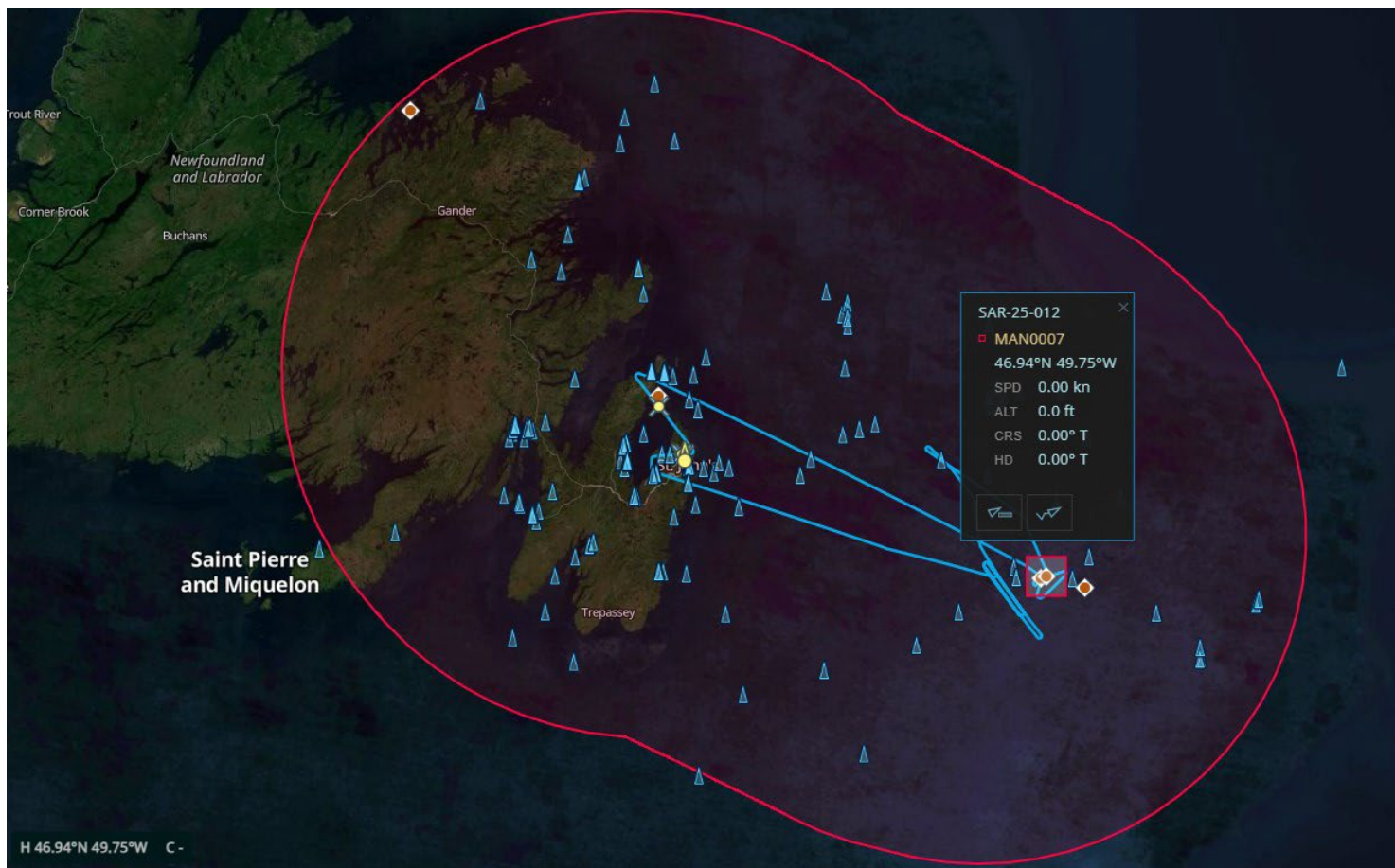
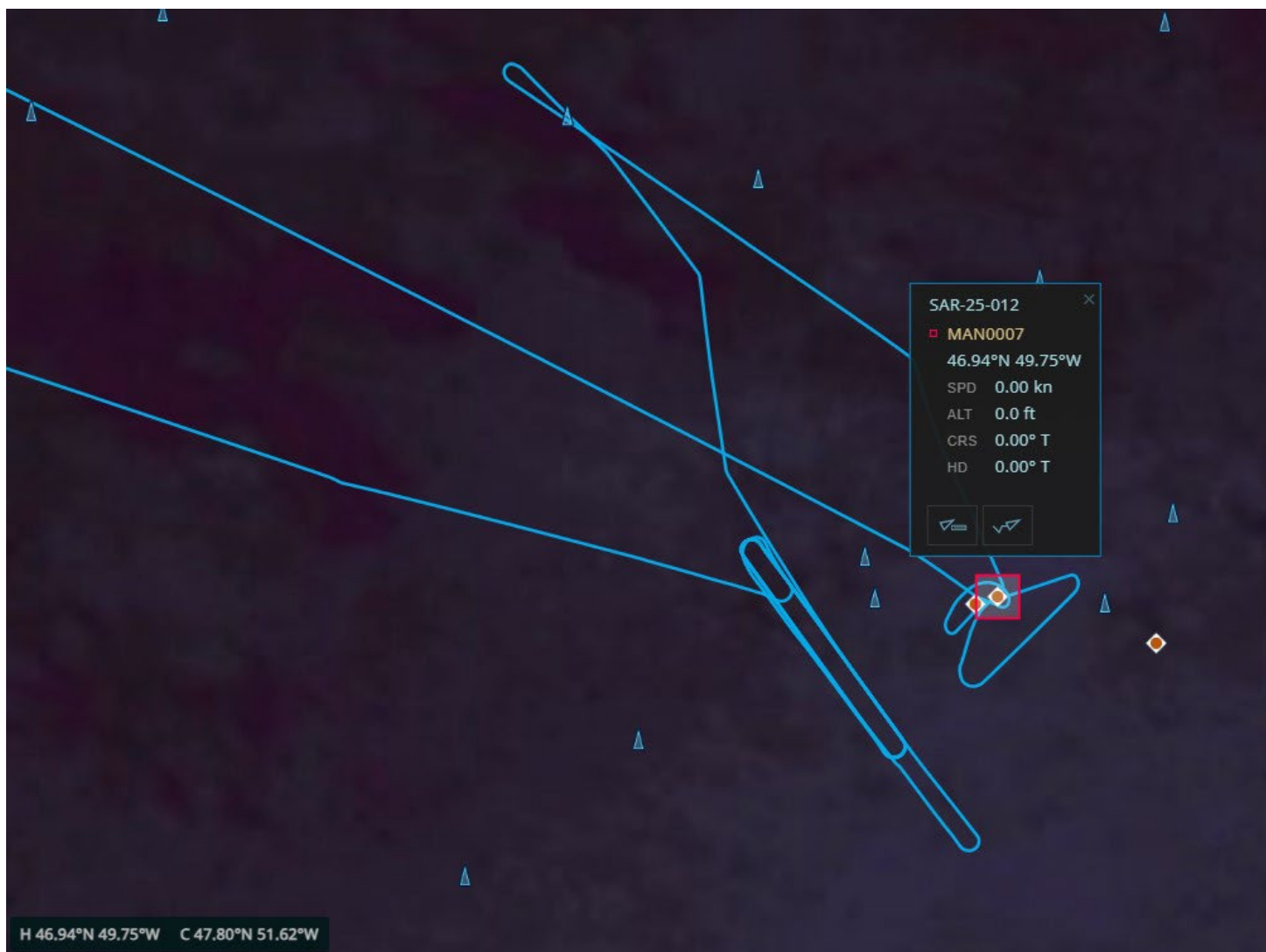


Form 34 – Air Marine/SAR Briefing – Debriefing Form

CLEAR

SAR: SAR-25-012	Case #: H2025-00444	Date: April 29, 2025	
Search Unit: King Air 200	Call Sign: C-FBPZ	Unit: SPR 01	
Target Times(Z)	On Scene: 13:48	Off Scene: 15:44	
Search Object: DOWNED AIRCRAFT AT POSITION LAST KNOW POSITION 46.56.4N 049.44.95 RE-TEASKED BY JRCC.			
Assigned Area: 130NM EAST ST.JOHNS (3L)			
Type of Search: Sensor Search - Radar. top cover		Alt/Track Spacing 5000ft - orbit -	
Starting Point: 46.56.4N 049.44.95		Track Direction: NORTH/SOUTH	
Other Tasks: DIRECTED TO REMAIN ON SCENE AND PROVIDE TOP COVER FOR RESCUE 333 WHILE RECUSUE 933 ENROUTE TO POSITION.			
SMC:	OSC: RESCUE 333	CSS:	CAS:
Freqs: 126.7	Marine: CH 16/10	Air: Gaurd 121.5MHz	
Transponder on Scene: Nil			
Other Ships/Aircraft CYGNUS (COAT GUARD) , RESCUE 933, RESCUE 333, F/V ATLANTIC MERLIN, F/V DALTON PRINCESS,F/V SEA GEM			
Debriefing			
Area Searched: 3L			
Alt Tracking:	Direction:	Estimated POD	
Objects Sighted: NOTHING OBSERVED AT LKP. RESCUE 333 ARRIVED ON SCENE AND ASSUMED ON SCENE COMMAND. SPR01 PROVIDED TOP COVER.			
On Secure Weather: LOW VIS, LOW CEILINGS, SEA STATE (3-4M) , WINDS 057 @ 45 KTS.			
Depart (Z): 12:24z	On Scene: 13:28	Off Scene: 15:44	
Secure: 16:34	Transit: n/a	Total: 4.2	





Begin forwarded message:

From: Michelle Snow [REDACTED]
Date: April 30, 2025 at 19:39:15 NDT
To: Kirby Short [REDACTED]
Subject: April 29th SAR

With regard to inquiry into the search and rescue assistance with the downed aircraft yesterday:
On April 29th I was captain on speedair 01. We left YYT 1233z on a scheduled transport pollution flight. Approximately 10 minutes into the flight we heard the mayday call over the FM and turned east towards the position of the downed aircraft. We were at 14000 at the time. It took us approximately 40 minutes to get on scene. On descent to the scene we were in and out of clouds until 5000 feet when we were in consistent cloud down to 1000 feet. We did not pick up any ice. The temperature in the area was 1-2 degrees at 1000 feet. Wind was 45 kts associated with the low level jet in the area. When rescue 333 called that they were approaching the area. We headed north and climbed to 5000 feet to avoid traffic conflict. We did not encounter any icing conditions. We maintained 5000 feet in the area and did communication relay for the rescue aircraft and coast guard radio over FM and VHF.
If any extra information is required feel free to call or email.

Michelle Snow
[REDACTED]

Sent from my iPhone

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From: Jeff Noseworthy [REDACTED]

Sent: Wednesday, April 30, 2025 8:10 AM

To: Adams, Austin [REDACTED] John Boyce [REDACTED]

Cc: Kirby Short [REDACTED] Brian Warren [REDACTED]

Subject: RE: A25A0022 Occurrence April 29th 2025

Hi,

No media was taken as the visibility was to low for visual.



JEFF NOSEWORTHY [REDACTED] Manager of Surveillance, Technical Services

[REDACTED]