:00										
20:00										
21:00										
22:00										
23:00										

Legend

M = Missing
E = Estimated
NA = Not Available
‡ = Partner data that is not subject to review by the National Climate Archives

We'd like to hear from you! Please click ["Contact Us"](#) to share your comments and suggestions.

Environment
CanadaEnvironnement
Canada

Canada

Hourly Data Report for January 30, 2012

All times are specified in Local Standard Time (LST). Add 1 hour to adjust for Daylight Saving Time where and when it is observed.

HOPEDALE (AUT)
NEWFOUNDLAND

Latitude: 55°27'00.000" N Longitude: 60°13'00.000" W Elevation: 11.90 m

Climate ID: 8502400

WMO ID: 71900

TC ID: WHO

Hourly Data Report for January 30, 2012

T i m e	Temp °C ☑	Dew Point Temp °C ☑	Rel Hum % ☑	Wind Dir 10's deg	Wind Spd km/h ☑	Visibility km ☑	Stn Press kPa ☑	Hmdx	Wind Chill	Weather
00:00	-5.6	-6.6	93	12	M		99.78			NA
01:00	-5.7	-6.6	93	13	M		99.72			NA
02:00	-5.5	-6.4	93	12	M		99.69			NA
03:00	-5.5	-6.3	94	12	M		99.67			NA
04:00	-5.5	-6.3	94	5	M		99.63			NA
05:00	-5.3	-6.1	94	9	M		99.60			NA
06:00	-5.4	-6.2	94	10	M		99.58			NA
07:00	-5.4	-6.2	94	9	M		99.58			NA
08:00	-5.2	-6.0	94	9	M		99.58			NA
09:00	-6.2	-7.0	94	13	M		99.58			NA
10:00	-8.0	-8.9	93	22	M		99.59			NA
11:00	-8.2	-9.3	92	22	M		99.60			NA
12:00	-7.9	-9.1	91	22	M		99.60			NA
13:00	-7.7	-8.9	91	21	M		99.59			NA
14:00	-8.0	-9.3	90	20	M		99.60			NA
15:00	-6.5	-7.6	92	21	M		99.63			NA
16:00	-7.5	-8.6	92	32	M		99.67			NA
17:00	-8.4	-9.5	92	32	M		99.75			NA
18:00	-8.5	-9.6	92	32	M		99.81			NA
19:00	-9.2	-10.4	91	32	M		99.87			NA
20:00	-9.3	-10.6	90	31	M		99.91			NA
21:00	-8.6	-10.2	88	30	M		99.95			NA
22:00	-9.1	-11.1	85	28	M		99.99			NA
23:00	-9.2	-11.8	81	28	M		100.04			NA

Legend

M = Missing

E = Estimated

NA = Not Available

‡ = Partner data that is not subject to review by the
National Climate Archives

We'd like to hear from you! Please click "[Contact Us](#)" to share your comments and suggestions.

Date Modified: 2012-03-14



Environment
Canada

Environnement
Canada

Canada

Hourly Data Report for January 30, 2012

All times are specified in Local Standard Time (LST). Add 1 hour to adjust for Daylight Saving Time where and when it is observed.

GOOSE A
NEWFOUNDLAND

Latitude: 53°19'00.000" N Longitude: 60°25'00.000" W Elevation: 48.80 m

Climate ID: 8501900

WMO ID: 71816

TC ID: YYR

Hourly Data Report for January 30, 2012

Time	Temp	Dew Point	Rel Hum	Wind Dir	Wind Spd	Visibility	Stn Press	Hmdx	Wind Chill	Weather
	°C	°C	%	10's deg	km/h	km	kPa			
00:00	-13.3	-16.3	78	25	13	12.9	99.26		-20	Snow
01:00	-14.6	-18.0	75	24	15	24.1	99.23		-22	Mainly Clear
02:00	-16.0	-19.7	73	24	11	24.1	99.22		-23	Mainly Clear
03:00	-16.7	-20.2	74	24	13	24.1	99.20		-24	Mostly Cloudy
04:00	-15.0	-18.5	75	25	11	9.7	99.20		-22	Snow Showers
05:00	-14.4	-17.8	75	26	13	9.7	99.20		-22	Snow Showers
06:00	-15.4	-18.7	76	27	7	12.9	99.19		-20	Snow Showers
07:00	-14.8	-18.4	74	22	9	12.9	99.20		-21	Snow Showers
08:00	-15.5	-19.1	74	22	11	19.3	99.23		-22	Mostly Cloudy
09:00	-14.6	-18.3	73	21	15	24.1	99.27		-22	Mostly Cloudy
10:00	-11.5	-14.9	76	23	13	24.1	99.28		-18	Cloudy
11:00	-10.5	-13.6	78	25	30	24.1	99.31		-20	Snow Showers
12:00	-10.1	-13.4	77	25	19	24.1	99.32		-18	Cloudy
13:00	-9.3	-12.9	75	25	33	24.1	99.35		-19	Cloudy
14:00	-9.8	-13.7	73	26	30	24.1	99.40		-19	Cloudy
15:00	-11.0	-14.7	74	26	43	24.1	99.45		-22	Mostly Cloudy
16:00	-12.1	-15.5	76	26	32	24.1	99.54		-23	Cloudy
17:00	-12.5	-16.4	73	26	30	24.1	99.61		-23	Cloudy
18:00	-13.1	-17.2	71	27	35	24.1	99.67		-24	Cloudy
19:00	-13.7	-17.5	73	27	28	24.1	99.72		-24	Mostly Cloudy
20:00	-14.2	-17.5	76	27	26	6.4	99.81		-24	Snow Showers
21:00	-15.1	-18.8	73	27	30	12.9	99.88		-26	Snow Showers

Environment
CanadaEnvironnement
Canada

Canada

Hourly Data Report for January 30, 2012

All times are specified in Local Standard Time (LST). Add 1 hour to adjust for Daylight Saving Time where and when it is observed.

GANDER INT'L A NEWFOUNDLAND

Latitude: 48°56'47.000" N Longitude: 54°34'37.000" W Elevation: 151.20 m

Climate ID: 8401700

WMO ID: 71803

IC ID: YQX

Hourly Data Report for January 30, 2012

T i m e	Temp °C	Dew Point Temp °C	Rel Hum %	Wind Dir 10's deg	Wind Spd km/h	Visibility km	Stn Press kPa	Hmdx	Wind Chill	Weather
00:30	-2.6	-5.7	79	23	30	24.1	98.46	-10		Mostly Cloudy
01:30	-2.4	-5.8	77	24	39	24.1	98.45	-11		Mainly Clear
02:30	-2.6	-5.9	78	23	30	24.1	98.47	-10		Mostly Cloudy
03:30	-3.0	-6.1	79	25	30	24.1	98.49	-10		Mainly Clear
04:30	-3.4	-6.6	78	25	30	24.1	98.54	-11		Mainly Clear
05:30	-3.7	-6.9	78	24	33	24.1	98.60	-12		Mainly Clear
06:30	-4.1	-7.2	79	24	30	24.1	98.63	-12		Mainly Clear
07:30	-4.6	-8.0	77	24	32	32.2	98.67	-13		Mainly Clear
08:30	-4.6	-8.2	76	23	32	32.2	98.75	-13		Mainly Clear
09:30	-3.9	-8.1	73	24	26	32.2	98.81	-11		Mainly Clear
10:30	-3.2	-7.9	70	24	35	32.2	98.85	-11		Mainly Clear
11:30	-2.3	-7.9	65	25	30	32.2	98.91	-9		Mainly Clear
12:30	-2.1	-8.4	62	25	33	24.1	98.90	-10		Snow Showers
13:30	-1.6	-7.7	63	25	24	32.2	98.87	-8		Mainly Clear
14:30	-1.5	-7.9	62	24	30	32.2	98.86	-8		Mainly Clear
15:30	-2.0	-6.8	70	25	15	24.1	98.88	-7		Mainly Clear
16:30	-2.6	-6.8	73	25	26	24.1	98.90	-9		Snow Showers
17:30	-3.1	-6.1	80	24	26	9.7	98.94	-10		Snow Showers
18:30	-4.0	-6.3	84	21	17	32.2	98.94	-10		Mainly Clear
19:30	-4.1	-7.4	78	21	22	32.2	98.97	-11		Mostly Cloudy
20:30	-4.7	-8.2	76	23	24	32.2	99.00	-12		Mainly Clear
21:30	-5.2	-8.5	78	23	19	32.2	98.99	-12		Mainly Clear
22:30	-5.6	-8.6	79	24	17	32.2	99.02	-12		Mainly Clear
23:30	-5.8	-9.2	77	24	19	32.2	99.01	-12		Mostly Cloudy

Legend

M = Missing

E = Estimated

NA = Not Available

‡ = Partner data that is not subject to review by the National Climate Archives

We'd like to hear from you! Please click "[Contact Us](#)" to share your comments and suggestions.

Date Modified: 2012-03-14

Environment
CanadaEnvironnement
Canada

Canada

Hourly Data Report for February 01, 2012

All times are specified in Local Standard Time (LST). Add 1 hour to adjust for Daylight Saving Time where and when it is observed.

MAKKOVIK A
NEWFOUNDLAND

Latitude: 55°04'56.000" N Longitude: 59°11'19.000" W Elevation: 69.50 m

Climate ID: 8502NHR

WMO ID: 71596

TC ID: YFT

Hourly Data Report for February 1, 2012

T i m e	Temp °C	Dew Point Temp °C	Rel Hum %	Wind Dir 10's deg	Wind Spd km/h	Visibility km	Stn Press kPa	Hmdx	Wind Chill	Weather
00:00										
01:00										
02:00										
03:00										
04:00										
05:00										
06:00	-22.0	-25.3	75	25	28	24.1	100.34		-35	Mostly Cloudy
07:00	-22.2	-25.5	74	25	28	24.1	100.37		-35	Mostly Cloudy
08:00	-23.9	-27.5	72	23	20	24.1	100.42		-35	Mainly Clear
09:00	-22.4	-25.8	74	22	22	24.1	100.42		-34	Clear
10:00	-22.0	-26.3	68	24	28	24.1	100.42		-35	Clear
11:00	-20.8	-25.7	65	23	24	24.1	100.48		-32	Clear
12:00	-19.5	-24.0	67	25	20	24.1	100.47		-30	Clear
13:00	-18.5	-23.6	64	25	28	24.1	100.44		-30	Clear
14:00	-17.8	-21.9	70	24	17	24.1	100.48		-27	Mainly Clear
15:00	-17.2	-21.1	72	24	17	24.1	100.51		-26	Mainly Clear
16:00	-17.9	-22.0	70	24	20	24.1	100.53		-28	Mainly Clear
17:00	-17.5	-20.8	75	23	19	24.1	100.51		-27	Mainly Clear
18:00										
19:00										
20:00										
21:00										
22:00										
23:00										

Legend

M = Missing

E = Estimated

NA = Not Available

‡ = Partner data that is not subject to review by the
National Climate Archives

Environment
CanadaEnvironnement
Canada

Canada

Hourly Data Report for February 02, 2012

All times are specified in Local Standard Time (LST). Add 1 hour to adjust for Daylight Saving Time where and when it is observed.

MAKKOVIK A
NEWFOUNDLAND

Latitude: 55°04'56.000" N Longitude: 59°11'19.000" W Elevation: 69.50 m

Climate ID: 8502NHR

WMO ID: 71596

TC ID: YFT

Hourly Data Report for February 2, 2012

Time	Temp	Dew Point	Rel	Wind	Wind	Visibility	Stn	Hmdx	Wind	Weather
	°C	Temp	Hum	Dir	Spd	km	Press	Chill		
	°C	°C	%	10's deg	km/h		kPa			
00:00										
01:00										
02:00										
03:00										
04:00										
05:00										
06:00	-17.5	-20.8	75	25	26	24.1	100.65		-29	Cloudy
07:00	-18.3	-22.5	70	24	20	24.1	100.68		-28	Mostly Cloudy
08:00	-18.6	-23.7	64	25	24	24.1	100.70		-30	Mainly Clear
09:00	-18.4	-22.6	70	25	32	24.1	100.68		-31	Mainly Clear
10:00	-17.6	-21.6	71	25	28	24.1	100.69		-29	Mostly Cloudy
11:00	-17.7	-21.8	70	26	24	24.1	100.67		-28	Mostly Cloudy
12:00	-17.1	-20.3	76	24	24	24.1	100.63		-28	Cloudy
13:00	-16.2	-19.9	73	25	24	24.1	100.61		-27	Cloudy
14:00	-15.6	-19.8	70	25	22	24.1	100.60		-25	Mostly Cloudy
15:00	-15.7	-19.9	70	26	28	24.1	100.60		-27	Clear
16:00	-16.2	-19.9	73	25	26	24.1	100.62		-27	Clear
17:00	-17.2	-20.4	76	25	24	24.1	100.65		-28	Mainly Clear
18:00										
19:00										
20:00										
21:00										
22:00										
23:00										

Legend

M = Missing

E = Estimated

NA = Not Available

‡ = Partner data that is not subject to review by the National Climate Archives



Sunrise and sunset in Happy Valley-Goose Bay

Time/General Weather Time zone DST Sun & Moon

Happy Valley-Goose Bay, Newfoundland and Labrador, Canada

Modify parameters

Show full month: Year: Body: Columns:

[Change location](#)

Rising and setting times for the Sun

Date	Sunrise	Sunset	Length of day		Solar noon		
			This day	Difference	Time	Altitude	Distance (10 ⁺ km)
Jan 1, 2012	8:17 AM	3:54 PM	7h 36m 49s	+ 1m 09s	12:05 PM	13.8°	147.100
Jan 2, 2012	8:17 AM	3:55 PM	7h 38m 05s	+ 1m 16s	12:06 PM	13.8°	147.098
Jan 3, 2012	8:16 AM	3:56 PM	7h 39m 28s	+ 1m 22s	12:06 PM	13.9°	147.096
Jan 4, 2012	8:16 AM	3:57 PM	7h 40m 58s	+ 1m 29s	12:06 PM	14.0°	147.095
Jan 5, 2012	8:16 AM	3:58 PM	7h 42m 33s	+ 1m 35s	12:07 PM	14.1°	147.095
Jan 6, 2012	8:15 AM	4:00 PM	7h 44m 16s	+ 1m 42s	12:07 PM	14.3°	147.096
Jan 7, 2012	8:15 AM	4:01 PM	7h 46m 04s	+ 1m 48s	12:08 PM	14.4°	147.098
Jan 8, 2012	8:14 AM	4:02 PM	7h 47m 58s	+ 1m 54s	12:08 PM	14.5°	147.101
Jan 9, 2012	8:14 AM	4:04 PM	7h 49m 58s	+ 1m 59s	12:09 PM	14.6°	147.105
Jan 10, 2012	8:13 AM	4:05 PM	7h 52m 03s	+ 2m 05s	12:09 PM	14.8°	147.110
Jan 11, 2012	8:12 AM	4:07 PM	7h 54m 14s	+ 2m 11s	12:09 PM	14.9°	147.116
Jan 12, 2012	8:12 AM	4:08 PM	7h 56m 31s	+ 2m 16s	12:10 PM	15.1°	147.123
Jan 13, 2012	8:11 AM	4:10 PM	7h 58m 53s	+ 2m 21s	12:10 PM	15.3°	147.130
Jan 14, 2012	8:10 AM	4:11 PM	8h 01m 20s	+ 2m 27s	12:11 PM	15.4°	147.139
Jan 15, 2012	8:09 AM	4:13 PM	8h 03m 52s	+ 2m 32s	12:11 PM	15.6°	147.148
Jan 16, 2012	8:08 AM	4:15 PM	8h 06m 29s	+ 2m 36s	12:11 PM	15.8°	147.158
Jan 17, 2012	8:07 AM	4:16 PM	8h 09m 10s	+ 2m 41s	12:12 PM	16.0°	147.169
Jan 18, 2012	8:06 AM	4:18 PM	8h 11m 57s	+ 2m 46s	12:12 PM	16.2°	147.181
Jan 19, 2012	8:05 AM	4:20 PM	8h 14m 47s	+ 2m 50s	12:12 PM	16.4°	147.193
Jan 20, 2012	8:04 AM	4:22 PM	8h 17m 42s	+ 2m 54s	12:13 PM	16.6°	147.206
Jan 21, 2012	8:03 AM	4:23 PM	8h 20m 41s	+ 2m 58s	12:13 PM	16.8°	147.219
Jan 22, 2012	8:02 AM	4:25 PM	8h 23m 43s	+ 3m 02s	12:13 PM	17.0°	147.233
Jan 23, 2012	8:00 AM	4:27 PM	8h 26m 50s	+ 3m 07s	12:13 PM	17.3°	147.247
Jan 24, 2012	7:59 AM	4:29 PM	8h 30m 00s	+ 3m 10s	12:14 PM	17.5°	147.262
Jan 25, 2012	7:58 AM	4:31 PM	8h 33m 14s	+ 3m 13s	12:14 PM	17.8°	147.277
Jan 26, 2012	7:56 AM	4:33 PM	8h 36m 31s	+ 3m 17s	12:14 PM	18.0°	147.293
Jan 27, 2012	7:55 AM	4:35 PM	8h 39m 52s	+ 3m 20s	12:14 PM	18.3°	147.310
Jan 28, 2012	7:53 AM	4:36 PM	8h 43m 15s	+ 3m 23s	12:15 PM	18.5°	147.327
Jan 29, 2012	7:52 AM	4:38 PM	8h 46m 42s	+ 3m 26s	12:15 PM	18.8°	147.344
Jan 30, 2012	7:50 AM	4:40 PM	8h 50m 11s	+ 3m 29s	12:15 PM	19.1°	147.362
Jan 31, 2012	7:49 AM	4:42 PM	8h 53m 43s	+ 3m 31s	12:15 PM	19.3°	147.381

All times are in local time for Happy Valley-Goose Bay
 About the Sun Calculator



Sunrise and sunset in Happy Valley-Goose Bay

Time/General Weather Time zone DST Sun & Moon

Happy Valley-Goose Bay, Newfoundland and Labrador, Canada

Modify parameters

Show full month: Year: Body: Columns:

[Change location](#)

Rising and setting times for the Sun

Date	Sunrise	Sunset	Length of day		Solar noon		
			This day	Difference	Time	Altitude	Distance (10+ km)
Feb 1, 2012	7:47 AM	4:44 PM	8h 57m 17s	+ 3m 34s	12:15 PM	19.6°	147.401
Feb 2, 2012	7:45 AM	4:46 PM	9h 00m 54s	+ 3m 36s	12:15 PM	19.9°	147.421
Feb 3, 2012	7:43 AM	4:48 PM	9h 04m 33s	+ 3m 39s	12:15 PM	20.2°	147.442
Feb 4, 2012	7:42 AM	4:50 PM	9h 08m 15s	+ 3m 41s	12:16 PM	20.5°	147.464
Feb 5, 2012	7:40 AM	4:52 PM	9h 11m 59s	+ 3m 43s	12:16 PM	20.8°	147.487
Feb 6, 2012	7:38 AM	4:54 PM	9h 15m 44s	+ 3m 45s	12:16 PM	21.1°	147.510
Feb 7, 2012	7:36 AM	4:56 PM	9h 19m 32s	+ 3m 47s	12:16 PM	21.4°	147.535
Feb 8, 2012	7:35 AM	4:58 PM	9h 23m 21s	+ 3m 49s	12:16 PM	21.7°	147.560
Feb 9, 2012	7:33 AM	5:00 PM	9h 27m 12s	+ 3m 51s	12:16 PM	22.0°	147.586
Feb 10, 2012	7:31 AM	5:02 PM	9h 31m 05s	+ 3m 52s	12:16 PM	22.3°	147.612
Feb 11, 2012	7:29 AM	5:04 PM	9h 34m 59s	+ 3m 54s	12:16 PM	22.7°	147.640
Feb 12, 2012	7:27 AM	5:06 PM	9h 38m 55s	+ 3m 55s	12:16 PM	23.0°	147.668
Feb 13, 2012	7:25 AM	5:08 PM	9h 42m 52s	+ 3m 57s	12:16 PM	23.3°	147.697
Feb 14, 2012	7:23 AM	5:10 PM	9h 46m 51s	+ 3m 58s	12:16 PM	23.7°	147.727
Feb 15, 2012	7:21 AM	5:12 PM	9h 50m 51s	+ 3m 59s	12:16 PM	24.0°	147.757
Feb 16, 2012	7:19 AM	5:14 PM	9h 54m 52s	+ 4m 01s	12:16 PM	24.4°	147.787
Feb 17, 2012	7:17 AM	5:16 PM	9h 58m 54s	+ 4m 02s	12:16 PM	24.7°	147.818
Feb 18, 2012	7:15 AM	5:17 PM	10h 02m 57s	+ 4m 02s	12:16 PM	25.1°	147.850
Feb 19, 2012	7:12 AM	5:19 PM	10h 07m 01s	+ 4m 04s	12:16 PM	25.4°	147.882
Feb 20, 2012	7:10 AM	5:21 PM	10h 11m 06s	+ 4m 05s	12:15 PM	25.8°	147.914
Feb 21, 2012	7:08 AM	5:23 PM	10h 15m 12s	+ 4m 05s	12:15 PM	26.1°	147.946
Feb 22, 2012	7:06 AM	5:25 PM	10h 19m 19s	+ 4m 06s	12:15 PM	26.5°	147.979
Feb 23, 2012	7:04 AM	5:27 PM	10h 23m 26s	+ 4m 07s	12:15 PM	26.9°	148.012
Feb 24, 2012	7:02 AM	5:29 PM	10h 27m 34s	+ 4m 08s	12:15 PM	27.2°	148.046
Feb 25, 2012	6:59 AM	5:31 PM	10h 31m 43s	+ 4m 08s	12:15 PM	27.6°	148.079
Feb 26, 2012	6:57 AM	5:33 PM	10h 35m 53s	+ 4m 09s	12:15 PM	28.0°	148.113
Feb 27, 2012	6:55 AM	5:35 PM	10h 40m 02s	+ 4m 09s	12:14 PM	28.3°	148.147
Feb 28, 2012	6:53 AM	5:37 PM	10h 44m 13s	+ 4m 10s	12:14 PM	28.7°	148.182
Feb 29, 2012	6:50 AM	5:39 PM	10h 48m 24s	+ 4m 10s	12:14 PM	29.1°	148.217

All times are in local time for Happy Valley-Goose Bay
[About the Sun Calculator](#)

Sun & Moon Calculators for Happy Valley-Goose Bay

- Moonrise and moonset in Happy Valley-Goose Bay
- Phases of the moon in Happy Valley-Goose Bay
- Solar Eclipses visible in Happy Valley-Goose Bay

Time Zone Calculators for Happy Valley-Goose Bay

- Current local time in Happy Valley-Goose Bay
- Make a Personal World Clock and include Happy Valley-Goose Bay
- When can I call/have a meeting with someone in Happy Valley-Goose Bay?
- If it is e.g. 4 pm in Happy Valley-Goose Bay, what time is it elsewhere?
- Time difference between Happy Valley-Goose Bay time and other time zones
- Display a free clock for Happy Valley-Goose Bay on your web site or blog



Copyright © Time and Date AS 1995–2012 All rights reserved.

Sun & Moon Calculators for Happy Valley-Goose Bay

- Moonrise and moonset in Happy Valley-Goose Bay
- Phases of the moon in Happy Valley-Goose Bay
- Solar Eclipses visible in Happy Valley-Goose Bay

Time Zone Calculators for Happy Valley-Goose Bay

- Current local time in Happy Valley-Goose Bay
- Make a Personal World Clock and include Happy Valley-Goose Bay
- When can I call/have a meeting with someone in Happy Valley-Goose Bay?
- If it is e.g. 4 pm in Happy Valley-Goose Bay, what time is it elsewhere?
- Time difference between Happy Valley-Goose Bay time and other time zones
- Display a free clock for Happy Valley-Goose Bay on your web site or blog



Copyright © Time and Date AS 1995–2012. All rights reserved.

Makkovik Incident

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

2012-01-29

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

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

2012-01-30

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

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

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

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

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

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

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

1056 hrs Sgt. Youden received a call from Mr. Peddle advising that Universal Helicopter from Goose Bay had been dispatched to assist in the search .

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

2012-01-31

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

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

2012-02-01

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

L.M. Youden Sgt.
B Division Operational Support