



October 2010

## Recent Zone Activities

### Mantario Trail Search 20 – 21 October

By Ron Bay

I was contacted by search co-ordinator Jim Bell on Sunday afternoon, October 20. He informed me a navigator was needed for a night search to look for a missing woman on the Mantario Trail, in the Big Whiteshell Lake area. I was instructed to meet at the training centre by 8 pm for a take-off time at 9 pm. The crew consisted of pilot John Hall, spotters Grace Schedler and Helmut Giersch, and me as navigator.

When I arrived at 7:30, Jim was analysing the task. Jim and I plotted the search area borders requested by the RCMP, then discussed the best way to perform the task. Jim decided to start the search at the trailhead, with a high level pass southward along the trail, followed by a pass northward at a lower altitude. After the trail was covered, we were to do a north / south oriented creeping line ahead with the first leg going north. The assigned area was larger than the RCMP assigned area, using natural obstacles as boundaries, except that we would use 50 degrees latitude as the southern boundary of the search area. We started our second leg south bound when Helmut observed a bright light at the southeast corner of Turtle Lake. The coordinates of the light were relayed to base. We were not one hundred percent sure that was the missing hiker, so we were instructed to proceed with the rest of the CLA.

With the darkness I tried Jim's suggestion to fly lines of longitude off the GPS. We started flying even lines of longitude from west to east covering an area of approximately 5 miles, then back in from east to west on odd lines of longitude. I was using two GPS units, the first one to direct John along the line of longitude and the second to monitor the lakes. I found this really affected my night vision

when I went from the dimly lit GPS to outside. I know some navigators who can do this solely by map reading but I found reassurance by the actual numbers.



*In this GPS download, the Mantario Trail is in red, the boundaries of the RCMP requested search area are the red flags marked NW, NE, SW, and SE, and the aircraft track, showing very straight lines for the middle of the night, is in grey. The map depicted here is only 11 nm across.*

After completing the CLA, we returned to the area where we first spotted the light. When we got close to that area, the light came on, and at that time we all had a feeling that this was someone who needed help. Even with the moonlight it was extremely dark that night. A fire would have been spotted for quite some distance but a flashlight in the bush, although very bright, needs to be pointed right at us, which it was.



*The search map shows the Mantario Trail, in black, wrapping around the north end of Big Whiteshell Lake. The northern corners of the search area are the crossed circles. The hiker was found at the third circle, at the southeast end of Turtle Lake.*

A second CASARA aircraft was launched on Monday morning to continue the search, but was beaten to the scene by a hired helicopter, which confirmed the missing woman was at the location we specified, and picked her up.

It was very gratifying to have a successful search with a positive outcome. A big thanks to everyone involved for a job well done.

## What Is a Successful Search?

By Jerry Roehr

Last year, which for us is April 2009 to March 2010, we were involved in 14 separate searches. This year, since April, we have already been called to assist in 24 searches. Last year most of our searches involved spotters on the CC-130 Hercules aircraft and our aircraft were used 3 times. This year, our aircraft have been used eight times already and we have contributed over 1,000 hrs of volunteer time. These statistics only cover the first seven months of the twelve month period.

The four JRCC initiated ELT searches were all successful in locating the offending aircraft. In one case, we even beat the Herc to the scene. But for many of us, the search for missing persons, either on the Herc or on own aircraft, are the most rewarding experiences. Four times our own aircraft crews were an integral part of the RCMP search managers' plans to locate the person.

In all of these searches, the RCMP and the Office of the Fire Commissioner set up a search headquarters at the scene. Communications direct with the ground searchers is often not easy, but we have learned to overcome these obstacles. What is more important, however, is that the tasking agencies have full appreciation of our capabilities as well as

our limitations. As we work with the various RCMP search managers, the JRCC Controllers, and the Herc crews, we are part of the team necessary to get the job done. On the ground the searchers on foot and on the ATVs as well as the dog handlers and the first aid people all need to do their part as we need to do ours.

As documented by letters of appreciation from JRCC Trenton and the RCMP, our professionalism is recognised. That manifested itself when Sgt Rod Karpish gave us a telephone call and explained that the newspaper reports indicating that a helicopter had found the missing person at the Mantario Trail was wrong information provided by the detachment. Sgt Karpish provided the correct facts in a CJOB interview. It was John Hall, Ron Bay, Grace Schedler, and Helmut Giersch in our C172 C-FVZK who spotted the flashlight at 11:00 pm at night, and signalled back with the landing light. It was the helicopter picked up the missing hiker the next morning.

So what makes a successful search: team work, and many times, professional searchers volunteering.

## Level 1 / Level 2 16 October

We have made some changes to the way we train new members. What we used to call Level 1, is now Level 1 / Level 2. Level 1 is an organisational orientation, and Level 2 is spotter specific basic training.

On Saturday 16 October, nine new members attended our Level 1 / Level 2 session. There was also one LOWSAR member in attendance. The

morning classroom training was followed in the afternoon by their first flights. It was a rough introduction, as it was very turbulent that afternoon, and some queasy faces returned.

Welcome to new members Stacy Boone, Justin Kitchur, Dorothy McColl, Myles Mowat, Dan Onofriechuk, Shawn Ouellette, Jim Peeling, and Josh Robinson.

## Spotter Exercise 25 September

By Peter Banman

We read a lot of comments on various exercises from persons in the aircraft, seldom from the person on the ground.

On Sep 25, for the spotter exercise, I was one of three targets, and was requested by Al Fraser, the co-ordinator, to place two panels in certain locations. The information supplied was the proposed routing of the aircraft and select two spots past Seddon's Corner, not far from Highway 44.

The first place selected was south of the highway, off Road 52E in the bottom of a gravel pit, of all places. A good spot as there was lots of stone to weigh down the panel. This location was a beehive of activity as I returned to retrieve the panel, it was the site of a dirt bike race. But the panel was intact. The second spot, about five miles east, north of the road, near Sun-Gro Horticulture, the peat moss processors, this time on top of a gravel pit berm, about 700 feet north of the road.

The third spot was just north of Whitemouth, off North Spur Road, by the river. This was after a hard left off Hwy 44, across an old Bailey bridge, single lane, of Second World War vintage. I was located just beside some scrub brush, a little out of sight, near a large number of white plastic wrapped bales.

As I heard the first aircraft approach, I took a short walk to the edge of the brush, to make myself visible, and started waving. It was soon apparent the left spotter did his or her job, and I was seen. The aircraft continued a short distance, did a long left turn, flew over the scene, and then carried on.

The second aircraft arrived a short while later on nearly the same track, but slightly to the north, right over my head. This made it impossible for anyone in the aircraft to see me. And what a time for the radio to go completely silent. I waited a short while to see if the aircraft would return, then I returned to the Training Centre.

## Spotter Exercise 25 September

By Al Fraser

On September 25, fifteen participants gathered at the Training Centre for spotter training. The plan was to fly three planes with six spotters, but due to a shortage of navigators we were able to fly only two aircraft with Jim Bell filling in as a navigator with Chuck Wilson. Two of the intended spotters filled in as targets so everyone had a job.

At the briefing, a scenario was presented that a twin Navaho en route from Thunder Bay to Saskatoon had disappeared in the Libau area and an explosion had been heard the night before. JRCC tasked us to fly a sector search in the area, followed by a RCMP tasking to find two missing hikers in the Belaire forest north of Stead. An expanding square was to be flown in that area. If that sounds familiar, that is the area that the missing mushroom picker was lost

at the beginning of September. Both crews were successful in finding the aircraft parts at Libau, and the hikers north of Stead. This gave them some practice in flying over a forested area at 500' looking for people. One of the comments at the debrief was how small the people on the ground appeared, even at that low altitude. Prem Ellice and Tim Speice did a good job of getting the attention of the crews with their mirror.

From Stead they flew to Lac du Bonnet with the spotters picking their own targets to practise call arounds. After landing at Lac du Bonnet and counting the planes at the airport, they flew to Milner Ridge, and then to Seddons Corner, before turning east toward Whitemouth. Peter Banman had placed some targets along that route and then posted himself on a side road north of Whitemouth. Both planes found most of those targets but one plane flew directly over Peter and was not able to see him.

From Whitemouth they went to Alma, and then turned west toward Anola. Again there were targets in the area manned by Ray Rittwage and Helmut Geirsch. As is usually the case when we use tarps as targets, the crews found more targets than what we had placed out there. Better to call around on them than miss some. From Anola they returned to St Andrews.

The crews felt that this had been a good exercise and they did a good job in meeting all the objectives of the exercise. Stay tuned for more spotting exercises in the near future and stay current.



*Prem Ellis gets a direct hit with the mirror. Photo by Tim Speice*



*Turns out these hunters were not one of the targets.*

## National SAREx Whitehorse 20 – 24 September

By Ron Bay

The National Search and Rescue Exercise (SAREx) 2010 was organized by 19 Wing Comox and held in Whitehorse, Yukon from 20 to 24 September 2010. The National SAREx is held once a year in a different location across Canada. The goal of the SAREx is to facilitate liaison between SAR units and provide a venue for the standardisation and evaluation of operational SAR techniques and procedures used by the Canadian Forces. The National SAREx also enables members from key organizations involved in the execution of search and rescue (SAR) to meet, compare techniques and experiences to develop the relationship that will be crucial during a SAR mission. This year's National SAREx, while competitive in nature, will ensure maximum participation by military, law enforcement, provincial and civilian groups associated with the National SAR program.”  
*From: [www.forces.ca](http://www.forces.ca)*

The Manitoba crew consisted of spotters Grace Schedler, Dustin Uffelman, navigator Allen Martin, and me as pilot. Provincial Training Officer John Hall also attended. Grace, Dustin, John, and I departed CFB Winnipeg on Sunday, September 19th, at 11:50 on a C-17 en route to Whitehorse, with a stop at Comox, BC. Our task was to fly with the military to Whitehorse, rent a Cessna 172, and compete in National SAREx 2010 against teams from Newfoundland and Labrador, Nova Scotia, Saskatchewan, Alberta, BC, and the Yukon. The C-17 had no windows so we missed the great view over the mountains. We arrived at Whitehorse at 5:44 PDT, as there is a two hour time difference between Whitehorse and Winnipeg.

On Monday the 20th, there was a National SAREx briefing at 7:30 am, followed by a CASARA briefing. The military SAREx mission statement

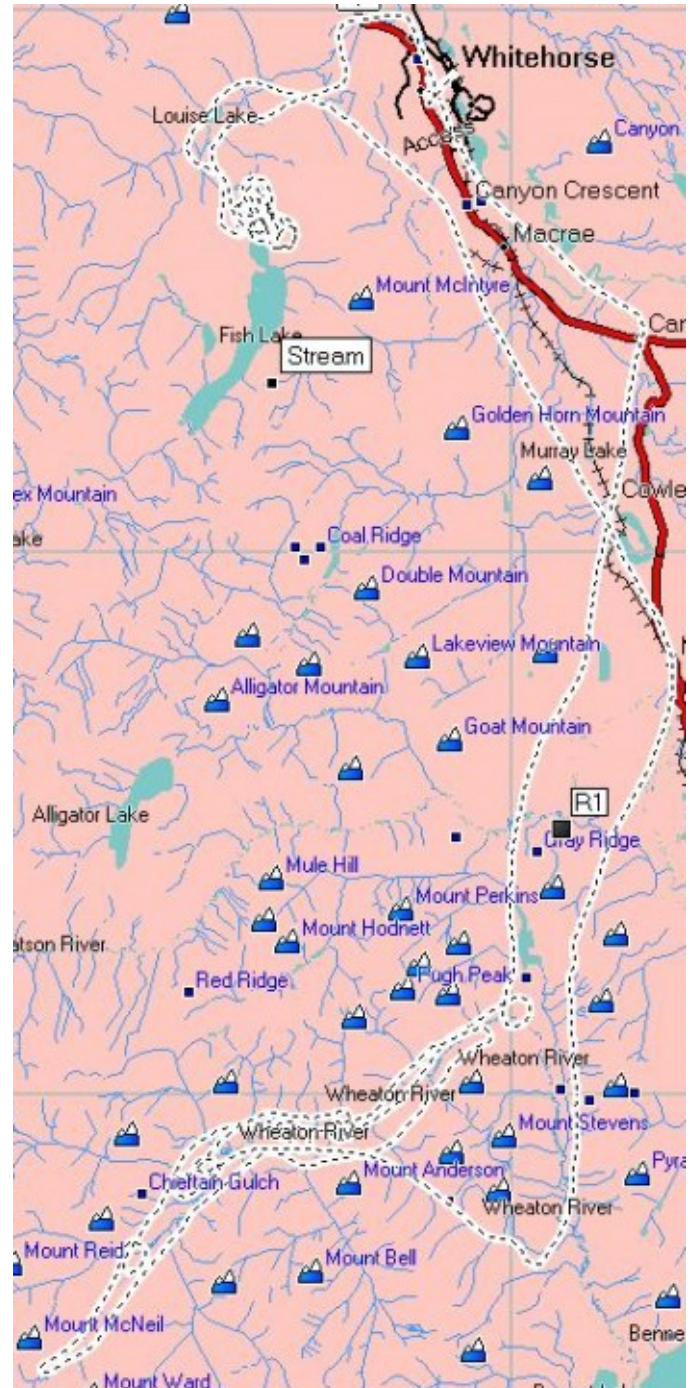
was: “To create a more favourable environment so we can do better at what we do best”. I had a mountain check out with Whitehorse Air in the afternoon, then we went to a meet and greet at the MacBride Museum of Yukon History in the evening.

On Tuesday the 21st our briefing was at Hangar D, SAREx Ops for 7 am. The events were running a little behind so we were put on standby, then later got bumped to Wednesday. The crew attended a CASARA Yukon Night at the Yukon Transportation Museum in the evening.

On Wednesday the 22nd we had our briefing at 7:30 am. They wanted us to be airborne at 8 am, but Whitehorse Air did not open until 9, so they revised our take-off time to 9:15. While the crew was having our briefing, John Hall fuelled the plane for us and I am very grateful for that. Our engine start time was 9:15 followed with a take-off time of 9:24. We headed south 28 nm to Annie Lake, where we were to hold. At 9:45 we were cleared to commence our track crawl with an exit out of our area in the next forty five minutes. We performed a track crawl at 1,000’ agl for the next 16 nm on the right side of Wheaton River, then reversed course and returned to the start point. We then started a second high level pass at 5,000’ but were not able to complete it due to the fact that we had to be at our exit point at 10:30. Three targets were found in the area. At 10:29 we exited Partridge Pass, climbed to 6,500’ asl and requested clearance to start ELT homing. We were cleared to hold at Louise Lake before starting an ELT homing. Louise Lake was 32 nm north of our position. At 10:55 we arrived over Louise Lake and requested clearance to start our homing. We then started our ELT homing which brought us 3 nm south to Fish Lake where we boxed in the location of the ELT. We returned to base at 11:21.

After lunch we went back to base and were instructed by a SARTech to drive to Fish Lake and locate the ELT. When we arrived at Fish Lake it took us a little less than 20 minutes to locate the simulated crash site with an injured person on the ground. Prior to arriving, I assigned various tasks to be performed by each crew member from the CASARA First On The Scene Check List. We returned to base and were debriefed. It was a pleasure working with the CASARA crew as they

were always focused and watching out for each other. With the combined skills of the crew, we would have had a great time living off the land in the event we had to land in a remote valley. I am not sure any of us would have wanted to be rescued too quickly as it was so beautiful out there.



On Thursday the 23rd we went on a CASARA 300 km car rally south of Whitehorse. We were given the GPS co-ordinates of 14 hidden coffee cans. Each can had a portion of a GPS co-ordinate, which led to the location of a question sheet that had to be answered. One location led us to the wreckage of a

C-119 Flying Boxcar approximately 500 metres off the highway. It took us from 10 am to 6:25 pm to complete the rally. After the rally we attended a participants night at the Yukon Beringia Interpretive Centre.

On Friday the 24<sup>th</sup>, we started out the day with –1C and snow in the morning. We attended the awards banquet at the High Country Inn. Numerous awards were given out to the military, civilian groups, and individuals. The Lieutenant Colonel Colin Goodman National SAR Excellence Award was presented to winning team from St. John's, NL.

Congratulations to them. CASARA Yukon put a lot of time into the planning and hosting of the events.

Saturday the 25<sup>th</sup> was departure day. We brought our luggage to Hangar D. The Herc and Airbus were de-iced around 2 pm and we were on our way to Comox at 3:15 with an arrival time in Winnipeg at 11:30. A big thanks to the crew, John Hall, John Davidson, and the many others who helped out along the way. We all learned a lot about CASARA, search techniques, and relationships that are crucial during a SAR mission.

## Training

There are no training notes this month.

## Notices

### Currency For Searches and the Currency Table

In order to fly on searches, you must be certified and current for the position in which you will fly. You are certified by the zone commander upon completion of the process required to achieve wings standard for each position. If you have been awarded spotter wings, for example, you are certified as a spotter.

Once you are certified, you must maintain currency by meeting the minimum requirements listed below, within the last 365 days:

#### **SPOTTERS:**

3 hours spotter academic training (eg, Spotter refresher or Level 1), and  
2 flights of not less than 1 hour each.

#### **NAVIGATORS:**

4 hours navigation academic training (eg, Navigator refresher), and  
4 flights of not less than 1 hour each, and  
3 ELT homings at least one of which must be an aural null, and  
4 search patterns appropriate to your area of operation (track crawl, CLA or parallel track, sector, and expanding square).

#### **PILOTS:**

3 hours of pilot academic training (eg, Pilot refresher), and  
a minimum of 24 hours flying as PIC, made up of 6 flights of not less than 1 hour each that must be CASARA SAR flying, (training), and the remainder can be CASARA SAR training, or “other” flying, and  
3 ELT homings at least one of which must be an aural null, and  
4 search patterns appropriate to your area of operation (track crawl, CLA or parallel track, sector, and expanding square).

The currency table attached to the end of each newsletter identifies the requirements for currency for each position. S1 and S2 indicate the dates of your last two spotter flights, N1, N2, N3, and N4 indicate the dates of your last four navigator flights, etc. The numbers correspond to the number of flights required for each position.

Pilots and navigators must also fly certain search patterns. The dates listed under each identify the last date you flew that search pattern.

Your Spotter Currency, Navigator Currency, and Pilot Currency dates reflect the last date you are current.

If you have any questions about your currency, please contact Jim Bell. You must not accept a search tasking if you are not current.

## Coming Events

Meet at the Training Centre unless noted.  
Exercise end times are *estimates*.  
Changes are highlighted in yellow.

Remember to check the recorded message at  
338-7185 before coming out for an exercise.

Subject	Start Date	Start Time	End Date	End Time	Description
<b>October</b>					
Joint Exercise in Dauphin	30-Oct-10	0900	31-Oct-10	1500	Co-ordinator – Jim Bell- No of Aircraft - 3 - Total Flying Hours - 12 - Description – Joint search exercise with CASARA Brandon and CASARA The Pas.
<b>November</b>					
Navigator Operational Training	02-Nov-10	1900	02-Nov-10	2200	Co-ordinator – Bill Hilash – No of Aircraft – NA – Total Flying Hours – NA – Description – Navigator classroom refresher training for searches.
Level 1	02-Nov-10	1900	02-Nov-10	2100	Co-ordinator – Jerry Roehr – No of Aircraft – NA – Total Flying Hours – NA – Description – Orientation for new members. This session is NOT suitable for spotter currency.
Level 2 / Spotter Refresher	06-Nov-10	0900	06-Nov-10	1200	Co-ordinator – Trevor Mueller - No of Aircraft - NA - Total Flying Hours - NA - Description – Basic training for new spotters, and refresher training for spotter currency.
Spotter Exercise	06-Nov-10	1300	06-Nov-10	1600	Co-ordinator – Trevor Mueller - No of Aircraft - 3 - Total Flying Hours - 6 - Description - Spotting and call-around practice for spotters.
ELT Search Exercise	13-Nov-10	0900	13-Nov-10	1200	Co-ordinator - TBA - No of Aircraft - 2 - Total Flying Hours - 3 - Description - ELT homing practice, using homers and / or aural null techniques.
Sector Search Exercise	20-Nov-10	0900	20-Nov-10	1300	Co-ordinator – Chuck Wilson - No of Aircraft - 2 - Total Flying Hours - 5 - Description - Practice in carrying out one of our more difficult search patterns.
<b>December</b>					
Creeping Line Ahead Exercise	04-Dec-10	0900	04-Dec-10	1300	Co-ordinator – Trevor Mueller - No of Aircraft - 2 - Total Flying Hours - 5 - Description - Practice in carrying out one of our more difficult search patterns.

## Contacts

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<b>CASARA Training Message</b>		<b>338-7185</b>	<b>Don't leave messages on this line</b>
<b>CASARA Manitoba Website</b>			<b><a href="http://www.casaraman.org">www.casaraman.org</a></b>



