RWI-BRIEF-003 — The Wainwright paratroopers: the full file

Everything Roger Wilco Imagery has on the search-and-rescue parachute jump into Wainwright on the night of the CFB Wainwright fire, 17–18 October 2026: what doesn't add up, the jump aircraft (RWI-BRIEF-002), the rest of the RCAF that night, the rescue units and the airspace (RWI-HC-004), and the raw flight data. Issued 28 Oct 2026. Times MDT unless marked (MDT = UTC−6). LLM-assisted analysis of open sources and the open ADS-B archive; check quotes against the originals before publishing.

What we know

On the record. 11 SAR technicians from 435 Transport and Rescue Squadron, 17 Wing Winnipeg, parachuted "into the vicinity of the Wainwright hospital" on the night of 17 October "to provide casualty care and support medical personnel" (DND to CBC). DND called it the largest SAR-tech parachute deployment in recent memory. Maj.-Gen. Wade Rutland confirmed the jump: sent "to get more capacity on the ground quickly" — "They jump onto Arctic ice flows and they can certainly jump into Wainwright." DND has given no aircraft, no times and no tasking authority.

From RWI's flight data. CC-130H Hercules **130339** (ICAO c2af27, callsign C130H339) was the only CC-130H transmitting anywhere on 17–18 October. It took off from Winnipeg at **19:49 MDT**, was lost by the free receiver network over the prairies at 20:16, reappeared over Winnipeg at **04:45** and landed about **05:01** on 18 October — matching BorderPulse's reported 7:53 p.m. departure and "over the Wainwright area at about 10 p.m." Flightradar24 tracked it live that night (#3 worldwide, 1,955 watching).

What doesn't add up

1. **Two tails.** The only published photo of the aircraft (BorderPulse reader, Lloydminster, about midnight) is captioned **130325**. 130325 never appears in the flight data; 130339 is the only Hercules transmitting. Either the caption is wrong or a second Hercules flew unseen.

2. **Two jump times.** BorderPulse: over Wainwright at about **10 p.m.**, on the ground at Lloydminster around **midnight**. The mayor: the medics came down **"just before midnight"**, red parachutes lit by flares. Both hold only if the Hercules orbited for about two hours or dropped more than once.

3. **Two headcounts.** DND: **11**. Global News' overnight video and Wikipedia: **"more than a dozen"**.

4. **Four drop zones.** Reuters/Rutland: "into the site". New York Post: "landing at the base". BorderPulse: "onto the base", corrected at 07:55 on 18 Oct. DND/CBC: "vicinity of the Wainwright hospital", matching a Canadian Press photo of a parachutist near the Health Centre.

5. **Six hours.** The fire reached the troops at about 16:00. The Hercules took off at 19:49; the jump came at about 22:00 (or midnight). The flight took about two hours, so roughly four went on the request, tasking and the two-hour weekend standby. Nobody has said when the request was made, or by whom.

6. **Closer options, not reported used.** A 442 Sqn CC-295 Kingfisher — a search-and-rescue aircraft — was **airborne at Comox when the fire hit**, the same distance from Wainwright as Winnipeg; it landed at 17:50. **Cold Lake** (177 km) has had no SAR techs since 2018 — its Griffons carry non-parachuting medical technicians. **Edmonton** (196 km) has 408 Sqn Griffons and 1 Field Ambulance medics; a helicopter could reach the hospital pad in under an hour. None appear in the flight data or the reporting.

7. **Why parachute?** The destination had a hospital helipad; Wainwright has an airport (busy with air ambulances that night); Lloydminster, where the Hercules reportedly landed afterwards, is 55 km by road. A night jump into a residential area, under flares, on a day with wind strong enough to drive the fire a kilometre in under a minute, is the riskiest way in.

8. **The airspace.** Air ambulances arriving at and leaving Wainwright crossed over the hospital at roughly jump altitude **minutes from both candidate jump times** (22:06 at 0.3–0.6 km; 23:50 at 1.1 km). An EC145 air-ambulance helicopter worked the area 17:27–00:36. Prime Rogue's review of a video of the jump posted on YouTube shows a helicopter in the shot with the parachutists and obstacles throughout the landing area. No NOTAM for the drop has been published.

9. **Equipment.** Prime Rogue heard Rutland say on the briefing call that they jumped with medical equipment; no published account carries that line. SAR techs jump with their own kit. If separate supply bundles were

dropped, supplies could have come by road or helicopter from Edmonton or Cold Lake hours sooner.

10. **The official record.** DND's 18 October news release does not mention the SAR techs, the RCAF or any aircraft, though DND told CBC it was a record jump. On 28 October DND declined further detail because the incident "remains under investigation".

11. **A retiring fleet.** 435 Sqn's CC-130Hs had their retirement ceremony at 17 Wing on 24 October and leave service in November. RWI's notes list 130339 among the tanker-configured CC-130H(T)s — to be confirmed. If so, the record jump was flown in a tanker variant from a fleet days from retirement.

What would settle it

DND: time and source of the request; aircraft tail; each pass and jump time; why 435 Sqn and not Comox or Edmonton; whether CONPLAN SOTERIA (major air disaster) was invoked; whether 408 or 417 Sqn Griffons or 1 Field Ambulance were asked. **NAV CANADA:** was a NOTAM issued for the drop, and when? **STARS and the air-ambulance operators:** were crews warned; was the helipad held? **Flightradar24:** playback of 130339 between 20:16 and 04:45 MDT. **BorderPulse:** the original Lloydminster photo, to read the tail.

Part A — The jump aircraft (RWI-BRIEF-002)

Drawn from the CFB Wainwright series (HC-001, SITREP 013) with a new full scan of the open ADS-B archive for every Canadian military aircraft on 17–18 Oct and every military, business-jet and hidden-registration aircraft within 600 km of Wainwright. Issued 28 Oct 2026. Times MDT with UTC; MDT = UTC−6. LLM-assisted analysis; check quotes against the originals before publishing.

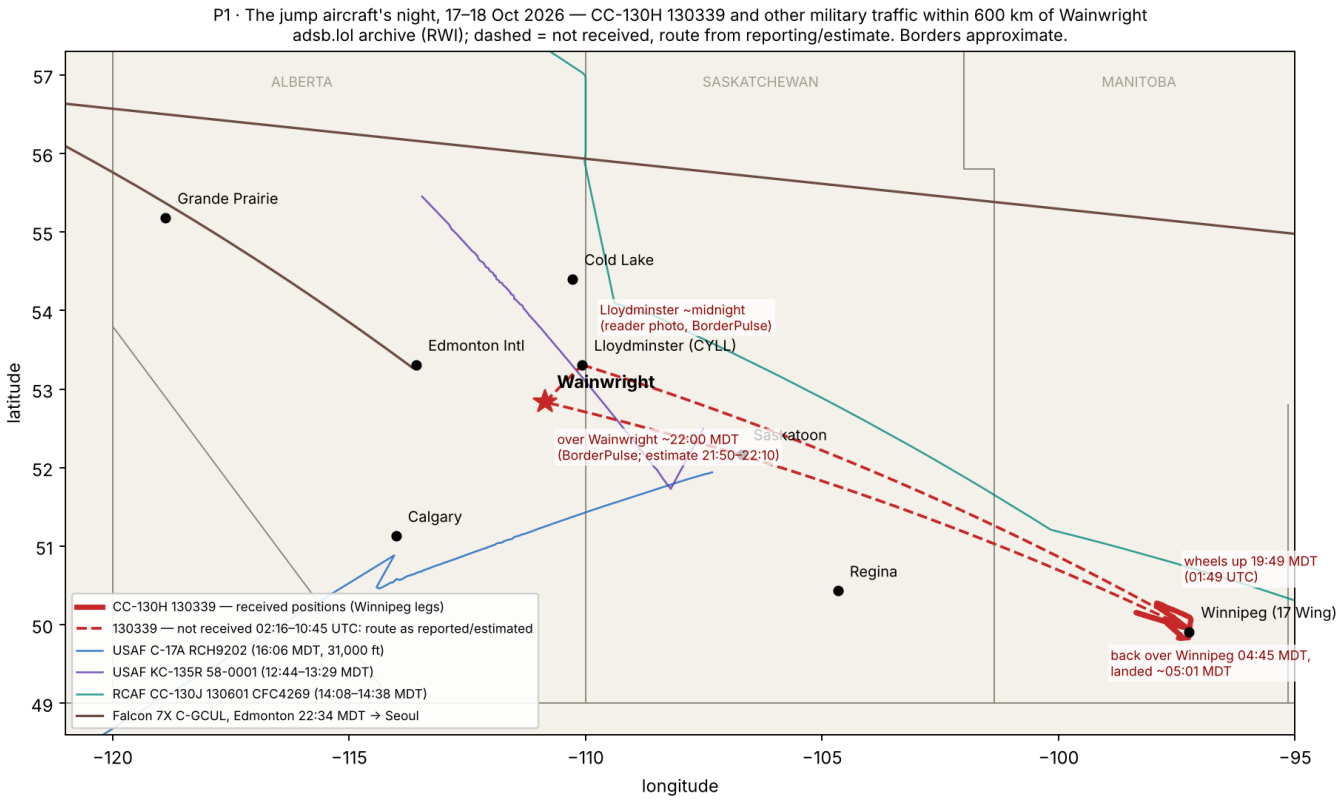
REPORTER LEADS — things in our data that no public reporting explains yet. Leads, not findings: each needs a reporter to confirm or kill it.

L1. Which Hercules dropped the SAR techs — 130339 or 130325?
Winnipeg → Wainwright → (Lloydminster?) → Winnipeg, 17 Oct 19:49 MDT – 18 Oct 05:01 MDT
Why it is a lead: The open flight archive shows only one CC-130H transmitting on 17–18 Oct: 130339, leaving Winnipeg four minutes before the time BorderPulse reported. The only published photo is captioned 130325, which never appears in the archive. DND has named no aircraft.
What would settle it: DND/RCAF: aircraft tail and callsign; BorderPulse: the original photo (tail on the fuselage). (Plate P1, P2)

L2. When did the SAR techs jump — about 22:00 or just before midnight?
Wainwright, night of 17 Oct 2026
Why it is a lead: BorderPulse has the aircraft over Wainwright at about 10 p.m. and on the ground at Lloydminster around midnight; the mayor says the medics dropped "just before midnight". A 22:00 drop puts them on the ground about six hours after the fire hit the troops — a response interval set by when the request was made, not by flight time.
What would settle it: DND: tasking time, take-off, each pass and jump time; JRCC case log (ATIP). (Plate P3)

RWI's flight archive puts **RCAF CC-130H Hercules 130339** (ICAO hex **c2af27**, broadcasting **"C130H339"**) as the only CC-130H transmitting anywhere on 17–18 October. It **took off from Winnipeg at 19:49 MDT (01:49 UTC)**, about 3 h 50 min after the fire overran C Company, 3 PPCLI. It **landed back at Winnipeg about 05:01 MDT (11:01 UTC)** after **about 9 h 12 min** away. That matches the one published flight timeline (BorderPulse: left Winnipeg 7:53 p.m. MT, over Wainwright about 10 p.m.), so 130339 is very probably the jump aircraft. DND has not confirmed this. Its tail does not match the only published photo, a BorderPulse reader's shot captioned **CC-130H 130325** at Lloydminster around midnight, and 130325 does not appear in the archive at all. On the record, DND (via CBC) has confirmed that **11 SAR technicians from 435 Transport and Rescue Squadron, 17 Wing Winnipeg** jumped "into the vicinity of the Wainwright hospital" to give casualty care. A DND spokesperson called it the largest SAR-tech parachute deployment in recent memory. Maj.-Gen. Wade Rutland confirmed the jump verbally on 18 October. DND has not named the aircraft, the tasking authority or any time. The free archive loses 130339 for **509 minutes** over rural Saskatchewan and Alberta, so RWI cannot place the aircraft over Wainwright. The drop time, the drop-zone track and the reported Lloydminster stop all still rest on BorderPulse, the mayor and estimates. The Falcon 7X **C-GCUL** belongs to ATCO's Canadian Utilities Limited. It left Edmonton at 22:34 MDT for Seoul and the Philippines, and nothing links it to Wainwright.

How to read the sourcing. Each claim below carries one of four labels. **On the record** means DND, the RCAF or named officials, as reported. **RWI data** means RWI's own adsb.lol archive analysis (globe_history 17–18 Oct UTC, files in `primerogueinc/roger-wilco-imaging-pre-alpha`, `data/adsb_rcaf/`), which is authoritative for flight times. **Single outlet** means reported by one outlet and not confirmed by DND. **Estimate** means computed by RWI.



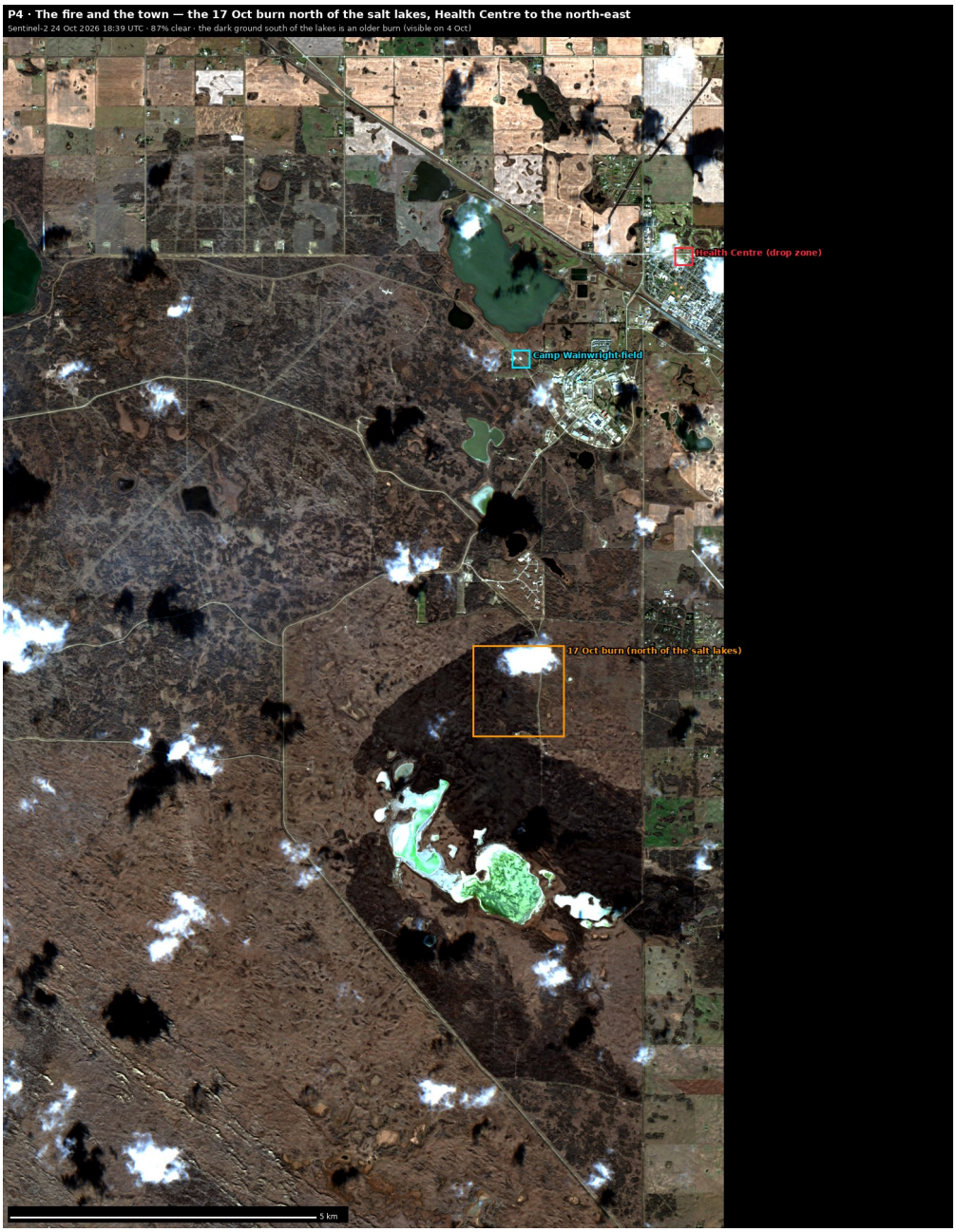
P1 · CC-130H 130339 on the night of 17–18 Oct: received positions (solid) and the route through the 509-minute gap as reported and estimated (dashed), with the other military aircraft within 600 km and the Falcon 7X C-GCUL. Borders approximate.

Exact times, MDT and UTC

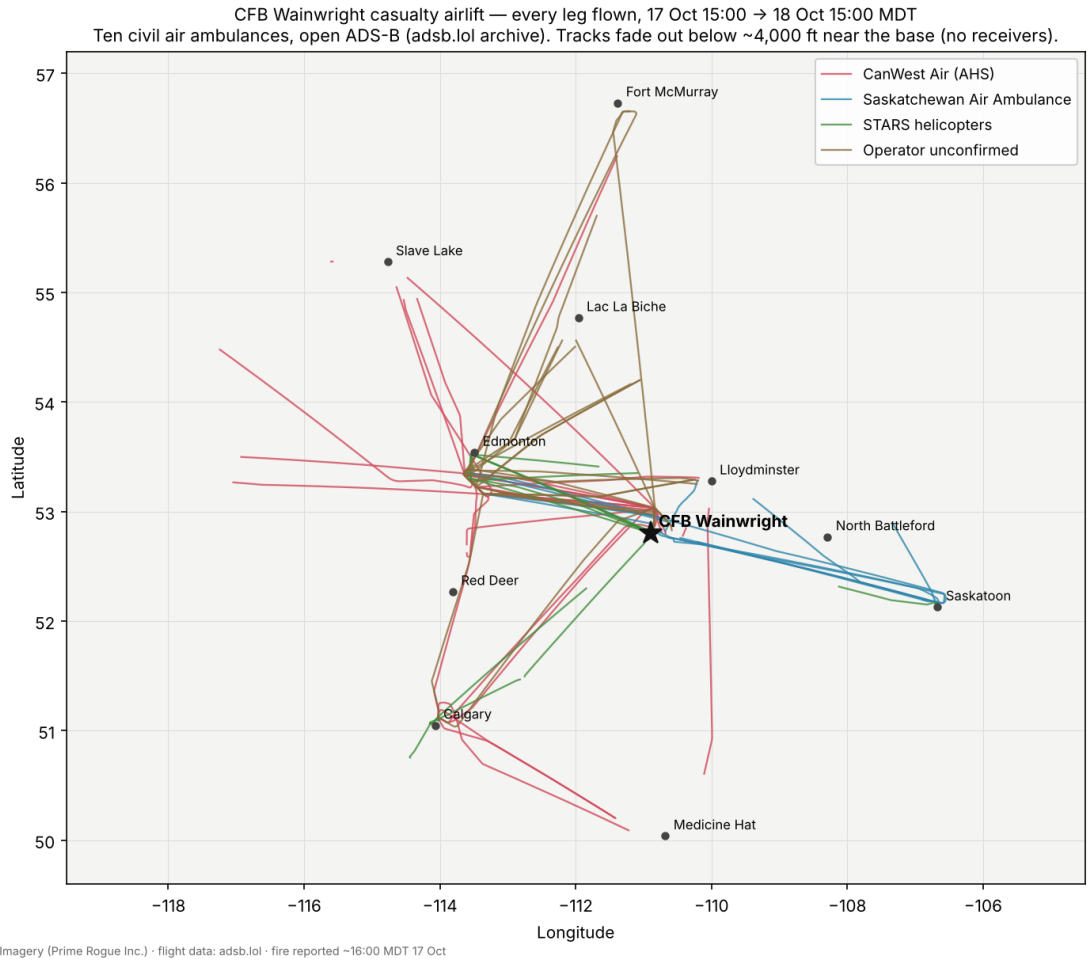
MDT = UTC−6. Winnipeg was on CDT (UTC−5), so the 19:49 MDT take-off was 20:49 local in Winnipeg.

MDT	UTC	Event	Status / source
17 Oct, "several hours" before ~16:00	—	Grass fire known to leaders about 1 km away, judged contained; training continues	On the record (Rutland) (CP24)
~16:00 ("just before 4 p.m.")	~22:00	Wind shift drives fire about 1 km in 30–60 s onto C Company on the pairs range	On the record (Narcity/CP)
~16:00	~22:00	RCMP called	Wikipedia, citing CTV/Global (Wikipedia)
16:06	22:06	US C-17A RCH9202 at its closest point: 167 km, 31,225 ft, in transit	RWI data
17:28	23:28	First civil air ambulance tracked inbound to Wainwright	RWI data (SITREP 013)
by 18:00	by 00:00 (18 Oct)	Health command centre set up; Code Orange declared	On the record (Global)
18:16	00:16	First CTV/CP24 story ("significant casualties")	Published (CP24)
19:30	01:30	McGuinty announces fatalities	On the record (Global)
~17:49 or earlier	~23:49 or earlier	Latest likely tasking, if the full 2-hour weekend standby was used	Estimate
19:48–19:49	**01:48–01:49**	**130339 takes off from Winnipeg (CYWG)** (FR24 "ACTUAL 1:48 AM" UTC; archive 01:49)	**RWI data**
19:53	01:53	"Left Winnipeg at 7:53 p.m. Mountain time"	Single outlet (BorderPulse)
20:11–20:16	02:11–02:16	130339 climbing through 20,000 ft west of Winnipeg; last archive position before the gap	RWI data
~21:50–22:10	~03:50–04:10	130339 over Wainwright (998 km at C-130H cruise)	Estimate

MDT	UTC	Event	Status / source
~22:00	~04:00	"Over the Wainwright area at about 10 p.m."	Single outlet (BorderPulse)
22:34	04:34	Falcon 7X C-GCUL departs Edmonton International	RWI data
22:41 / 22:50	04:41 / 04:50	Business jets N44GJ (G-IV "MVJ44") and C-FSDS (Citation X) depart Edmonton Intl	RWI data
just after 22:45	just after 04:45	Fire reported "held" (MD of Wainwright)	Wikipedia (Wikipedia)
23:10–23:15	05:10–05:15	C-GCUL at about 40,000 ft near Grande Prairie, track 302° (user's FR24 screenshot matches the archive)	RWI data
"just before midnight"	~05:45–05:59	Mayor Bruce Pugh: medics "literally dropped from the sky," red parachutes lit by flares	Single source, mayor (Global live)
~00:00, 18 Oct	~06:00	CC-130H seen at Lloydminster Airport (photo caption: 130325)	Single outlet, reader photo (BorderPulse)
~02:45–03:00	~08:45–09:00	Implied Lloydminster departure for Winnipeg (900 km, ~1 h 50 min)	Estimate
03:33	09:33	User's FR24 screenshot shows the Herc near Edmonton; the position was probably stale	RWI analysis
04:45	10:45	130339 reappears west of Winnipeg, descending from 22,975 ft	RWI data
~05:01	~11:01	130339 lands at Winnipeg	RWI data
05:42–06:13	11:42–12:13	Belgian Falcon 7X BAF75 transits at FL390, 391 km away	RWI data
07:55	13:55	BorderPulse corrects "parachuted onto the base"	Single outlet (BorderPulse)
09:57	15:57	C-GCUL lands Seoul Incheon; departs 11:15 MDT (17:15 UTC)	RWI data
13:35	19:35	Code Orange lifted: 22 ground ambulances, 6 planes, 2 helicopters	On the record (Global)



P4 · The fire and the town. Sentinel-2, 24 Oct 2026: the 17 Oct burn north of the salt lakes (orange); the large dark area south of the lakes is an older burn, already visible on 4 Oct. The garrison, Camp Wainwright field and the Health Centre on the north side of town where the SAR techs came down.



P6 · The civil airlift into Wainwright, 17–18 Oct (RWI SITREP 013): air ambulances from 17:28 MDT; no RCAF aircraft received within 80 km.

The record confirms 11 jumpers from 435 Squadron, nothing more

DND's on-record account is thin. CBC reported on 21 October that **"the 11 SAR techs were members of the 435 Transport and Rescue Squadron,"** based at 17 Wing Winnipeg. According to CBC, they jumped "into the vicinity of the Wainwright hospital" to provide casualty care and support medical staff. None were injured, and all have since returned to Winnipeg. An unnamed DND spokesperson told CBC it was "the largest parachute deployment of search and rescue technicians" in recent memory. The CBC article mentions no aircraft (CBC via Yahoo). At the 18 October briefing in Edmonton, Rutland said "military search and rescue technicians also parachuted into the site" (CGTN/Reuters). Global paraphrased him as saying they came "to add capacity" (Global News). The formal DND release of 18 October says nothing about SAR techs, parachutes, the RCAF or any aircraft, and thanks "first responders and medical teams" generically (Canada.ca). No published source says who tasked the jump. JRCC Trenton is the normal authority for Alberta, but that is background knowledge, not reporting.

The **jumper count is contested**. Global's Jeff Semple posted video overnight of "more than a dozen CAF personnel literally parachuting into Wainwright, arriving at the local health centre" (BorderPulse embed), and Wikipedia repeats "more than a dozen" (Wikipedia). DND's **11** is the on-record number and should be preferred. The higher count is probably a video estimate, or it may include non-SAR-tech jumpers such as a jumpmaster, which is worth asking. The **drop zone** is also described in conflicting ways. Reuters has "into the site." The New York Post had techs "landing at the base" (DNYUZ/NY Post). BorderPulse withdrew its "onto the base" wording at 7:55 a.m. on 18 October. CBC's "vicinity of the Wainwright hospital" agrees with a CTV caption, "A person parachutes near the Wainwright Health Centre" (CTV). A Western Standard bartender compared the sight to "Red Dawn" (Western Standard). The mayor's account of flare-lit red parachutes and

witness reports of flares being dropped point to an illuminated night drop. BorderPulse says it has not verified the flare reports.

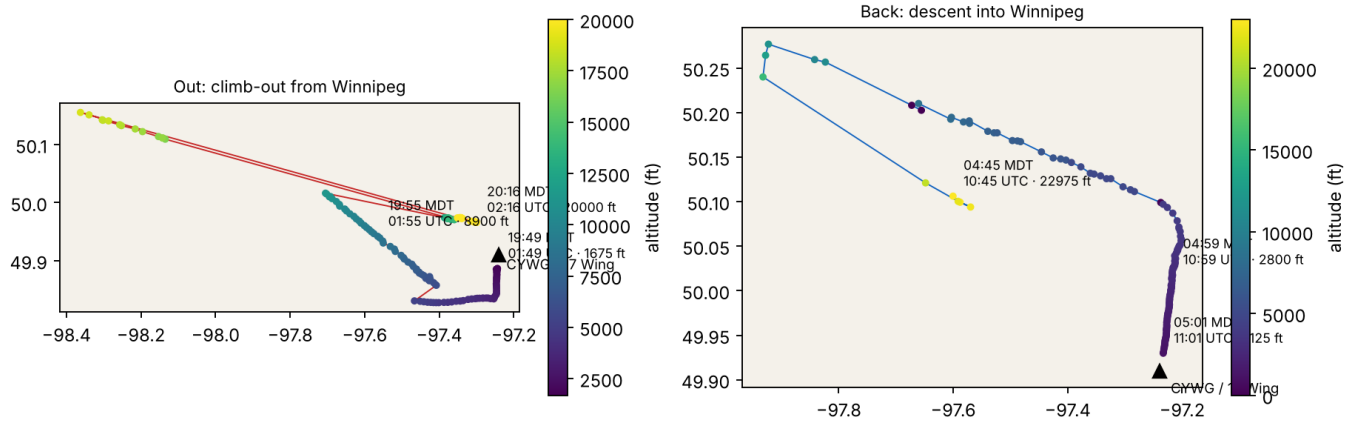
RWI's archive fixes the Winnipeg legs but goes dark over the prairies

The airframe identification is RWI's own work and is the most important new finding. A full-day scan of every Canadian military hex shows **130339 as the only CC-130H transmitting on 17–18 October**. It departed CYWG at **01:49 UTC**. Flightradar24 also tracked it live as "C130H339," operator Royal Canadian Air Force, with an "ACTUAL 1:48 AM" departure on a UTC-set display. The user's screenshot shows it at **#3 worldwide, tracked by 1,955**, which means the flight was publicly visible in real time that night. The archive then **loses it at 02:16 UTC** after a climb through 20,000 ft west of Winnipeg. It **picks it up again at 10:45 UTC** descending from 22,975 ft west of Winnipeg, and the aircraft lands about **11:01 UTC**. The 509-minute gap reflects missing community receivers across rural Saskatchewan and Alberta. It is not evidence that the transponder was switched off. FR24's own feed did draw a track as far as just east of Edmonton, so FR24 or MLAT data might fill the gap. The user's 03:33 MDT screenshot showing the Herc near Edmonton cannot be a live position: 72 minutes later the aircraft was descending into Winnipeg, about 1,200 km away. FR24 was probably showing a stale end-of-track.

BorderPulse's 19:53 MT departure is within four minutes of the archive's 19:49. The archive gives no reason to doubt BorderPulse's "over the Wainwright area at about 10 p.m." either: 998 km at C-130H cruise puts the aircraft overhead at about **21:50–22:10 MDT** (estimate). Unit, timing and type all point to 130339. One caveat: RWI's notes list 130339 among **435 Squadron's CC-130H(T) tanker airframes**. That needs confirming. If it is right, 435 Sqn launched a tanker-configured Herc as its jump platform, which may reflect an airframe shortage. Skies said 435 Sqn would keep four Hercs "until late 2026" (Skies Mag). Its first CC-295 Kingfisher arrived on 19 June 2026, and the squadron would "continue to operate the CC-130H" in the meantime (Totem Times). A Royal Aviation Museum event in August marked the type's retirement from the Winnipeg region (Royal Aviation Museum). A CC-295 is not ruled out by reporting, but no RCAF CC-295 transmitted anywhere near Wainwright that night. The only one RWI saw was 295505 "SNAK505," flying locally at Comox.

The **tail discrepancy** has two explanations, and the evidence favours the first. BorderPulse's reader photo caption reads "CC130-H 130325 out of CFB Winnipeg," and the alt text says it was at Lloydminster "after attending CFB Wainwright to drop SAR Techs" (BorderPulse). Either the caption misreads the tail, or a second Hercules flew the mission without ever being received. The second would require 130325 to stay unreceived for both its Winnipeg departure and its return, a stretch where 130339 was received cleanly. The photo itself, if BorderPulse will share it, could settle the question.

P2 · CC-130H 130339 (hex c2af27, callsign C130H339): every position the open archive received, 18 Oct 2026



P2 · Every position the open archive received for 130339 (hex c2af27): climb-out from Winnipeg 19:49–20:16 MDT and the descent back 04:45–05:01 MDT. Nothing in between.

Two clocks for the jump: 10 p.m. or just before midnight

The unresolved timing problem is that **Mayor Bruce Pugh placed the drop "just before midnight"** (Global live), while BorderPulse has the aircraft over Wainwright **at about 10 p.m.** and on the ground at Lloydminster, 55 km away, **at about midnight**. Both cannot be exact unless the aircraft orbited for nearly two hours. That is possible if it made several passes (drogue, streamer and flare runs, then separate sticks), or if it held while the ground situation was assessed. Alternatively, the mayor's time is an approximation recalled the next day. A drop near 22:00 fits the flight data best. It would put the SAR techs on the ground about **six hours after the fire reached the troops**, around the time the MD of Wainwright said the fire was being held (22:45). Rutland's "add capacity" description also fits a drop at that hour: this was reinforcement of the Wainwright Health Centre during a long night of medevac flights, not first response. By the time the Herc took off, the health command centre had been running for nearly two hours, McGuinty had already announced deaths, and civil air ambulances had been flying into Wainwright since 17:28 MDT.

The rest of the Herc's night is inference. If it landed at Lloydminster around midnight and was descending into Winnipeg at 04:45 MDT, it would have left Lloydminster at about **02:45–03:00 MDT** (estimate), roughly three hours on the ground. CBC says the techs "have since returned to Winnipeg" but not how. The archive cannot confirm a Lloydminster landing, because the aircraft was out of coverage. The launch time also says something about tasking. Under 435 Sqn's **two-hour off-hours/weekend standby** (Wikipedia 435 Sqn), a 19:49 take-off fits a tasking **no later than about 17:50 MDT** if the crew used the full two hours. That is close to when Alberta health agencies set up their command centre (estimate). It may also mean the request came hours after the 16:00 casualty event, which is a question only DND can answer.



P3 · The drop zone as DND describes it: "the vicinity of the Wainwright hospital". Red: Wainwright Health Centre heliport (CWH2, 52.8430 N 110.8647 W); yellow: 1 km box. Sentinel-2, 4 Oct 2026 (last clear pass before the jump).



P5 · Lloydminster Airport (CYLL), where a BorderPulse reader photographed a CC-130H around midnight (caption: 130325). Sentinel-2, 21 Oct 2026.

The rest of the sky was nearly empty of military traffic

RWI scanned every military, business-jet and hidden-registration aircraft within 600 km of Wainwright from 17 Oct 18:00 UTC to 18 Oct 18:00 UTC. Every military aircraft it found was in transit and none was involved in the response. Under the 509-minute caveat, "not received" does not mean "not flying."

Aircraft	MDT (UTC)	Closest approach	Assessment
USAF KC-135R 58-0001	17 Oct 12:44–13:29 (18:44–19:29)	63 km, 38,000 ft	Transit, before the fire
RCAF CC-130J-30 130601 "CFC4269"	17 Oct 14:08–14:38 (20:08–20:38)	344 km, 24,025 ft	Transit, before the fire
USAF C-17A 08-8200 "RCH9202"	17 Oct 15:42–16:19 (21:42–22:19)	167 km, 31,225 ft at 16:06 MDT	High-altitude transit, close to the moment the fire hit
Belgian Air Component Falcon 7X OO-LUM "BAF75"	18 Oct 05:42–06:13 (11:42–12:13)	391 km, 39,000 ft	Haneda → Vancouver → Melsbroek transit; unrelated

No other military aircraft transmitted a position within 600 km between about 22:00 UTC on 17 October and 11:00 UTC on 18 October. There was no CC-295, no CH-146 Griffon and no CC-130J. RWI's earlier SITREP 013 found no RCAF aircraft within 80 km of Wainwright in the open archive, which fits the jump Herc being unreceived over the prairie. The absence of a 408 Squadron Griffon from Edmonton Garrison, about 190 km away, is notable but not conclusive. Reporting describes the air response as civil: Alberta EHS's "22

ground ambulances, six planes, two helicopters" (Global), STARS from Edmonton, Saskatoon and Calgary (CP24), and at least 14 FR24-tracked trips by Saskatchewan Lifeguard 2 and 3 and STARS 1, 3 and 11 (BorderPulse). Nothing published says whether the Herc counts among Premier Smith's "eight" aircraft. Patients went to the University of Alberta Hospital, the Royal Alexandra, Foothills and Red Deer Regional (Global).

Falcon 7X C-GCUL: a utility jet with no demonstrated link

C-GCUL (hex c04c04, Dassault Falcon 7X c/n 57) is registered to **Canadian Utilities Limited**, part of the ATCO group in Calgary, according to registry and photo-caption checks in RWI's notes. FR24 hid the registration. RWI data shows it leaving **Edmonton International at 22:34 MDT (04:34 UTC)**, reaching 35,000 ft by 04:53 UTC and about 40,000 ft near Grande Prairie at 05:15 UTC. The user's 05:10 UTC FR24 screenshot (40,025 ft, track 302°) matches the archive exactly. From there it flew over Yukon and Alaska to **Seoul Incheon (landed ~09:57 MDT / 15:57 UTC)**, left at 17:15 UTC, and was last seen near Mindanao at 20:58 UTC. It departed 189 km from Wainwright, about 6.5 hours after the fire reached the troops, in the same half-hour as two other business jets. The only reason to flag it is context. ATCO is the natural-gas utility for much of Alberta, and Global News reported an **unverified military-source theory that a round struck a gas line or well**, which Rutland said he did not believe (Global News). On 22 October, military police said there was "no indication that there was an explosion of any kind" (Narcity/CP). A trans-Pacific executive trip planned in advance is the default explanation. Put the question to ATCO and do not assert a connection.

Questions to put to DND / RCAF

1. Which aircraft dropped the 11 SAR techs: type, tail and callsign? Was it CC-130H 130339? Did CC-130H 130325 fly on 17–18 October?

2. Is 130339 a CC-130H(T) tanker airframe? If so, why was it the SAR platform, and how many 435 Sqn Hercs and CC-295s were serviceable and on SAR standby that weekend?

3. Who requested and who tasked the jump (JRCC Trenton, CJOC, 3rd Canadian Division, AHS, the base), and at what time? What is the JRCC case number?

4. What were the exact times of the 435 Sqn take-off, the first pass over Wainwright, each jump, and departure from the area? How many passes and sticks were there, at what altitude, and were flares or illumination dropped?

5. Was the drop zone at or near the Wainwright Health Centre, the school, or on the base? Can DND give coordinates or a field name?

6. Was the mayor's "just before midnight" a second drop, or is about 22:00 MDT the correct jump time?

7. Did the aircraft land at Lloydminster? When did it arrive and depart, and how and when did the SAR techs return to Winnipeg?

8. Why does DND say 11 jumpers when Global/Wikipedia say "more than a dozen"? Did anyone other than SAR techs jump?

9. What did the SAR techs do on the ground, how long did they stay, and how many patients did they treat or escort?

10. Is the RCAF aircraft included in Premier Smith's eight aircraft? Were any other CAF aircraft (408 Sqn Griffons, a 424 Sqn CC-130J, 4 Wing Cold Lake) tasked or considered? If not, why not?

11. When was CFB Wainwright first aware of the fire, and how much time passed between the 16:00 casualty event and the request for SAR techs?

12. Why does DND's 18 October news release omit the SAR deployment? Will DND release the 435 Sqn mission report or JRCC log, or should RWI file an ATIP request for them?

Conclusion

The jump is better documented in open flight data than in DND's own statements. RWI's archive confirms the Winnipeg legs to the minute, and the 01:49 UTC departure matches BorderPulse's independent timeline. That gives a defensible, attributable identification of **130339 as the probable jump aircraft**, provided it is framed as RWI flight-data analysis and not as confirmation. The aircraft-level gap now comes down to two contradictions DND can resolve in one answer: 130339 or 130325, and 22:00 or just before midnight. The second matters beyond chronology. A drop near 22:00 means the CAF's own parachute reinforcement arrived about six hours after the casualty event, a measurable response interval set by when the request was made, not by flight time. That interval belongs in the Board of Inquiry questions.

For RWI's method, the 509-minute blind spot is the lesson. Free community ADS-B cannot see the prairie at night, so "no military aircraft" over Wainwright is a coverage statement, not a finding. Buying FR24 or MLAT history for 130339's 02:16–10:45 UTC gap, and asking BorderPulse for the original Lloydminster photo, would close most of the remaining questions without waiting for DND.

Part B — The RCAF that night, the rescue units, the airspace (RWI-HC-004)

Hindcast. Window 17 Oct 2026 16:00 MDT (fire reaches C Company) → 18 Oct 06:00 MDT (jump aircraft back in Winnipeg); 22:00 UTC → 12:00 UTC. What every Canadian military aircraft that transmitted a position was doing, which units in Canada could have parachuted medics in, and the air traffic over the drop zone. Companion to RWI-BRIEF-002 (the jump aircraft, CC-130H 130339). Flight data: RWI scan of the adsb.lol daily archive (every Canadian military hex worldwide; every military, business-jet and hidden-registration aircraft within 600 km of Wainwright). LLM-assisted; times MDT unless marked.

REPORTER LEADS — things in our data that no public reporting explains yet. Leads, not findings: each needs a reporter to confirm or kill it.

L1. A SAR Kingfisher was airborne at Comox when the fire hit
CC-295 295505 'SNAK505', 442 Sqn, 19 Wing Comox: airborne 15:17–17:50 MDT 17 Oct, local, down to 200–500 ft
Why it is a lead: Comox is 1,034 km from Wainwright, almost exactly Winnipeg's distance (998 km), and its Kingfisher has been on SAR alert since May 2025 with a proven ramp-jump capability. It was already flying, with a crew up, when the fire reached the troops at about 16:00. It landed at 17:50. The jump came from Winnipeg on a Hercules that took off at 19:49.
What would settle it: DND/JRCC: was 442 Sqn or its airborne Kingfisher considered for Wainwright? Who decided on 435 Sqn, and when? (Plate H1)

L2. The nearest unit that could parachute medics was 1,000 km away — by design since 2018
4 Wing Cold Lake (417 Sqn) 177 km from Wainwright; 17 Wing Winnipeg (435 Sqn) 998 km
Why it is a lead: 417 Sqn at Cold Lake (now a 'Domestic Response Squadron') flies Griffons crewed with a Medical Technician since SAR techs were replaced from 2018; med techs are not trained to parachute. Its Griffon could have landed at the hospital helipad in about 50 minutes. Whether it or 408 Sqn (Edmonton, 196 km) flew that night is not reported, and neither transmitted a position.
What would settle it: DND: were 417 or 408 Sqn Griffons (or 1 Field Ambulance medics in Edmonton) requested or used on 17 Oct? (Plate H1)

L3. The drop zone sat under the air-ambulance traffic stream — and a helicopter is in the video of the jump
Wainwright Health Centre, 21:56–00:38 MDT 17–18 Oct
Why it is a lead: Fixed-wing air ambulances arriving at and departing Wainwright passed within 0.3–2 km of the hospital at 2,600–4,300 ft above the ground at 21:58, 22:06, 23:50, 00:33 and 00:37 — minutes from both reported jump times (~22:00 and 'just before midnight'). An EC145 air-ambulance helicopter (C-FLCI) worked the area 17:27–00:36. Prime Rogue's review of a video of the jump, circulating on YouTube, shows a helicopter in the shot with the parachutists and obstacles throughout the landing area (video not yet archived by RWI).
What would settle it: NAV CANADA: was a NOTAM issued for the drop, and when? STARS / air-ambulance operators: were crews told of the drop, was the helipad held? DND: who coordinated the airspace, and did the Hercules crew have contact with the helicopter? (Plate H2)

1. Bottom line

1.1 **Almost nothing else in the RCAF was flying.** In the 14-hour window only five Canadian military aircraft transmitted a position anywhere: the jump Hercules 130339; a 442 Sqn CC-295 Kingfisher on local flying at Comox until 17:50; a CC-130J landing at Thermal, California at 16:04; a CC-130J flying Rzeszów (Poland) → Prestwick overnight; and an unregistered Canadian military aircraft climbing out near Renton, Washington at 16:19 (possibly an RCAF P-8A on a Boeing test flight; unconfirmed). No CH-149 Cormorant and no CH-146 Griffon transmitted anywhere in Canada. Military aircraft often fly with position reporting off, so this is what was visible, not everything that flew.

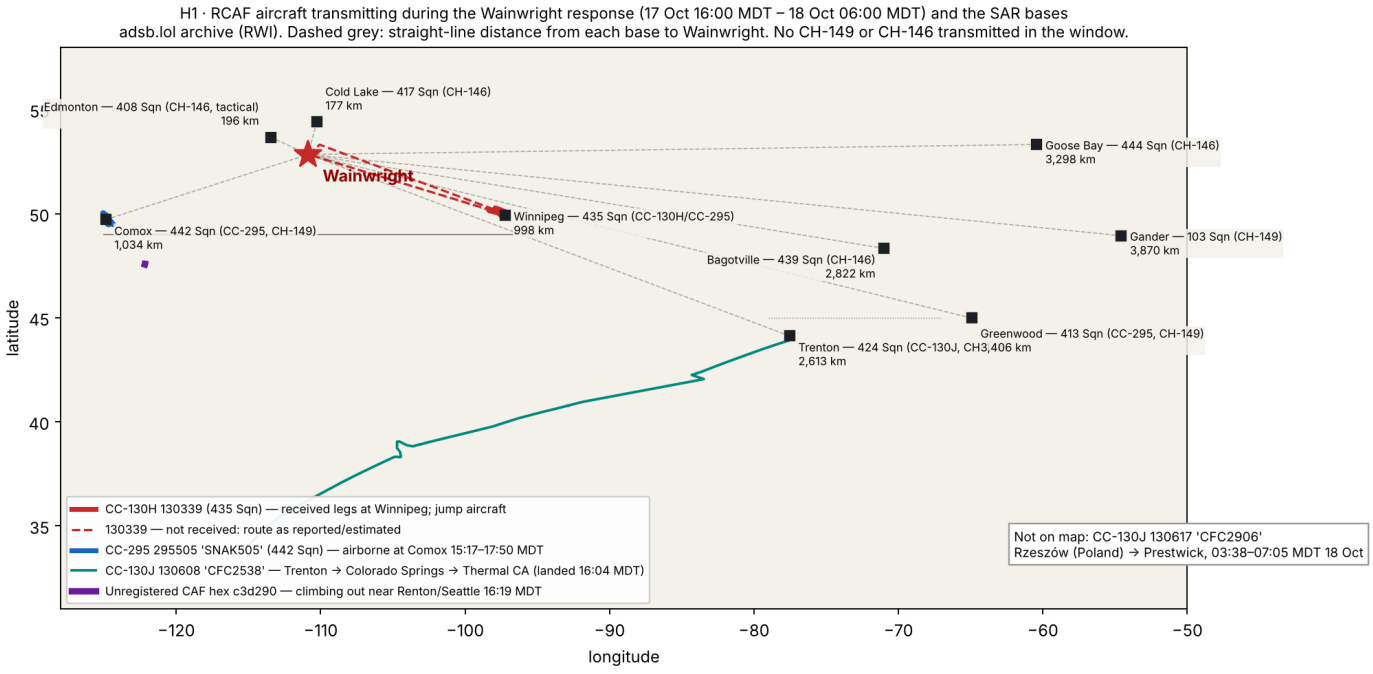
1.2 **Only the national SAR squadrons can parachute medics** — 413 Greenwood, 424 Trenton, 435 Winnipeg and 442 Comox (103 Gander is helicopter-only). All SAR techs are trained to the same standard at the Comox school (about 11 months: paramedic, parachute, diving, Arctic and mountain rescue); squadrons differ by aircraft and terrain, not by the technicians' qualifications. The Griffon squadrons at Cold Lake, Bagotville and Goose Bay replaced their SAR techs with non-parachuting medical technicians from 2018. On Wainwright's side of the country, that leaves Winnipeg (998 km) and Comox (1,034 km).

1.3 **The choice of Winnipeg is explainable; the timing is the question.** 435 Sqn is the primary SAR unit for Alberta and still flew the CC-130H in October (the type retires in November; ceremony at 17 Wing on 24 Oct). Its aircraft left at 19:49 — nearly four hours after the fire reached the troops — under the two-hour weekend standby. A typical standby crew holds 2–3 SAR techs; putting 11 out of one aircraft means recalling off-duty techs, which takes time. There is no published precedent for a SAR-tech jump as medical reinforcement into a populated place; the nearest doctrine is the major-air-disaster plan (CONPLAN SOTERIA). Whether it was invoked, and who tasked the jump, is unknown.

1.4 **The drop zone was busy airspace.** See lead L3 and plate H2.

2. Every Canadian military aircraft that transmitted, 17 Oct 16:00 – 18 Oct 06:00 MDT

Aircraft	MDT	Where	Reading
CC-130H 130339 'C130H339' (435 Sqn)	19:49 → 05:01	Winnipeg → (not received 20:16–04:45) → Winnipeg	The Wainwright jump aircraft (BRIEF-002)
CC-295 295505 'SNAK505' (442 Sqn)	15:17–17:50	Comox, local; to 10,250 ft, then low (200–500 ft) over water	SAR Kingfisher airborne at the moment of the fire; landed 17:50 (L1)
CC-130J 130608 'CFC2538'	landed 16:04	Trenton → Colorado Springs (Peterson) → Thermal, California	Transport run to a US desert airfield
CC-130J 130617 'CFC2906'	03:38 → 07:05 (18 Oct)	Rzeszów-Jasionka (Poland) → Prestwick (Scotland)	Ukraine-aid hub run (cf. SITREP 015)
Unregistered, hex c3d290	16:19	Climbing out near Renton / Seattle to 1,200 ft	Possibly RCAF P-8A Poseidon at Boeing — unconfirmed



H1 · RCAF aircraft transmitting in the window, and every SAR / rescue base with its straight-line distance to Wainwright.

Other military aircraft within 600 km of Wainwright that day were all transits: a USAF KC-135R and an RCAF CC-130J before the fire, a USAF C-17A 167 km away at 31,000 ft at 16:06, and a Belgian Air Force Falcon 7X (Tokyo → Vancouver → Brussels) the next morning (BRIEF-002).

3. Who in Canada can parachute medics in

Unit	Base · distance	Aircraft (Oct 2026)	Parachute SAR techs?
435 Transport & Rescue Sqn	Winnipeg · 998 km	CC-130H (retiring Nov 2026); CC-295 arriving since Jun 2026	Yes — the Wainwright jumpers
442 Transport & Rescue Sqn	Comox · 1,034 km	CC-295 (SAR alert since May 2025); CH-149 Cormorant	Yes (CC-295 ramp jumps proven 2025)
424 Transport & Rescue Sqn	Trenton · 2,613 km	CC-130J (SAR since May 2023); CH-146 Griffon	Yes
413 Transport & Rescue Sqn	Greenwood · 3,406 km	CC-295; CH-149 (CC-130H retired Jan 2026)	Yes
103 Search & Rescue Sqn	Gander · 3,870 km	CH-149 Cormorant	Hoist only, no parachuting
417 Domestic Response Sqn	Cold Lake · 177 km	CH-146 Griffon	No — Med Techs since 2018 (not parachute-trained)
439 / 444 Domestic Response Sqns	Bagotville · 2,822 km / Goose Bay · 3,298 km	CH-146 Griffon	No — Med Techs since 2018
408 Tactical Helicopter Sqn	Edmonton · 196 km	CH-146 Griffon (army aviation)	No SAR role

3.1 **Same people, different aircraft.** There are about 140 SAR techs in the CAF (national figure only). All complete the same course at the Canadian Forces School of Search and Rescue, Comox: primary-care paramedic, static-line ram-air parachuting (1,200 ft minimum on operations), diving, Arctic and winter mountain rescue; their task statement includes triage in mass-casualty situations. Published sources show no squadron specialisation; differences come from the aircraft (fixed-wing jump platform vs hoist helicopter) and the terrain each region covers (maritime and hoist at Gander and Greenwood, mountains at Comox, the High Arctic for Winnipeg and Trenton).

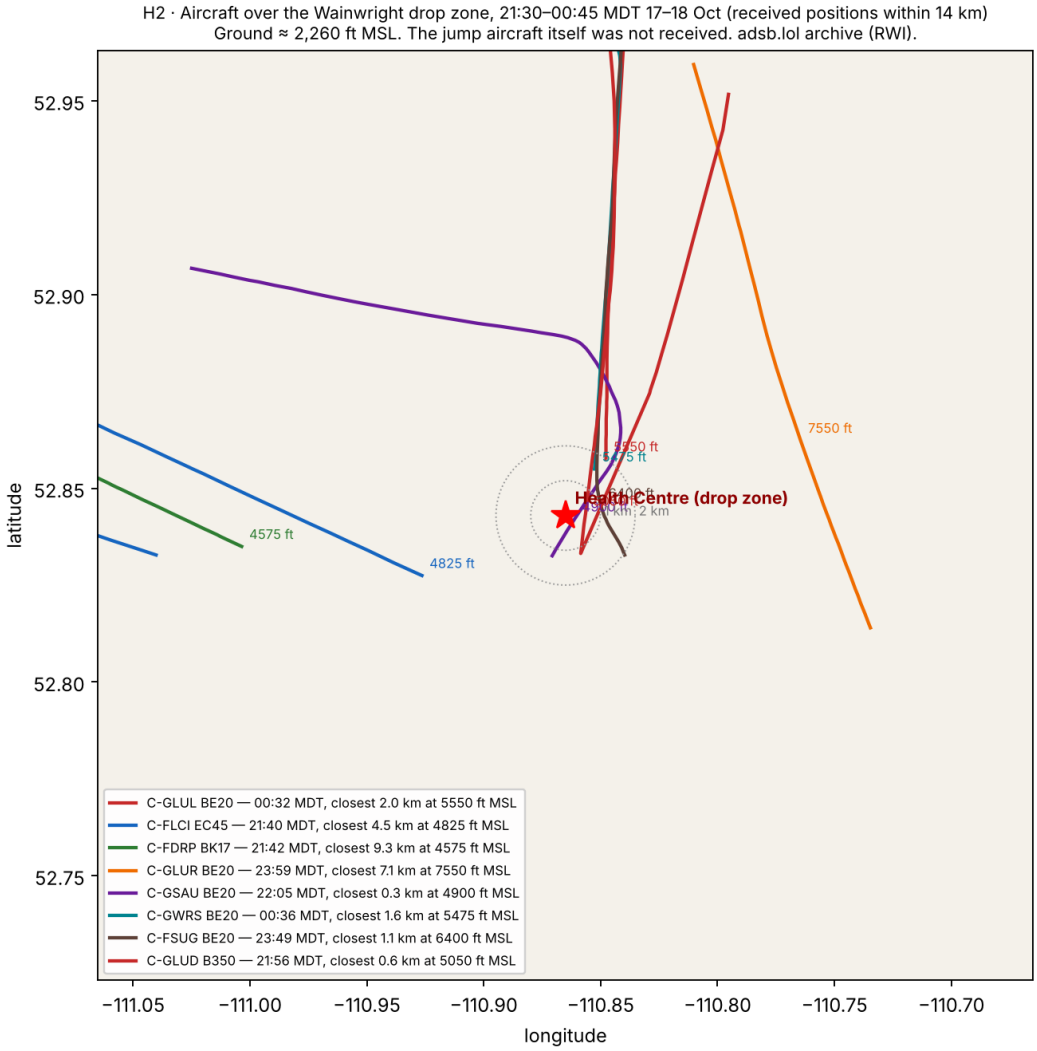
3.2 **Aircraft.** CC-130J: up to 92 paratroopers; CC-130H: about 64 (generic figure); C295: 48 generic, fewer in the RCAF SAR fit with its sensor consoles. Seats were not the limit at Wainwright — people were: a standby crew carries 2–3 SAR techs.

3.3 **Precedents.** No published case of SAR techs parachuted into a town as medical reinforcement before Wainwright. Closest: Alert 1991 (Boxtop 22 crash: SAR techs jumped from two Hercules, about 32 hours after the crash); Resolute 2011 (SAR techs already on the ground for an exercise); a three-tech night jump from a 435 Sqn CC-130H to a Northwest Territories crash in December 2023. The major-air-disaster plan (CONPLAN SOTERIA) foresees a first wave of 6–10 SAR techs and further waves — so far only exercised.

3.4 **Tasking.** CJOC leads military SAR; the three Joint Rescue Coordination Centres task aircraft for air and maritime SAR. Medical surge to a hospital is outside the SAR mandate; domestic assistance normally runs province → Chief of the Defence Staff → regional joint task force. No published doctrine says who may order a SAR-tech jump for a non-SAR mass-casualty event.

4. The air over the drop zone

MDT	Aircraft (received)	Closest to the Health Centre	Height MSL (≈ above ground)
21:40	EC145 helicopter C-FLCI (air ambulance; in the area 17:27–00:36)	4.5 km W (last received; low near the pad is below coverage)	4,825 ft (≈2,600)
21:42	BK117 helicopter C-FDRP	9.3 km W	4,575 ft (≈2,300)
21:57–21:58	King Air 350 C-GLUD, arriving southbound over town	0.6 km	5,050–5,125 ft (≈2,800)
22:05–22:06	King Air 200 C-GSAU, departing northbound over town	**0.3–0.6 km**	4,900–5,075 ft (≈2,700)
23:49–23:50	King Air 200 C-FSUG, departing	1.1 km	6,100–6,550 ft (≈4,000)
00:32–00:33	King Air 200 C-GLUL, departing	2.0 km	5,550 ft (≈3,300)
00:36–00:37	King Air 200 C-GWRS, departing	1.6 km	5,475 ft (≈3,200)



H2 · Received aircraft positions within 14 km of the Wainwright Health Centre, 21:30–00:45 MDT. Wainwright's own airport was the air-ambulance hub; its arrivals and departures crossed the town. The jump Hercules was not received.



P3 (from BRIEF-002) · The drop zone: Wainwright Health Centre heliport and a 1 km box — residential grid, trees, streets, the golf course to the north the only large open ground. Sentinel-2, 4 Oct 2026.

4.1 **What this shows.** The fixed-wing air ambulances flying the casualties out climbed or descended over the town at about the altitudes from which SAR techs jump (operational minimum 1,200 ft above ground), minutes from both candidate jump times. The jump aircraft's own position and the exact jump time are not in the open data, so the data cannot show how close any aircraft came to the jumpers. Deconfliction normally shows up as a NOTAM and as coordination by Edmonton Centre with traffic into Wainwright; neither has been published.

4.2 **The video.** Prime Rogue has reviewed a video of the jump posted on YouTube that shows a helicopter in the frame with the descending parachutists and obstacles throughout the landing area. RWI has not yet archived the video; once it has, the helicopter's livery and any timestamp can be matched against C-FLCI's movements and the King Air passes.

5. Questions for DND, NAV CANADA and the air-ambulance operators

1. Who requested the SAR-tech jump, at what time, and through which chain (JRCC Trenton, CJOC, JTF West, the province)? Was CONPLAN SOTERIA invoked?
2. Was 442 Sqn's Kingfisher — airborne at Comox until 17:50 — or 424 Sqn's CC-130J considered? Why 435 Sqn?
3. How many of the 11 SAR techs were on standby and how many were recalled off duty? When did the last one arrive at 17 Wing?
4. Were 417 Sqn (Cold Lake) or 408 Sqn (Edmonton) Griffons, or 1 Field Ambulance medics, requested or used that night?
5. Was a NOTAM issued for the parachute drop at Wainwright? At what time? Who coordinated the airspace with Edmonton Centre and the air-ambulance traffic?

6. Were the STARS and fixed-wing air-ambulance crews told of the drop? Was the Health Centre helipad held during the jump?
7. Did the Hercules crew have radio contact with the helicopter seen in the video of the jump?
8. What were the drop altitude, the number of passes and the wind at the time of the jump? Was the drop zone the golf course north of the Health Centre?

Sources

• RWI flight archive: adsb.lol globe_history 17–18 Oct 2026 (data/adsb_rcaf/, data/adsb_wainwright_airlift/ in the RWI pipeline repository); RWI-BRIEF-002; RWI SITREPs 013, 015.
• canada.ca — RCAF search and rescue program; SAR aircrews and aircraft; CAF structure for SAR
• DND evaluation of CAF SAR operations (2020); SAR technician task statement (MOSID 00101); CFSSAR
• 4 Wing (417 Domestic Response Sqn); 5 Wing (444 Sqn); Skies: Med Techs replace SAR techs at 444 Sqn (2019)
• CTV Winnipeg: CC-130H retired (24 Oct 2026); Skies: 413 Sqn retires CC-130H (Mar 2026); ChrisD.ca: Kingfisher arrives in Winnipeg (Jun 2026)
• CC-295 on SAR alert at Comox (May 2025); Skies: first CC-295 operational jump (May 2025); Global News: first CC-295 night jump (Jul 2025)
• Skies: Air Tindi rescue (Jan 2024); Boxtop 22 (Alert, 1991); Vertical: major-air-disaster exercise (2023)
• CBC via Yahoo: rescue techs parachuted into Wainwright; Global News: what we know; BorderPulse

Appendix 1 — Every received position of CC-130H 130339, 18 Oct 2026

adsb.lol daily archive (globe_history), hex c2af27, callsign C130H339. 291 positions: the climb-out from Winnipeg and the descent back; nothing was received between 02:16:03 and 10:45:05 UTC (509 minutes). Altitude is barometric, feet.

UTC	MDT	lat	lon	alt	UTC	MDT	lat	lon	alt
01:49:15	19:49:15	49.8865	-97.2438	1675	02:15:52	20:15:52	49.9661	-97.3005	20000
01:49:17	19:49:17	49.8855	-97.2442	1750	02:15:56	20:15:56	49.9661	-97.3000	20000
01:49:18	19:49:18	49.8847	-97.2441	1775	02:16:03	20:16:03	49.9658	-97.3000	20000
01:49:22	19:49:22	49.8852	-97.2469	1875	10:45:05	04:45:05	50.1061	-97.6003	22975
01:49:25	19:49:25	49.8806	-97.2450	1975	10:46:34	04:46:34	50.0993	-97.5880	22775
01:49:29	19:49:29	49.8802	-97.2461	2025	10:46:46	04:46:46	50.0939	-97.5697	22475
01:49:31	19:49:31	49.8766	-97.2454	2050	10:46:56	04:46:56	50.1003	-97.5914	22150
01:49:34	19:49:34	49.8751	-97.2454	2050	10:47:37	04:47:37	50.1210	-97.6483	20775
01:49:38	19:49:38	49.8725	-97.2457	2100	10:50:06	04:50:06	50.2399	-97.9323	15500
01:49:41	19:49:41	49.8707	-97.2459	2150	10:51:33	04:51:33	50.2642	-97.9278	12800
01:49:43	19:49:43	49.8695	-97.2458	2175	10:52:07	04:52:07	50.2767	-97.9228	11700
01:49:46	19:49:46	49.8680	-97.2459	2200	10:52:46	04:52:46	50.2594	-97.8421	10575
01:49:47	19:49:47	49.8665	-97.2461	2250	10:53:03	04:53:03	50.2566	-97.8234	10950
01:49:51	19:49:51	49.8638	-97.2463	2325	10:53:42	04:53:42	50.2081	-97.6725	None
01:49:56	19:49:56	49.8600	-97.2468	2400	10:53:51	04:53:51	50.2025	-97.6556	None
01:49:59	19:49:59	49.8576	-97.2466	2475	10:54:00	04:54:00	50.2101	-97.6605	8475
01:50:02	19:50:02	49.8552	-97.2465	2550	10:54:14	04:54:14	50.1925	-97.6044	8150
01:50:06	19:50:06	49.8523	-97.2463	2625	10:54:20	04:54:20	50.1946	-97.6031	7875
01:50:11	19:50:11	49.8485	-97.2462	2725	10:54:30	04:54:30	50.1894	-97.5821	7575
01:50:15	19:50:15	49.8458	-97.2463	2800	10:54:37	04:54:37	50.1878	-97.5715	7575
01:50:18	19:50:18	49.8436	-97.2463	2900	10:54:42	04:54:42	50.1906	-97.5720	7275
01:50:21	19:50:21	49.8414	-97.2474	2975	10:54:54	04:54:54	50.1789	-97.5395	6950
01:50:27	19:50:27	49.8385	-97.2506	3075	10:55:00	04:55:00	50.1772	-97.5287	6950
01:50:32	19:50:32	49.8358	-97.2527	3125	10:55:06	04:55:06	50.1772	-97.5232	6650
01:50:35	19:50:35	49.8341	-97.2536	3200	10:55:16	04:55:16	50.1685	-97.4966	6650
01:50:39	19:50:39	49.8345	-97.2622	3300	10:55:23	04:55:23	50.1681	-97.4877	6650
01:50:43	19:50:43	49.8354	-97.2686	3400	10:55:28	04:55:28	50.1673	-97.4824	6650
01:50:47	19:50:47	49.8355	-97.2740	3475	10:55:42	04:55:42	50.1558	-97.4459	6050
01:50:52	19:50:52	49.8353	-97.2815	3550	10:55:51	04:55:51	50.1490	-97.4253	6050
01:50:54	19:50:54	49.8353	-97.2841	3625	10:56:00	04:56:00	50.1479	-97.4123	6050
01:50:59	19:50:59	49.8351	-97.2918	3725	10:56:06	04:56:06	50.1466	-97.4030	6050
01:51:03	19:51:03	49.8350	-97.2979	3800	10:56:14	04:56:14	50.1439	-97.3935	5150
01:51:06	19:51:06	49.8344	-97.3032	3875	10:56:23	04:56:23	50.1390	-97.3770	5150
01:51:11	19:51:11	49.8339	-97.3129	3975	10:56:28	04:56:28	50.1318	-97.3605	5150
01:51:16	19:51:16	49.8331	-97.3225	4050	10:56:33	04:56:33	50.1309	-97.3539	5025
01:51:22	19:51:22	49.8311	-97.3355	4150	10:56:40	04:56:40	50.1289	-97.3426	5025
01:51:26	19:51:26	49.8303	-97.3438	4225	10:56:47	04:56:47	50.1257	-97.3322	5025
01:51:31	19:51:31	49.8300	-97.3546	4325	10:56:55	04:56:55	50.1257	-97.3247	5025
01:51:36	19:51:36	49.8288	-97.3666	4425	10:57:02	04:57:02	50.1166	-97.3033	5025
01:51:40	19:51:40	49.8281	-97.3770	4450	10:57:09	04:57:09	50.1133	-97.2904	5025
01:51:44	19:51:44	49.8280	-97.3873	4575	10:57:13	04:57:13	50.1113	-97.2834	5025
01:51:49	19:51:49	49.8276	-97.4011	4675	10:57:44	04:57:44	50.0990	-97.2374	None
01:51:51	19:51:51	49.8276	-97.4081	4750	10:57:45	04:57:45	50.0970	-97.2333	4025

UTC	MDT	lat	lon	alt	UTC	MDT	lat	lon	alt
01:51:54	19:51:54	49.8277	-97.4153	4825	10:57:53	04:57:53	50.0934	-97.2259	4000
01:51:57	19:51:57	49.8280	-97.4225	4900	10:58:01	04:58:01	50.0870	-97.2164	3950
01:52:00	19:52:00	49.8283	-97.4312	4950	10:58:11	04:58:11	50.0784	-97.2087	3950
01:52:03	19:52:03	49.8291	-97.4412	5125	10:58:20	04:58:20	50.0714	-97.2057	3925
01:52:07	19:52:07	49.8299	-97.4511	5200	10:58:22	04:58:22	50.0699	-97.2056	3850
01:52:12	19:52:12	49.8306	-97.4664	5325	10:58:25	04:58:25	50.0664	-97.2035	3775
01:52:47	19:52:47	49.8575	-97.4077	5925	10:58:30	04:58:30	50.0611	-97.2029	3700
01:52:50	19:52:50	49.8585	-97.4099	5975	10:58:33	04:58:33	50.0576	-97.2013	3700
01:52:56	19:52:56	49.8620	-97.4150	6100	10:58:35	04:58:35	50.0560	-97.2019	3600
01:53:02	19:53:02	49.8653	-97.4266	6200	10:58:40	04:58:40	50.0514	-97.2034	3600
01:53:07	19:53:07	49.8684	-97.4243	6275	10:58:41	04:58:41	50.0509	-97.2044	3525
01:53:09	19:53:09	49.8694	-97.4358	6325	10:58:43	04:58:43	50.0498	-97.2054	3525
01:53:14	19:53:14	49.8724	-97.4258	6450	10:58:45	04:58:45	50.0483	-97.2065	3425
01:53:18	19:53:18	49.8742	-97.4412	6575	10:58:48	04:58:48	50.0461	-97.2082	3425
01:53:22	19:53:22	49.8760	-97.4462	6625	10:58:49	04:58:49	50.0454	-97.2078	3425
01:53:27	19:53:27	49.8784	-97.4532	6750	10:58:50	04:58:50	50.0447	-97.2085	3350
01:53:30	19:53:30	49.8801	-97.4540	6825	10:58:54	04:58:54	50.0423	-97.2102	3350
01:53:34	19:53:34	49.8832	-97.4610	6900	10:58:58	04:58:58	50.0392	-97.2131	3300
01:53:41	19:53:41	49.8854	-97.4609	7050	10:58:59	04:58:59	50.0367	-97.2124	3300
01:53:48	19:53:48	49.8897	-97.4691	7150	10:59:01	04:59:01	50.0360	-97.2115	3250
01:53:56	19:53:56	49.8938	-97.4733	7250	10:59:04	04:59:04	50.0333	-97.2130	3250
01:54:03	19:54:03	49.8975	-97.4837	7350	10:59:06	04:59:06	50.0322	-97.2123	3125
01:54:13	19:54:13	49.9028	-97.4937	7550	10:59:07	04:59:07	50.0311	-97.2122	3125
01:54:17	19:54:17	49.9052	-97.4960	7600	10:59:09	04:59:09	50.0301	-97.2128	3125
01:54:23	19:54:23	49.9090	-97.5022	7775	10:59:11	04:59:11	50.0282	-97.2130	3025
01:54:36	19:54:36	49.9158	-97.5177	8025	10:59:13	04:59:13	50.0270	-97.2145	3025
01:54:45	19:54:45	49.9199	-97.5203	8175	10:59:15	04:59:15	50.0258	-97.2160	2950
01:54:52	19:54:52	49.9244	-97.5312	8400	10:59:16	04:59:16	50.0253	-97.2150	2950
01:55:01	19:55:01	49.9303	-97.5501	8550	10:59:19	04:59:19	50.0232	-97.2168	2950
01:55:09	19:55:09	49.9337	-97.5514	8650	10:59:21	04:59:21	50.0214	-97.2172	2875
01:55:19	19:55:19	49.9391	-97.5594	8775	10:59:23	04:59:23	50.0197	-97.2175	2875
01:55:25	19:55:25	49.9419	-97.5650	8900	10:59:26	04:59:26	50.0180	-97.2169	2800
01:55:33	19:55:33	49.9465	-97.5753	9025	10:59:27	04:59:27	50.0169	-97.2169	2800
01:55:39	19:55:39	49.9497	-97.5816	9125	10:59:29	04:59:29	50.0158	-97.2177	2800
01:55:45	19:55:45	49.9534	-97.5878	9250	10:59:30	04:59:30	50.0151	-97.2178	2725
01:55:51	19:55:51	49.9571	-97.5951	9375	10:59:33	04:59:33	50.0137	-97.2184	2725
01:55:57	19:55:57	49.9604	-97.6009	9525	10:59:34	04:59:34	50.0125	-97.2179	2725
01:56:05	19:56:05	49.9646	-97.6096	9600	10:59:36	04:59:36	50.0111	-97.2176	2650
01:56:12	19:56:12	49.9681	-97.6143	9725	10:59:40	04:59:40	50.0080	-97.2182	2650
01:56:18	19:56:18	49.9719	-97.6223	9825	10:59:43	04:59:43	50.0060	-97.2193	2600
01:56:27	19:56:27	49.9763	-97.6289	9950	10:59:44	04:59:44	50.0051	-97.2185	2600
01:56:35	19:56:35	49.9807	-97.6397	10025	10:59:46	04:59:46	50.0039	-97.2190	2525
01:56:43	19:56:43	49.9857	-97.6488	10125	10:59:47	04:59:47	50.0032	-97.2189	2500
01:56:50	19:56:50	49.9889	-97.6533	10250	10:59:48	04:59:48	50.0024	-97.2189	2500
01:56:57	19:56:57	49.9939	-97.6668	10375	10:59:51	04:59:51	50.0006	-97.2200	2450
01:57:03	19:57:03	49.9968	-97.6678	10500	10:59:52	04:59:52	49.9998	-97.2195	2450
01:57:13	19:57:13	50.0018	-97.6759	10625	10:59:53	04:59:53	49.9989	-97.2195	2400
01:57:20	19:57:20	50.0068	-97.6873	10850	10:59:56	04:59:56	49.9970	-97.2204	2375

UTC	MDT	lat	lon	alt	UTC	MDT	lat	lon	alt
01:57:25	19:57:25	50.0101	-97.6948	10975	10:59:58	04:59:58	49.9957	-97.2208	2350
01:57:30	19:57:30	50.0105	-97.6921	11125	10:59:59	04:59:59	49.9949	-97.2211	2325
01:57:36	19:57:36	50.0150	-97.7023	11250	11:00:00	05:00:00	49.9942	-97.2213	2325
01:57:38	19:57:38	50.0162	-97.7050	11275	11:00:02	05:00:02	49.9928	-97.2218	2300
01:59:05	19:59:05	49.9739	-97.3858	12650	11:00:04	05:00:04	49.9911	-97.2219	2275
01:59:15	19:59:15	49.9709	-97.3680	12825	11:00:05	05:00:05	49.9903	-97.2221	2250
01:59:24	19:59:24	49.9723	-97.3774	12925	11:00:06	05:00:06	49.9892	-97.2220	2225
01:59:31	19:59:31	49.9730	-97.3771	13100	11:00:09	05:00:09	49.9877	-97.2224	2200
01:59:34	19:59:34	49.9727	-97.3770	13100	11:00:11	05:00:11	49.9861	-97.2225	2175
01:59:46	19:59:46	49.9730	-97.3763	13375	11:00:12	05:00:12	49.9853	-97.2224	2175
01:59:54	19:59:54	49.9735	-97.3785	13500	11:00:13	05:00:13	49.9844	-97.2222	2150
01:59:59	19:59:59	49.9729	-97.3727	13575	11:00:15	05:00:15	49.9831	-97.2224	2125
02:00:07	20:00:07	49.9735	-97.3767	13675	11:00:16	05:00:16	49.9824	-97.2226	2100
02:00:16	20:00:16	49.9704	-97.3596	13800	11:00:18	05:00:18	49.9812	-97.2229	2100
02:00:20	20:00:20	49.9733	-97.3742	13850	11:00:18	05:00:18	49.9805	-97.2230	2075
02:03:17	20:03:17	50.1093	-98.1348	16450	11:00:21	05:00:21	49.9790	-97.2234	2050
02:03:33	20:03:33	50.1113	-98.1416	16600	11:00:24	05:00:24	49.9770	-97.2236	2000
02:03:50	20:03:50	50.1138	-98.1530	16825	11:00:25	05:00:25	49.9762	-97.2242	1975
02:04:07	20:04:07	50.1115	-98.1423	17000	11:00:26	05:00:26	49.9749	-97.2246	1950
02:04:26	20:04:26	50.1223	-98.1958	17275	11:00:27	05:00:27	49.9742	-97.2248	1925
02:04:43	20:04:43	50.1269	-98.2154	17525	11:00:29	05:00:29	49.9732	-97.2251	1925
02:05:01	20:05:01	50.1326	-98.2524	17775	11:00:31	05:00:31	49.9718	-97.2255	1875
02:05:20	20:05:20	50.1342	-98.2570	17950	11:00:32	05:00:32	49.9711	-97.2256	1875
02:05:38	20:05:38	50.1418	-98.3021	18150	11:00:34	05:00:34	49.9692	-97.2260	1825
02:05:57	20:05:57	50.1427	-98.3039	18325	11:00:37	05:00:37	49.9677	-97.2262	1800
02:06:16	20:06:16	50.1408	-98.2869	18500	11:00:40	05:00:40	49.9656	-97.2266	1750
02:06:36	20:06:36	50.1512	-98.3392	18675	11:00:42	05:00:42	49.9643	-97.2270	1725
02:07:02	20:07:02	50.1554	-98.3623	18900	11:00:46	05:00:46	49.9618	-97.2270	1675
02:10:56	20:10:56	49.9737	-97.3511	20000	11:00:48	05:00:48	49.9606	-97.2268	1650
02:11:05	20:11:05	49.9737	-97.3468	20000	11:00:50	05:00:50	49.9590	-97.2270	1650
02:11:13	20:11:13	49.9735	-97.3453	20000	11:00:52	05:00:52	49.9580	-97.2272	1625
02:11:20	20:11:20	49.9680	-97.3160	20000	11:00:54	05:00:54	49.9567	-97.2274	1600
02:11:33	20:11:33	49.9734	-97.3436	20000	11:00:55	05:00:55	49.9561	-97.2275	1575
02:11:42	20:11:42	49.9732	-97.3436	20000	11:00:56	05:00:56	49.9557	-97.2273	1575
02:11:50	20:11:50	49.9734	-97.3416	20000	11:00:58	05:00:58	49.9543	-97.2274	1550
02:12:00	20:12:00	49.9734	-97.3426	20000	11:01:02	05:01:02	49.9519	-97.2278	1550
02:12:10	20:12:10	49.9735	-97.3427	20000	11:01:03	05:01:03	49.9512	-97.2279	1525
02:12:16	20:12:16	49.9738	-97.3440	20000	11:01:04	05:01:04	49.9507	-97.2279	1525
02:12:26	20:12:26	49.9737	-97.3432	20000	11:01:06	05:01:06	49.9495	-97.2279	1500
02:12:32	20:12:32	49.9730	-97.3393	20000	11:01:08	05:01:08	49.9483	-97.2282	1475
02:12:58	20:12:58	49.9741	-97.3447	20000	11:01:09	05:01:09	49.9477	-97.2285	1475
02:13:32	20:13:32	49.9667	-97.3070	20000	11:01:11	05:01:11	49.9466	-97.2287	1450
02:13:41	20:13:41	49.9733	-97.3393	20000	11:01:13	05:01:13	49.9452	-97.2292	1400
02:13:55	20:13:55	49.9729	-97.3392	20000	11:01:14	05:01:14	49.9447	-97.2293	1400
02:13:59	20:13:59	49.9729	-97.3386	20000	11:01:15	05:01:15	49.9442	-97.2298	1400
02:14:11	20:14:11	49.9740	-97.3416	20000	11:01:17	05:01:17	49.9429	-97.2299	1350
02:14:41	20:14:41	49.9668	-97.3040	20000	11:01:19	05:01:19	49.9416	-97.2302	1350
02:14:50	20:14:50	49.9664	-97.3039	20000	11:01:21	05:01:21	49.9403	-97.2303	1350

t a finding of

UTC	MDT	lat	lon	alt	UTC	MDT	lat	lon	alt
02:14:57	20:14:57	49.9662	-97.3009	20000	11:01:23	05:01:23	49.9391	-97.2306	1300
02:15:05	20:15:05	49.9662	-97.3029	20000	11:01:25	05:01:25	49.9377	-97.2309	1300
02:15:15	20:15:15	49.9664	-97.3016	20000	11:01:28	05:01:28	49.9362	-97.2314	1225
02:15:23	20:15:23	49.9671	-97.3052	20000	11:01:31	05:01:31	49.9343	-97.2319	1225
02:15:33	20:15:33	49.9662	-97.3012	20000	11:01:36	05:01:36	49.9313	-97.2327	1175
02:15:41	20:15:41	49.9664	-97.3011	20000	11:01:39	05:01:39	49.9298	-97.2331	1125
02:15:46	20:15:46	49.9661	-97.3000	20000					

Appendix 2 — Falcon 7X C-GCUL, 18 Oct 2026 (sampled every 10 minutes)

Hex c04c04, Dassault Falcon 7X c/n 57, registered to Canadian Utilities Limited (ATCO group), Calgary. Departed Edmonton International 22:34 MDT 17 Oct. No link to Wainwright is shown; listed because it was flagged and departed during the response.

UTC	MDT	lat	lon	alt (ft)
04:34	17 22:34	53.327	-113.569	ground
04:44	17 22:44	53.509	-114.198	20250
04:54	17 22:54	54.142	-115.696	36200
05:04	17 23:04	54.803	-117.359	40000
05:14	17 23:14	55.451	-119.111	40000
05:24	17 23:24	56.066	-120.910	40000
05:36	17 23:36	56.772	-123.167	40000
06:07	18 00:07	58.363	-129.241	40000
06:18	18 00:18	58.827	-131.388	40000
06:28	18 00:28	59.252	-133.583	39975
06:38	18 00:38	59.647	-135.873	40000
06:48	18 00:48	60.003	-138.232	40000
06:58	18 00:58	60.278	-140.677	40000
07:08	18 01:08	60.490	-143.201	40000
07:18	18 01:18	60.653	-145.748	40000
07:29	18 01:29	60.906	-148.302	40000
07:39	18 01:39	61.090	-150.914	40000
07:49	18 01:49	61.197	-153.545	40000
07:59	18 01:59	61.251	-156.194	40000
08:10	18 02:10	61.240	-158.850	40000
08:20	18 02:20	61.176	-161.511	40000
08:44	18 02:44	60.404	-167.513	43000
08:55	18 02:55	59.968	-169.859	43000
09:08	18 03:08	59.340	-172.897	43000
09:18	18 03:18	58.850	-175.123	43000
13:40	18 07:40	39.776	143.532	43000
13:50	18 07:50	39.297	142.139	43000
14:00	18 08:00	38.817	140.804	43000
14:10	18 08:10	38.321	139.487	43000
14:21	18 08:21	37.848	138.148	43000
14:31	18 08:31	37.519	136.784	43000
14:41	18 08:41	37.176	135.439	43025
14:51	18 08:51	36.827	134.139	43000
15:01	18 09:01	36.459	132.839	43000
15:11	18 09:11	36.092	131.595	43000
15:22	18 09:22	36.042	130.369	43000
15:32	18 09:32	36.488	129.155	41525
15:42	18 09:42	36.970	127.783	22525
15:52	18 09:52	37.237	126.799	6975
17:12	18 11:12	37.481	126.438	425
17:22	18 11:22	36.845	126.493	25150
17:32	18 11:32	35.585	126.525	38000
17:42	18 11:42	34.210	126.558	38000

UTC	MDT	lat	lon	alt (ft)
18:29	18 12:29	27.606	127.626	38000
18:39	18 12:39	26.179	127.252	38000
18:49	18 12:49	24.750	126.865	38000
20:07	18 14:07	15.011	121.775	41000
20:17	18 14:17	13.975	120.887	41000
20:29	18 14:29	12.730	120.168	41025
20:54	18 14:54	9.649	121.553	40000

Appendix 3 — Method and sources

Flight data: RWI scan of the adsb.lol daily archive (github.com/adsblol/globe_history_2026) for 17 and 18 October UTC — every aircraft with a Canadian military ICAO address worldwide, and every military, business-jet and hidden-registration (PIA/LADD) aircraft within 600 km of Wainwright, whole-day traces; plus RWI's earlier 80 km Wainwright and airlift scans (SITREP 013). Community receivers are sparse across rural Saskatchewan and Alberta: aircraft can fly there unseen. Data files: data/adsb_rcaf/, data/adsb_wainwright/, data/adsb_wainwright_airlift/ in the RWI pipeline repository.

Imagery: Copernicus Sentinel-2 L2A (Element 84), 4, 21 and 24 Oct 2026. Fire: NASA FIRMS (VIIRS). Reporting and official sources are cited inline in Parts A and B.