RWI SITREP 013 — Overnight, 27 October 2026

Window **27 Oct 02:45 → 07:30 UTC** (22:45 → 03:30 EDT; 20:45 → 01:30 MDT), following SITREP 012. 168 sites. Imagery: no new passes in the window. Thermal: NASA FIRMS to the night passes of 26–27 Oct (checked 07:16 UTC). Night lights: no new nights. Live military ADS-B: one sample, 04:52–05:01 UTC. Also in this report: the CFB Wainwright flight-archive scan (14–26 Oct) and the eight tracks opened overnight. Times UTC 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. CFB Wainwright: the RCAF search-and-rescue aircraft are missing from the open record
17–18 Oct; within 80 km of the base
Why it is a lead: Search and Rescue Technicians from 17 Wing Winnipeg reportedly parachuted in to help with casualties (Wikipedia, citing reporting). No RCAF Hercules, Kingfisher or other SAR aircraft appears in the open ADS-B archive near Wainwright on either day, while the civil air ambulances do.
What would settle it: which aircraft dropped the SAR techs, when, and from where (National Defence / 17 Wing); whether it flew with its transponder off. (Plate W1)

L2. CFB Wainwright: Top Aces Alpha Jets back over the base within days of the fire
20, 21, 22 and 26 Oct; Alpha Jets C-FTAX, C-GUTA, C-FTAE and C-GQTA at 5,300–9,000 ft within 12 km — C-FTAX directly overhead (0.1 km) on 21 Oct at 6,400 ft
Why it is a lead: Alpha Jets on the Canadian civil register belong to Top Aces, the RCAF's contracted adversary-air company (normally flying out of Cold Lake). Repeated low passes over Wainwright from three days after the deaths suggest air-to-ground or joint training resumed there. Not reported.
What would settle it: National Defence: what training was under way at Wainwright 20–26 Oct, and has live fire resumed?

1. Bottom line

1.1 **Quiet night.** No thermal detections at any conflict site. The only new heat: routine plant flares at Abqaiq, the Bandar Abbas port, the Bakhchysarai cement kiln in Crimea, the Mellitah gas complex in western Libya — and one small unexplained night detection in western Libya (1.2). **NOTHING TO MATCH**

1.2 **Western Libya: one 0.54 MW night detection** at 01:11 UTC (32.576N 12.530E), inland about 8 km south-east of the 27 Aug Sabratha fire (lead L3 in SITREP 010). One pixel, small; we found no report. **NOT IN NEWS**

1.3 **CFB Wainwright: CanWest Air flew the casualty evacuation.** Asked overnight whether CanWest Air (northern Alberta charter and Alberta air-ambulance contractor) had any link to Wainwright, we scanned every aircraft within 80 km of the base, 14–26 Oct. CanWest Air King Airs C-GLUR, C-GLUD and C-GLUL flew repeated low approaches to the base from 17:58 MDT on 17 Oct, two hours after the fire reached the troops, until 13:33 MDT on 18 Oct. With them: Saskatchewan Air Ambulance King Airs C-GSAH and C-GSAU, STARS helicopters C-FLCI, C-FDRP and C-FLNK, and King Airs C-FSUG and C-GWRS (operators not yet confirmed) (Plate W1). Alberta's emergency health service says it sent 6 fixed-wing air ambulances and 2 helicopters; Saskatchewan's premier said his province sent help. **CORRELATED**

1.4 **Eight tracks opened overnight** (section 3): an RCAF CC-177 on Operation BOXTOP; five civil aircraft flying unscheduled at night in remote northern communities — all consistent with medevac, one identified as Manitoba's Trauma Flight air ambulance; a container ship from Karachi to Sohar; and HMCS Ville de Québec at Den Helder. **NOTHING TO MATCH**

1.5 **Al-Watiya: the running track is real.** The public aggregate running heatmap shows exactly two loops inside the base: a ~2 km oval at 32.4906N 11.9079E — matching, within metres, the oval-road compound north of the runway seen in Sentinel-2 — and a ~4.3 km loop around the north side of the airfield. Nothing else in the 650 km² around the base. Aggregate data: it shows that people run there regularly, not who or when. **NOT IN NEWS**

1.6 **Live military traffic:** one logger sample (04:52–05:01): three Qatari Emiri Air Force PC-21 trainers together at 3,250 ft near Al Udeid; a US Army Black Hawk at Fort Carson. Routine. **NOTHING TO MATCH**

2. CFB Wainwright: who flew in after the fire

Source: adsb.lol's daily global ADS-B archive, every aircraft with any position within 80 km of CFB Wainwright, 14–26 Oct (1,922 aircraft-days, all 13 days present). Low-level coverage is thin: the lowest reports are 4,000–5,000 ft (the base is at ~2,200 ft), so approaches are visible but touchdowns are not.

Aircraft	Operator	First / last within 30 km (MDT)	Closest approach
STARS H145 C-FLCI	STARS	17 Oct 17:28 → 18 Oct 02:17	4.6 km, 4,825 ft
King Air 250 C-GLUR	CanWest Air	17 Oct 17:58 → 18 Oct 01:48	0.6 km, 4,250 ft (19:44)
King Air 200 C-GSAH	Saskatchewan Air Ambulance	17 Oct 18:18 → 18 Oct 05:17	1.4 km, 5,900 ft
King Air 200 C-GWRS	operator unconfirmed	17 Oct 18:55 → 18 Oct 00:43	2.6 km, 5,475 ft
King Air 200 C-GSAU	Saskatchewan Air Ambulance	17 Oct 21:01 → 18 Oct 03:58	0.3 km, 4,625 ft
STARS H145 (BK117 D-3) C-FDRP	STARS	17 Oct 21:42 → 18 Oct 15:57	6.5 km, 5,400 ft
King Air 350C C-GLUD	CanWest Air	17 Oct 21:54 → 18 Oct 13:33	0.2 km, 4,775 ft (21:58)
King Air 200 C-FSUG	operator unconfirmed	17 Oct 17:25 (passing, 8,500 ft); 17 Oct 23:49 → 18 Oct 00:01	1.1 km, 5,650 ft
STARS H145 C-FLNK	STARS	18 Oct 00:14 → 00:18	16 km, 4,650 ft
King Air 200 C-GLUL	CanWest Air	18 Oct 00:32 → 00:45	2.9 km, 5,550 ft

Operators: CanWest Air for C-GLUD, C-GLUR (and C-GLUP, seen 26 Oct) per Flightradar24's registration pages; C-GLUL and C-GLUF in the same block. Saskatchewan Air Ambulance for C-GSAH and C-GSAU per Flightradar24 / AirNav. STARS for C-FLCI, C-FLNK and C-FDRP per helis.com. MDT = UTC−6.

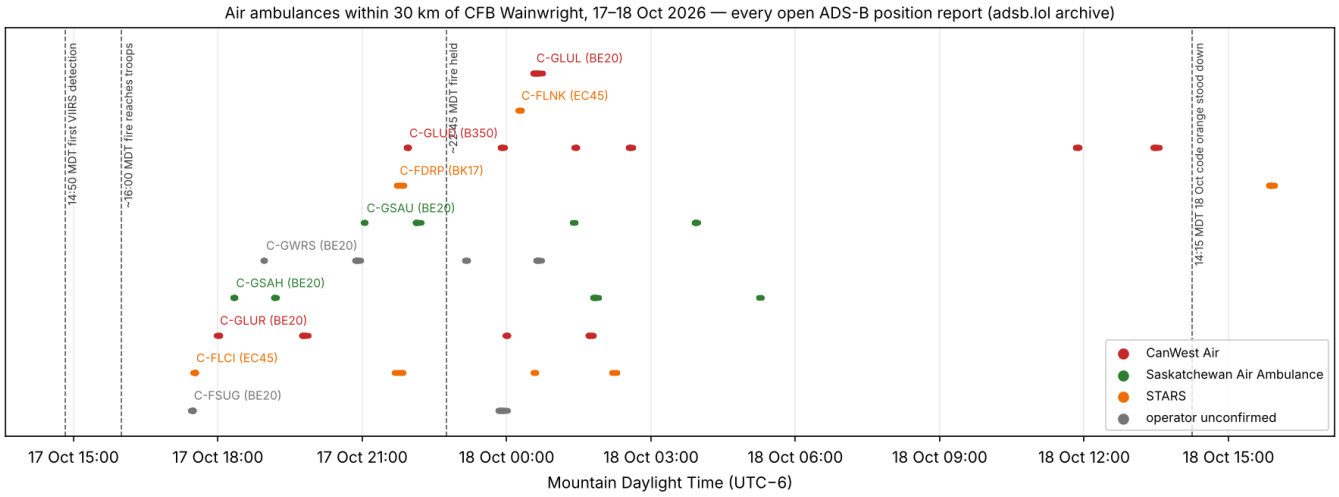

Plate W1 — every open ADS-B position report within 30 km of CFB Wainwright from the air ambulances, 17–18 Oct (MDT). Dashed lines: fire timeline from SITREP 005 and the code orange stand-down.

2.1 **Timing.** The first air ambulance (STARS C-FLCI) was inbound at 17:28 MDT, about 90 minutes after the fire reached the troops (~16:00). Fixed-wing arrivals followed from 17:58 and continued through the night; the last (STARS C-FDRP) left the area at 15:57 MDT on 18 Oct, after the code orange was stood down at 14:15. **CORRELATED**

2.2 **Counts.** We see seven fixed-wing air ambulances and three helicopters. Alberta's emergency health service reported six fixed-wing and two helicopters; the difference is plausibly Saskatchewan's two King Airs (sent under the premier's offer) and one STARS helicopter that only came within 16 km. **PARTIAL**

2.3 **Also in the archive:** an RCAF CC-144 Challenger (144617) passed 2.9 km from the base at 32,000 ft at 13:30 MDT on 19 Oct — an overflight, not a landing. No RCAF aircraft came low over the base 17–19 Oct.

3. Tracks opened overnight

The new Tracks section follows individual aircraft and vessels, numbered RWI-TRK-NNN-DC (D = air or sea, C = category). Each is cross-linked to SITREPs, briefs and sites.

Track	Subject	Read	Status
RWI-TRK-001-AT	RCAF CC-177 177702, BXTP35 (Operation BOXTOP), off northern Ellesmere 06:33	Alert resupply; no fall 2026 BOXTOP announcement found	Not heard by free feeds (Arctic)
RWI-TRK-002-AU	King Air B200, no ID, Foxe Basin heading 133°	Points at Iqaluit; likely medevac	Not heard (Arctic)
RWI-TRK-003-AG	CanWest Air Caravans CWA803 / CWA805, Fort Vermilion AB	Northern charter / medevac; led to section 2	Not heard (north AB)
RWI-TRK-004-AG	PC-12 C-GKIX, Pond Inlet area to Iqaluit	Likely medevac or charter	Not heard (Arctic)
RWI-TRK-005-AH	S-76C C-FCHZ, TF1, Island Lake MB	**Identified:** Custom Helicopters' Trauma Flight, Manitoba air ambulance	Following
RWI-TRK-006-AU	King Air 200, no ID, Cambridge Bay toward Yellowknife	Likely Kitikmeot medevac; ETA ~07:30	Following
RWI-TRK-007-SC	HONG DA XIN 768, container ship, Karachi to Sohar	Ship-pipeline test	Following on AIS
RWI-TRK-008-SW	HMCS Ville de Québec (FFH 332), moored Den Helder	Hourly AIS watch for departure	Watching

3.1 **Coverage finding.** The free community ADS-B feeds heard nothing at all within 250 nm of Foxe Basin, or within 80 nm of Fort Vermilion, over 30 minutes; a control run over Toronto Pearson the same night logged aircraft immediately. Flightradar24 sees these flights through its own Arctic receivers and satellite ADS-B. For the north, screenshot observations are now logged into each track as sourced data points.

3.2 **Pattern.** Five of the six aircraft flagged as odd overnight were civil aircraft moving at night between remote northern communities and hospitals, with identity hidden on Flightradar24 — what medevac looks like. Hidden identity alone is not a reason for suspicion.

4. Follow-ups

4.1 Wainwright: confirm operators of C-FSUG and C-GWRS; ask National Defence about the SAR drop aircraft and the Alpha Jet training 20–26 Oct.

4.2 Wainwright: the archive scan will be folded into the Wainwright series as a brief.

4.3 Libya landing watch: first scheduled run 09:37 UTC today.

4.4 Close the medevac tracks once they land; keep RWI-TRK-001 and -008 open.

How to read the news tags: **CORRELATED** reporting confirms an event at that place and time · **PARTIAL** reporting in the area/period but not a clean match · **NOT IN NEWS** we see something the news does not (a lead, not a finding) · **NOTHING TO MATCH** nothing notable in our data to match.

Sources

• NASA FIRMS (VIIRS S-NPP/NOAA-20/NOAA-21, MODIS); adsb.lol live military feed and daily global archive (globe_history); adsb.fi, airplanes.live; aisstream.io; Flightradar24 / MarineTraffic screenshots (Kevin Duska) as observations.
• Wikipedia, CFB Wainwright fire (EHS: 30 units incl. 6 fixed-wing air ambulances and 2 helicopters; code orange stood down 14:15 18 Oct; SAR techs from Winnipeg) — en.wikipedia.org/wiki/CFB_Wainwright_fire
• Flightradar24 registration pages: C-GLUD, C-GLUR, C-GLUP (CanWest Air); C-GSAH, C-GSAU (Saskatchewan Air Ambulance). AirNav Radar, C-GSAU.
• helis.com, STARS Air Ambulance fleet (C-FLCI, C-FLNK, C-FDRP).
• Wikipedia, CanWest Air (fleet; AHS air ambulance via Nor-Alta Aviation). Custom Helicopters, air ambulance (Trauma Flight).
• RWI SITREP 005 (Wainwright fire timeline), SITREP 010 (DECODEDELTA1), SITREP 012.