



REPORT

ON

THE COMMISSION OF INQUIRY

APPOINTED TO INQUIRE INTO ALL THE CIRCUMSTANCES IN WHICH A FOREIGN AIRCRAFT ENTERED INTO THE TERRITORY OF THE CO-OPERATIVE REPUBLIC OF GUYANA AND WAS DISCOVERED ON THE GROUND NEAR TO THE VILLAGE OF YUPUKARI, IN THE RUPUNUNI (UPPER ESSEQUIBO- UPPER TAKUTU) REGION 9.

VOLUME I: REPORT AND APPENDICES

25TH NOVEMBER, 2016

Submission of Report of the Commission of Inquiry to inquire into all the circumstances in which a foreign aircraft entered into the territory of the Co-operative Republic of Guyana and was discovered on the ground near to the Village of Yupukari, in the Rupununi (Upper Essequibo- Upper Takutu) Region 9.

To

**His Excellency Brigadier David Granger
President of the Co-operative Republic of Guyana**

Your Excellency, in my capacity as Commissioner of the Commission of Inquiry, I have the honour to submit the Report of the Inquiry to which Your Excellency appointed me by Instrument dated 28th September, 2016.


According to that Instrument, the Commission was expected to submit its preliminary report to the Minister of State by 17th October, 2016 and the final report to Your Excellency by 16th November, 2016.

The Preliminary Report was submitted on time but the Commission had cause to seek Your Excellency's approval for an extension from 17th to 25th November. Having received Your Excellency's approval, the Final Report is now being submitted.

The Commission commenced its work on 29th September, 2016 issuing summonses to Witnesses and began hearings in Lethem and Georgetown from Monday 3rd October, 2016 to Thursday 10th November, 2016.

In addition to public hearings, the Commission conducted interviews, visited the airstrip - one of which was specially planned for the Village Leaders of the nearby Villages, held public meetings with residents of the nearby Villages and finally co-hosted with the Regional Chairman and Regional Executive Officer a Seminar for Leaders of Villages with airstrips where there were reports of unusual aircraft sightings.

It was from these activities that the Commission has made its findings relative to the Terms of Reference and are accordingly submitted herein.



**E O Collins
Commissioner**

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CHAPTER 1

THE SCOPE AND CONDUCT OF THE INQUIRY INTO ALL THE CIRCUMSTANCES IN WHICH A FOREIGN AIRCRAFT ENTERED INTO THE TERRITORY OF THE CO-OPERATIVE REPUBLIC OF GUYANA AND WAS DISCOVERED ON THE GROUND NEAR TO THE VILLAGE OF YUPUKARI, IN THE RUPUNUNI (UPPER ESSEQUIBO-UPPER TAKUTU) REGION 9.

SCOPE AND FINDINGS OF THE INQUIRY

1.0 Commencement Of Work On The 28th September, 2016.

The Commissioner was sworn in on 28th September 2016 and he immediately began work. It was mandated that the Commission's report be submitted in two parts – a Preliminary Report on 17th October, 2016 and a Final Report on 16th November, 2016. The first part was completed within the deadline of ten (10) working days after the swearing-in and submitted to the Minister of State on time. Thereafter, the Commission had another twenty-two (22) working days to submit to His Excellency the President, the second part. However, the Commission had cause to request and was granted an extension to the deadline from 17th to 25th November, 2016, for submission of the Final Report, which is hereby accordingly tendered.

1.1 The Preliminary Report Submitted To the Honourable Minister of State Mr. Joseph Harmon, MSM, M.P.

a. The Preliminary Report, which was submitted on 17th October, 2016 addressed the first Term of Reference (TOR 1) as set out below:

The circumstances in which a foreign aircraft entered into the territory of the Co-operative Republic of Guyana and was discovered on the ground near to the village of Yupukari, in the Rupununi (Upper Essequibo-Upper Takutu) Region 9 on 2016-09-13.

b. The Commission wishes to point out that since that submission, the Commission was presented with additional oral evidence from other Witnesses who hitherto, had not been willing to come forward. However, having been persuaded by their Village Leaders, particularly Toshao Russian Dorrick of Yupukari, a family including a wife, her

husband and his brother presented oral evidence after which they guided the Police and Staff members of the Commission to a Camp which by then was abandoned by the perpetrators. Consequently, these testimonies have caused the Commission to amend or alter its original findings on the First Term of Reference.

c. **Period under Inquiry:** Given the time limitation, the Commission focused its Inquiry on a one-year period, from 1st September 2015 to 1st October, 2016.

1.2 Submission Of The Final Report, Findings And Recommendations To His Excellency, President Brigadier David Granger.

This is the Final Report, which incorporates the First Term of Reference in an amended form due to new evidence. Additionally, it addresses the other TORs as follows:

- a. Whether there were any breaches and/or violations of the Laws of Guyana.
- b. Whether the passage of information between the Security Forces was timely and if there is need for review of the process having regard to the functioning of the Intelligence Committee.
- c. Whether it can be concluded from the information available and the relevant evidence and witness' testimony that the Agencies of the State acted in a manner consistent with their security responsibilities.
- d. Report on any matter of concern arising from its investigation and make any recommendations as the Commission sees fit.

- e. Report and advise His Excellency on the operational effectiveness of the various Agencies of the State and the adequacy of the existing human resources, technology and equipment in the Upper Essequibo-Upper Takutu area.
- f. Report and advice His Excellency on the co-ordination among the various agencies of the State and other local, regional and international entities, as it relates to the matters set out in the Terms of Reference.
- g. Critical findings.
- h. Recommendations.

1.3 Considering The Views Of Individuals And Organisations Deemed Appropriate By The Commission.

a. Oral Evidence and Interviews:

- (1) The Commission interviewed a number of persons during its public hearings in Lethem as well as in Georgetown.
- (2) A total of fifty-three (53) Witnesses in sixty nine (69) hearings presented oral evidence as follows:
 - (a) Monday 3rd to Friday 7th October, 2016 (Lethem) – Fifteen (15) Witnesses among whom were thirteen (13) Security personnel and two (2) Civilians.
 - (b) Monday 10th to Wednesday 12th October, 2016 (Lethem) – Sixteen (16) Witnesses of whom there were eleven (11) Security personnel and five (5) Civilians.

(c) Wednesday 19th to Friday 21st October, 2016 (Georgetown) – Two (2) Witnesses both of whom were from the Guyana Civil Aviation Authority.

(d) Monday 24th to Friday 28th October 2016 (Lethem) – eighteen (18) Witnesses among whom were six (6) Security personnel and twelve (12) Civilians.

(e) Appendix 1 shows a List of Witnesses as they appeared before the Commission.

(3) Apart from Mr. Hugh Denbow and Mr. Rex Hamza from the Guyana Civil Aviation Authority, no other witness was accompanied by Legal Counsel – a privilege accorded to witnesses by the Commissions of Inquiry Act Cap 19:03. The Commissioner sought and was granted Legal Counsel to be available to him in the event that Witnesses exercised their right to Counsel. Mr. Leslie Sobers was accordingly appointed.

(4) Some Witnesses were offered and others requested “in-camera” testimony and still there were others who requested a “one-on-one” interview with the Commissioner. In any event, it was the Commissioner who determined the validity of those requests. This helped the Inquiry in some instances while in others; the Commissioner had to abort the “in-camera” interviews.

(5) A Translator for the Macushi dialect was available to the Commission and proved extremely useful particularly when visiting the Villages. One (1) female Witness from Fly Hill, Ms. Mitzy Nicholas and a male Witness from Kwatata, Mr. Trenton Miliano who resides more often

in Brazil than on this side of the Ireng River, gave their entire evidence in that dialect. Thus, translation was required throughout their testimonies.

(6) From the outset, the Commissioner felt that the views of the Commissioner of Police as well as that of the Chief of Staff would have been helpful to the Inquiry.

(7) In accordance with the Commissions of Inquiry Act Cap 19:03, the Commissioner summoned Mr. Ramnarine of the Guyana Police Force and Brigadier Mark Phillips both of whom were at the helm of the Security Forces at the time of the incident. While Brigadier Phillips replied in writing to confirm his date for appearance, Mr. Ramnarine never turned up and up to the time of writing this report, offered no explanation.

b. Site Visits and Village Meetings:

(1) The Commission made its first visit to the illegal airstrip on Sunday 2nd October, 2016 – the very next day after arriving in the Region. It focused on the site where the foreign aircraft was located.

(2) On the same day, the Commissioner took the opportunity to visit the nearby Village of Fly Hill, one of the three Satellite Villages of Yupukari. Actually, Fly Hill is the nearest population center to the illegal airstrip. The Commissioner also visited a farm house belonging to Mr. Matthew Nicholas who featured quite a lot during the Inquiry.

(3) Mr. Nicholas is a resident of Fly Hill. He was reported on the Social network and other media outlets to have been ‘tortured’ by the Security Forces. This allegation was later debunked by his wife, Ms. Mitzy Nicholas

during her testimony to the Commission. The Commission also met Mr. Nicholas' mother and her 21 year old husband, 'Uncle Timothy', at Matthew's farm house where they had just returned from tending their crops at the farm.

(4) In as much as it was desirable, the Commission was unable to meet Mr. Matthew Nicholas during the visit to his farm house, or his residence at Fly Hill on that day or any other time during the Commission's sittings in the Region. Instead, the Commission met and spoke with his wife, Ms. Mitzy Nicholas at their residence at Fly Hill.

(5) Ms. Nicholas reported that Matthew was encouraged by and departed with his "Guy-Braz" brothers for Brazil on the morning of 19th September, 2016. The Commission learnt that "Guy-Braz" is the term commonly used in the Region to describe Guyanese who live on both sides of the border. Ms. Mitzy Nicholas was encouraged to give evidence to which she agreed and was subsequently summoned.

(6) The following Sunday 9th October, 2016, the Commissioner visited Yupukari and its other two Satellite Villages of Kwatata and Kaicumbay. The Toshao of Yupukari, Mr. Russian Dorrick had already given oral evidence to the Commission on Thursday 6th October 2016. By the end of that testimony, the Commissioner was firm on visiting that Village. At Yupukari, the Commissioner held a public meeting with the residents of that Village and its Satellite Village of Kwatata.

(7) The Commissioner next visited the other Satellite Village of Kaicumbay but could not hold a public meeting with the residents due to late notice and the dispersed nature of that Village. He was, however,

taken on a conducted tour of the Village by its Toshao, Mr. M^c Intosh Dorrick. During the visit and tour, the Commissioner was able to get a feel of the residents' ability to hear or otherwise have knowledge of the presence of any foreign aircraft in that area. By this time, Toshao M^c Intosh Dorrick had already received an official summons and had agreed to appear in the hearing on Monday 10th October, 2016.

(8) The Commission travelled to Lethem on Sat 22nd October, 2016 and the following day on Sunday 23rd October 2016, conducted a "Site" visit of the illegal airstrip specially scheduled for the Tshaos and Senior Councilors of the nearby Villages.

(9) On the same day the Commissioner held a public meeting with Residents of Katoka Village. The Toshao of Yupukari and his Senior Councilors were also in attendance as they were on the Commissioner's Party when he left the planned Rendezvous at Fly Hill.

(10) The Commission visited the Santa Fe crossing on Sunday 30th October, 2016 and held public meetings in Fly Hill and Kaicumbay, the two other Satellite Villages of Yupukari. Later that same day, the Commissioner visited the Melville's Ranch at Marakanata which is nearby the other illegal airstrip at Mandakara – discovered in June 2016.

(11) In addition, on Friday 18th the Commission, the Commission co-hosted with the Regional Chairman and Regional Executive Officer, a Special Seminar for the Village Leaders and Commanders of the Security Forces in that Region. The purpose was to update the Leaders with the expectation that they would brief the residents on their return, in order to prevent a recurrence of residents withholding information from the Security Forces on their return. The Commission shared pertinent

findings and Toshihos made workable recommendations including the establishment of Village Intelligence Committees

Comments on Visits and Public Village Meetings: Though constrained by time and distance, the Public Village meetings turned out to be worthwhile. During the first Village meeting, the Commission realised that the residents were not sufficiently comfortable at the early stage of the Inquiry to be as forthcoming with information as the Commission would have wished them to be.

(12) The Commission also believed that the Village Leaders too, had not yet developed the required confidence in the Government officials at that early stage. The infrequent visits by the Regional officials who only recently were "tripping" over each other to be in those villages could also be a contributory factor. According to one resident, these people have now become a "scarce commodity."

(13) Nonetheless, the residents' response to the Commission's visit were quite encouraging and their comments and questions served to testify to their quest for other sources of information than the social network and other print media. As for the Commission, the visits and public meetings provided context for the Commissioner. It served him well during the oral evidence presented by the Toshihos and their Villagers. As such, it would have been ideal for the visits to be done before the oral evidence were heard but this was not always practical.

(14) Generally, the visit turned out to be quite beneficial to the

Inquiry. This was noted in oral evidence subsequently given by both Mr. Bryan Allicock, the Regional Chairman and the Yupukari Toshao, Mr. Russian Dorrick. The former testified that he heard of the airstrip and illegal landings from a Katoka Councillor since May and had asked the Toshao to investigate.

(15) Mr. Dorrick subsequently testified that when he saw the airstrip, he was struck by what was constructed and having recognised the trees were cut by axe and machete he concluded that residents were involved. He continued his investigation he had begun with the residents after the public meeting on 9th October, 2016, with fervor.

(16) The final results of his inquiry included six of the residents confessing to him of having prior knowledge of the activities. He encouraged and accompanied them to present oral evidence to the Commission on Wednesday 25th October, 2016.

1.4 SITTING CONTINUALLY IN THE RUPUNUNI, (UPPER ESSEQUIBO-UPPER TAKUTU), REGION 9 AND IN OTHER PLACES.

Hearings began in the Amerindian Hostel, Terry Boston Street, Lethem, on Monday 3rd October, 2016 – two days after the Commissioner arrived in the Region. On arrival at Lethem, the Commissioner began preparation of the Amerindian Hostel which was made available by the Regional Administration for the Public hearing.

a. In that regard, Mr. Carl Parker, the Regional Executive Officer of Region 9, was more than helpful in transforming this area into a suitable hearing room. The Amerindian Hostel was well suited, as its familiar surroundings greatly helped in easing the tension of Witnesses - particularly, the Tashaos and Villagers.

- b. Hearings lasted in the first instance until Wednesday 12th October, 2016 when the Commission travelled to Georgetown to meet its deadline for its Preliminary submission on Monday 17th October 2016.
- c. Hearings recommenced in Georgetown on Wednesday 19th October 2016 and concluded there on Friday 21st October 2016.
- d. Hearings in Lethem continued from Monday 24th to Friday 28th October 2016. On Monday 30th October, 2016 the Commission travelled to Georgetown where it held public hearings from Wednesday 2nd to Tuesday 8th November, 2016.
- e. Hearings concluded the first instance in Lethem on Wednesday 12th October 2016, when the Commission travelled to Georgetown to meet the deadline for its first submission on Monday 17th October 2017.
- f. Whilst in Georgetown, the Commission conducted hearings from Wednesday 19th October, 2016 and concluded there on Friday 21st October, 2016.
- g. The Commission returned to Lethem on Saturday 22nd October, 2016 and recommenced hearings from Monday 24th to Friday 28th October, 2016.
- h. The Commission held public meetings at Fly Hill and Kaicumbay, the two remaining Satellite Villages of Yupukari and visited the Marakanata Ranch on Sunday 30th October, 2016.
- i. On Monday 31st October, 2016 the Commission departed Lethem for Georgetown where it held public hearings from Wednesday 2nd to Thursday 10th November, 2016.

j. The Commission returned to Lethem on Thursday 17th November, 2016 specifically to brief the Regional Chairman and Village Leaders whose Villages were reported to have had unusual aircraft activities or illegal airstrips. This was done at a Seminar held at the Hearing Room on Friday 18th November, 2016.

1.5 THE INQUIRY SHALL BE HELD IN PUBLIC, WITH RESERVATIONS TO THE COMMISSIONER TO EXCLUDE ANY PERSON/PERSONS IF THE COMMISSIONER DEEMS IT FIT FOR THE DUE CONDUCT OF THE INQUIRY, THE PRESERVATION OF ORDER OR FOR ANY OTHER REASON.

a. The notice for public hearings was published in the Dailies but the response was lukewarm from the beginning. Neither the media nor the public was well represented. This could be attributed to lack of interest on the part of the Lethem public. The media might have been constrained by logistical considerations.

b. The Commissioner sought to correct the situation the following week by soliciting the assistance of the Regional Executive Officer in inviting the Radio Stations at Lethem and Annai to cover the hearings. They never did show at any of the public hearings. .

c. This did not deter the Commission as fortunately, the Commissioner was invited to and appeared on a live programme at the Lethem Radio Station on Saturday 22nd October. He used that opportunity to update the listening public on the progress of the Inquiry and appealed to residents to attend the public hearings.

d. Likewise, Mr. Mervyn Williams, Advisor to the Minister of Indigenous Peoples Affairs and Witness to the Commission also appeared on the same programme two weeks after and made a similar appeal to the residents. This was the day after he had presented oral evidence to the Commission.

e. In addition, the Commission co-hosted with the Regional Chairman and Regional Executive Officer, a Special Seminar for the Village Leaders and Commanders of the Security Forces in that Region. The purpose was to update the Leaders with the

expectation they would brief the residents in order to prevent a recurrence of residents withholding information from the Security Forces on their return. The Commission shared pertinent findings and Toshihos made workable recommendations including the establishment of Village Intelligence Committees.

1.6 SUBJECT TO THE ABOVE, THE COMMISSION SHALL ESTABLISH AND REGULATE ITS OWN PROCEDURES FOR THE CONDUCT OF THE INQUIRY AND SHALL BE GOVERNED BY THE AFORESAID PROVISIONS OF THE CONSTITUTION OF GUYANA, THE COMMISSION OF INQUIRY ACT, CHAPTER 19:03, THE HIGH COURT ACT, CHAPTER 3:01 AND OTHER LAWS ENABLING.

At Appendix 2 is a copy of the Rules of Procedure to be followed during the hearings by the Commission. One copy each was always available on the desk of the Commissioner and the witness stand during the hearings.

1.7 THE COMMISSIONER SHALL EXERCISE DISCRETION IN RELATION TO THE SCOPE AND INTENSITY OF THE INVESTIGATION AS IT CONSIDERS NECESSARY AND APPROPRIATE, HAVING REGARD TO THE GENERAL OBJECTIVE OF THE INVESTIGATION.

- a. The Commission took a cautious approach in assessing the information gathered particularly in the Villages. It relied, where possible, on its own observations and first-hand accounts.
- b. Throughout its hearings, the Commission bore in mind that it was not seeking evidence of a standard to support a criminal conviction, but an assessment based on a 'balance of probabilities' to determine whether residents' collusion, a dereliction of duty and other violations of Standard Operating Procedures (SOPs) had occurred.
- c. The Commission faced a number of significant challenges. Some Witnesses did not turn up nor sought a change in date as set out in the Commissions of Inquiry Act Cap 19:03. Then there were security considerations, which prevented public hearing for

all of the Witnesses and logistical difficulties in accessing some individuals to appear as Witnesses.

d. Notwithstanding these constraints, the Commission has gathered substantial evidence to arrive at findings for all of the Terms of Reference as mandated by this Inquiry.

e. The Commission is grateful to the Regional Administration, the Toshaos, the Intelligence operatives and other individuals who have provided assistance to the Commission. The Commission is especially appreciative of the Witnesses who have voluntarily shared their information.

CHAPTER 2.

2.0 A BACKGROUND TO THE COMMISSION OF INQUIRY

- a. On the 2016-09-13 the Guyana Police Force reported a foreign aircraft partly covered on the ground near to the Village of the Yupukari, in the Rupununi (Upper Essequibo-Upper Takutu) Region 9.
- b. The Government of Co-operative Republic of Guyana has commissioned an Inquiry to probe into the circumstance in which the foreign aircraft entered into the territory of the Co-operative Republic of Guyana and was discovered on the ground near the Village of Yupukari, in the Rupununi (Upper Essequibo- Upper Takutu) Region 9.
- c. The Commission was constituted for the purpose of investigating, examining, advising and reporting all the circumstances in which a foreign aircraft entered into the territory of the Co-operative Republic of Guyana and was discovered on the ground near to the Village of Yupukari, in the Rupununi (Upper Essequibo- Upper Takutu) Region 9.
- d. Brigadier (retired) Edward Orin Collins was appointed the Commissioner “to inquire into all the circumstances in which a foreign aircraft entered into the territory of the Co-operative Republic of Guyana and was discovered on the ground near to the Village of Yupukari, in the Rupununi (Upper Essequibo- Upper Takutu) Region 9; to report the findings and conclusions and; to make recommendations to His Excellency Brigadier David Granger, President of the Co-operative Republic of Guyana on 2016-11-16. This deadline was extended to 2016-11-25 upon the request of the Commissioner.

CHAPTER 3
CRITICAL FINDINGS.

3.1. The Commission received and granted a request from the Head of the Special Branch (HSB) for a one-on-one in order to tender additional intelligence he received from the ongoing investigation and his continued monitoring of the situation in the Rupununi.

3.2. The HSB stated: *“Recent information indicated that Renee Melville and his father Buntin Melville of Markanata Ranch were fully aware of the activities of the aircraft that was discovered to the extent that their involvement was suspected.”*

3.3. The Commission fully endorsed this report as the Commission had received similar evidence during a one-on-one interview with the Head of the Joint Services Team of Investigators.

3.4. Additionally, the Commission had reasons to be highly suspicious of Mr. Rene Melville and his father ever since the departure of both men for Brazil, immediately after the foreign aircraft was discovered. It should be noted that it was Rene from whom the information about the disabled aircraft originated and passed to the Police Commander, on 13th September, 2016. It should be noted as well, that Rene was taken on the operation with the Joint Services.

3.5. After he returned from that operation, his whereabouts were unknown to the Lethem Police for a while and consequently they could not serve him the Commission’s summons. He later reappeared and turned himself in at the Lethem Police Station from where he was brought to the Commission’s Hearings. It was not long after he had begun his oral evidence, when Mr. Rene Melville requested and was granted a one-on-one interview with the Commissioner. Then, he began his oral evidence by reporting that he was advised by his **friends** in Georgetown to go to the Commissioner. Below is an extract from the transcript of the initial part of the “One-on-One” Interview:

Renee Melville: I will tell you everything wuh going on.

Commissioner: Hmm.

Renee Melville: Because, I know Mike Atherly, I know Colin Ming, I know a lot of people and they know that I am here as a witness.

Commissioner: Atherly too?

Renee Melville: Yes. He don't have your contact that is why they' can't contact you.

Commissioner: What they gon tell me?

Renee Melville: They say if anything right I call them and they want to talk to you.

Commissioner: Good I will call them.

Renee Melville: This thing wuh going on is a big thing an' it going on long. I know, I know about it long.... And' people from de PPP Government, who was before ...the Ministers and all of them was involved.

Commissioner: Hhmmmm...

Renee Melville: The first aircraft touched down in Marakanata

Commissioner: That is where you live?

Renee Melville: Yeah, by the airstrip behind me

Commissioner: Hmmmhmm

Renee Melville: When the people did first go there, I called, I think it was a Minister but I can't remember his name at that time.

Commissioner: The very first time you saw them you called the Minister, because you didn't know what was going on then?

Renee Melville: Yeah.

Commissioner: Hmmmhmmmm...

Renee Melville: The Minister said don't tell nobody what you told me, I am going to send in the armybut the Army never came . Couple months after I got people telling me that the man who I didt make the report to - I don't know how they know that I make a report to this man....You see, that man is involved. I mek a report to dis man - yuh see, that man is involved in it.

Commissioner: The Minister?

Renee Melville: Yes the Minister.... But I cant tell you is which Minister.

Commissioner: So why you called him?

Renee Melville: Because is somebody, I can't remember is who, but I asked advice from somebody

Commissioner: Not Atherly?

Renee Melville: No, I didn't know them at that time

Commissioner: Okay, What year was all of this happening?

Renee Melville: The same time they did find the plane by me there...just around then.,

3.6. On Sunday 30th October, 2016 the Commission visited the Ranch of the Melville's located at Marakanata. Both Rene and his father were present. The photographs taken during that visit revealed a blue 15-gallons plastic container consistent with the ones described by Clara Miliano, resident of Yurupukari, during her oral evidence. She disclosed that she was invited by the "Foreigners" to their Camp where she saw among other things approximately thirty (30) plastic containers – of varying colours mainly blue, yellow and white. After giving evidence, she and her husband, Trenton Miliano guided the Police to the Camp used by the foreign perpetrators.

3.7. The Head Special Branch further stated that *"Sam Melville who is Renee's brother is said to be in possession of a motor cycle described as a red Yamaha cycle purportedly used by those who were connected with the alleged illegal activities of the aircraft. It was further stated that Matthew Nicholas, a resident of Fly hill was also said to have been seen with another motor cycle believed to have been used in the said alleged illegal activities."*

3.8. The Commission noted that this report was consistent with a statement from Mr. Karl Singh, the Regional Vice Chairman during his oral evidence. Mr. Karl Singh, had reported to the Commission that he had seen a *"brand new motor bike"* at Matthew Nicholas' home on 19th September, 2016 when he had visited that family

in pursuit of a report of torture to Mathew Nicholas. He was cited in this Report for withholding crucial information from the Police.

3.9. The HSB also stated that: *“Investigations have also unearthed that a 4x4 open tray pick-up that was used by the suspected persons was seen in the vicinity of Santa Fe’ Farm located at Meterizero Ranch, which is about twenty-five (25) miles from where the illegal aircraft was discovered.”*

3.10. *“In addition, there was a discovery of a collapsible rubber boat and a camping ground within three (3) kilometers from where the plane was discovered, all of which was believed to have been utilized by the said persons. It was disclosed that John Macedo, a prominent businessman of Lethem was observed among the said suspicious persons in the Yupukari area more than once.”*

3.11. The Commission has verified this report as Mrs. Clara Milano and her husband had presented oral evidence to this effect on Wednesday 26th October, 2016 and a photograph of the said boat is shown at Appendix 3.

3.12. HSB reported that: *“There is reasonable evidence to suggest that on 2016-10-21, in the early hours of the morning, meaning at night, an unidentified aircraft landed at the said airstrip (Currently under inquiry), previously believed to have been used by the said foreign aircraft that was discovered.”*

3.13. *“Notably, further checks revealed that there were no impressions of the wheel marks on the adjoining land on either side of the airstrip. All the impressions were made along the length and in the centre of the airstrip, which was sufficed to infer that the impressions were made by the wheels of an aircraft.”*

3.14. *There was no other such or similar impressions outside the perimeter of the airstrip. Attached is a sketch showing the position of the area where the plane was discovered and where the vehicle was reportedly seen. There are also pictures showing impressions suspected to be that of aircraft wheels.*

3.15. This report was verified by the Commission during its Special Site Visit of the illegal airstrip with the Toshihos and Senior Councilors of the nearby Villages.

3.16. The HSB further reported that *“Meanwhile, there continued to be reports of sightings of suspicious aircraft flying unusually low at Mandakara, Central Rupununi, where subsequent reports indicated that on the illegal airstrip in the area there were impressions of wheel marks and the airstrip appeared to be recently weeded at Bottle Hill, along with reports of an illegal airstrip being prepared at Bashaidrun Village, Deep South Rupununi, which is a bordering village between Guyana and Brazil.*

The Commission concluded that there was enough evidence to launch a series of more active and robust Joint operations than were being conducted. The least the Commission expected was a search of the Melville’s Ranch.

CHAPTER 4
SUMMARY OF THE OTHER FINDINGS

4.1 TOR 1 a: CIRCUMSTANCES OF THE FOREIGN AIRCRAFT'S ENTRY INTO GUYANA'S TERRITORY:

a. **Identity and Background:** From all of the evidence presented by Expert Witnesses (as shown at Appendix 4), research done and visits made, the Commission found that the foreign aircraft was of the Cessna 441 Conquest II type. It also found that the Registration number "N767M," which was boldly displayed on the foreign aircraft when it was discovered by a Joint Police-Army operation, was a false number. Its true Registration and Serial numbers were confirmed to be "N533M" and 441-0222, respectively. It was also confirmed to be registered in the United States until 16th December, 2015 when it was de-registered and sold to a Mexican purchaser.

b. The Commission found that this type of aircraft was developed by Cessna as a *VIP transport aircraft for executives and the moderately wealthy*. As such, it would have been "fully loaded" with the latest in avionics and a luxurious leather interior at the time of delivery to its first customer. Additionally, this aircraft was equipped with *modified engine and upgraded to four blades from the original three blades*. Notably, it is not an inexpensive operation to upgrade as it enables the aircraft to fly higher, faster and increases the overall range of the aircraft as shown in Appendix 5 – Aircraft Range

c. **Aircraft's arrival in Southern Guyana:** The Commission could not trace the activities of this foreign aircraft during the nine-month period from its date of de-registration in the United States to the time it was discovered in the Co-operative Republic of Guyana on 14th September 2016.

d. However, the Commission found that sometime before 18th August, 2016, the foreign aircraft departed Marinilla, Antioquia Department of Colombia

– a town just outside the infamous Medellin. It departed Colombia for southern Guyana as its destination bearing Registration number N767Z. At the time the aircraft was likely piloted by a tall “white” man of Brazilian descent and accompanied by a short, slim, woman believed to be of mixed Colombian descent with long, flowing, black hair.

e. The Commission found that the aircraft was flying at a height of nine to ten thousand feet (9,000ft–10,000ft), which catered to the highest elevation along its flight path to southern Guyana. On its way, the aircraft developed an engine failure to its port engine causing the pilot(s) to attempt a restart (AIRSTART). When that failed, and knowing that the pressurisation of the aircraft at that height required both engines to function, the pilot(s) made an emergency descent to a lower level he considered to be safe. It then continued along its flight path limping on one-engine until it landed on an illegal airstrip in southern Guyana.

f. The Commission found that the foreign aircraft entered Guyana’s Airspace, **undetected** by any of the State Agencies who had that responsibility. Neither the Security Forces in that Region nor the Guyana Civil Aviation Authority (GCAA) possessed the required capability to do so. The Commission found that in any event, the GCAA’s most advanced technology capable of monitoring Guyana’s airspace is the Automatic Dependent Surveillance – Broadcast (ADS-B) system.

g. But the Commission also found that the (ADS-B) system though it is capable of monitoring Guyana’s airspace is not suited to monitoring, moreover detecting any **aircraft bent on intrusion**. In this regard, the Commission heard that the Automatic Dependent Surveillance – Broadcast was installed on 1st September, 2014 but for testing, only. It was subsequently put into operational use from 12th November, 2015 at a total cost of six hundred and eight thousand six hundred and fifty nine United States Dollars (\$608,659 USD). While it has

reportedly *met all the expected outcomes associated with Aeronautical Surveillance for the purpose of Air Traffic management*, its effectiveness is dependent on active replies from the aircraft being monitored – cooperative surveillance. Thus, it is not applicable to foreign aircraft involved in illegal activities.

h. The Commission found that the aircraft safely landed on the hard-surface, wet-weather, illegal airstrip specifically built - with local help - to accommodate this type of aircraft. Unable to restart, the disabled foreign aircraft remained hidden at that location out of sight of passing local aircraft. It was also hidden from the Security Forces deployed in that Region until 14th September, 2016 when it was discovered by a joint Police-Army operation, launched the previous day for that purpose.

i. **Aircraft's activities in Southern Guyana:** The Commission found that when the aircraft was discovered it was significantly altered. *All of the passenger seats were removed and the carpet known for trapping odour of spilt or leaking cargo was ripped out from the floor of the aircraft.* The Commission thus concluded that its utility was downgraded from a VIP passenger-transport aircraft to one for hauling cargo and further deduced that the cargo must have been of a high-value type. In that vein, the market price for the cargo believed to be cocaine, would have adequately compensated for the cost incurred in downgrading the utility of the aircraft.

j. The Commission nonetheless found that while the interior of the aircraft was altered for the purpose of hauling a high-value cargo, its capability was retained, particularly for flying at a higher level to avoid collision with the elevation along its flight path or it could have been to avoid detection by the Security Forces of neighbouring States over which it had to overfly.

k. The Commission further found that the payload of the aircraft was

unevenly divided between the weight of fuel and that of the cargo - with a considerably reduced amount of fuel for the inbound flight. Consequently, refueling of the aircraft on the illegal airstrip in Southern Guyana with local inputs was a crucial aspect of the entire illegal operation. The Commission found that refueling was facilitated by Rupununi businessmen including a known Rancher (names withheld for prosecutorial purposes).

l. The Commission found that it is highly probable that the illegal activities in southern Guyana could have commenced sometime around April 2016 when both Alpha and Bravo airstrips were used. See reports of suspicious activities at Appendix 6. However, at the onset of the wet weather in late May 2016, these two airstrips were rendered inoperable and the more reliable, wet-weather, hard-surfaced "Airstrip Charlie was put into use.

m. The Commission found that there was a logistics/admin Camp of sorts located approximately 3 kilometers west of the airstrip and the people who were involved in the illegal activities comprised Brazilians, Colombians and Lethem businessmen with residents of the nearby villages as auxiliaries for the odds and ends job. There was at least one female of Colombian descent and she was identified as the co-pilot who was stranded in southern Guyana consequent to the aircraft becoming disabled.

n. The Commission found that the construction of the airstrip and the Camp was facilitated by local businessmen and residents of the nearby Villages of Katoka and Yupukari with its Satellite Villages of Kwatata, Kaicumby and Fly Hill in particular. It further found that residents who farmed in the vicinity of the illegal airstrip were employed as "watchmen" in the area of the disabled aircraft on the illegal airstrip.

4.2 TOR 1b: CIRCUMSTANCES OF THE FOREIGN AIRCRAFT'S DISCOVERY BY THE JOINT SERVICES:

a. The Commission found that on 14th September, 2016 the foreign aircraft was discovered on an illegal airstrip nicknamed "Airstrip Charlie" by a Joint Police-Army operations mounted the previous day for that purpose. The joint operations were initiated by the Police Sub-Division Commander, Deputy Superintendent Rudolph Banwarie who received the information about a "disabled aircraft on an illegal airstrip somewhere in the savannahs" from Mr. Rayan Anthony Khan, a Tax Officer of the Guyana Revenue Authority (GRA).

b. Mr. Khan in turn, had received the information from Mr. Rene Melville who had reportedly overheard it from his passengers travelling from Yupukari to Lethem that very day – 13th September, 2016. The Commission did not accept his version of how he actually came by the information and has elaborated on this in the Chapter on "Critical Findings." In fact, Mr. Rene Melville only responded to the Commission's summons days after several attempts by the Police to serve it on him. He claimed that he was in Brazil visiting his diabetic father, Mr. Buntin Melville who was hospitalised there for an injury to his foot.

c. The Commission found that the Police Commander attempted a four-man police operation to locate the aircraft/airstrip, believing that Mr. Rene Melville whom he had not yet contacted, would have guided them to the location. It was not until he eventually contacted Mr. Melville and was advised that he needed more manpower, that he sought Military support – through his Divisional Commander, Senior Superintendent Budhram.

d. The Commission found that when the Police requested the Military support, the GDF was conducting its Change-over of troops at the Camp Kanuku, Location, Lethem. As such, there were two Officers in the rank of Second Lieutenant (2LT). They were Second Lieutenant Anand Persaud who was handing over after a three-month stay to Second Lieutenant Kevin Sultan.

e. The Commission found that both Officers were issued with orders to deploy but it was not clear who was in command. This led to some amount of confusion as the orders issued to the GDF at that Location were meant to have One Officer and Five men deployed for an aerial recce and one Officer and Five men deployed for a land patrol in support of the Police.

f. As it turned out, the aerial element had to be aborted as when the Infantry Commander turned up with his patrol the aircraft had already taken off. The pilot Lt Col Nezamudeen, however reported to the Commission that this was not true.

g. The Commission nonetheless, found this to be an unacceptable lack of co-ordination for an operation of that nature and has addressed this matter under the Chapter dealing with "**Operational Effectiveness.**"

h. The Commission found that both Military Commanders were eventually deployed to the joint operation as a twelve-man GDF patrol, in support of the Police but were woefully unprepared for the operation. The Commission found that neither of these Officers were equipped with even the basic navigational aid for patrolling and consequently, relied heavily on the Police to take them to the "**objective.**"

i. The Police in turn relied on civilian guides none of whom actually knew where the airstrip was located. The Commission concluded that these guides could have only located the farm-house of Mr. Matthew Nicholas who was reportedly, deeply involved in the aircraft/airstrip activities.

j. Acting on this information, the Joint Forces sought him out as their first task in the operation. They cordoned his farm-house and arrested him. Mr. Nicholas was then ordered to lead them to the airstrip and he unwillingly complied.

k. The Commission found that he led them to two airstrips before he finally led them to the one where the foreign aircraft was located. The Commission has therefore found that there were actually three (3) Airstrips, which the Joint Services discovered on the 14th September, 2016.

l. For ease of reference the Commission has nick-named them: “**Airstrip Alpha**”, “**Airstrip Bravo**” and “**Airstrip Charlie**” in order of their discovery shown at Appendix 7, the foreign aircraft was discovered at “**Airstrip Charlie**.”

m. The Commission found that “**Airstrip Alpha**”, was the first airstrip discovered at around 07:00 hours and is situated in a North to South direction. “**Airstrip Bravo**” is the second airstrip discovered around 07:44 hours and is also running in a North to South direction. These two (2) airstrips are located in the open savannahs and are about five hundred meters apart. The third airstrip, “**Airstrip Charlie**”, was found about 08:30 hours and is situated South East to North West and located on a hill.

n. The Commission also found that there were no signs of recent activities at the first two airstrips because they were constructed in a swampy area. However, on arrival at **Airstrip Charlie**, two (2) persons were seen but they made good their escape to the nearby bushes. A wireless communication antenna and a twelve (12) volt battery were found on the Eastern side of the airstrip but no radio was seen.

o. It was when checking the area, that the Joint Patrol found a white twin-engine Cessna 441 aircraft, bearing registration number **N767Z**. “**Conquest II**” was seen on the right side cockpit door. The aircraft was covered with a green tarpaulin and some dry palm branches as shown at Appendix 8.

p. From all the evidence presented, the visits made to the site and the public meetings held, the Commission concluded that the aircraft could have been in

that location from as early as the latter part of May – the beginning of the wet season in that Region. It was definitely there on 18th August, 2016 – some 27 days before the Security Forces discovered it. The Commission found that information of the aircraft's activities in southern Guyana was circulating among Regional and Central government officials since May 2016 and would have been in the National Intelligence files around the same time.

4.3 TOR 2: BREACHES AND/OR VIOLATIONS OF THE LAWS OF GUYANA

- a. The Commission found that even though no one was arrested for conducting illegal activities in the territory of the Co-operative Republic of Guyana, the very presence of the aircraft without permission from the Guyana Civil Aviation Authority is in of itself a violation of Guyana's Laws.

- b. The Commission also found breaches and violations of Rules and Regulations of the Guyana Civil Aviation Authority as articulated by Lt Col (ret'd) Egbert Fields and attached at Appendix 9. These included:
 - i. Regulation 4(1): An aircraft shall not fly in or over Guyana unless it is registered in a Contracting State; or Some other country which has an agreement with Guyana which makes provision for aircraft to fly in or over Guyana.

 - ii. Regulation 6 (3): An aircraft shall not bear any marks which purports to indicate that the aircraft is registered in a country in which it is not in fact registered.

 - iii. Rule 7: A flight plan containing information on the intended flight or portion of flight shall be given to the appropriate air traffic services unit before operating any flight across international borders.

- c. The refueling of the aircraft at that location is also a breach of the Laws of Guyana.
- d. That apart, the Police Commander, Deputy Superintendent Rudolph Banwarie's public admission of assault on Mr. Matthew Nicholas, during the conduct of the operation, constitutes a violation of the Laws of Guyana. Notably, Mr. Nicholas was not taken into custody.

4.4 TOR3: THE PASSAGE OF INFORMATION BETWEEN THE SECURITY AND FUNCTIONING OF THE INTELLIGENCE COMMITTEE.

- a. The Commission found that in this instance the information when first received by the Police Commander on the 13th September, 2016 was instantly shared with the Military Counterparts both at the local level in Region 9 and at the level at the Heads of the two Services – GDF and GPF.
- b. The Commission nevertheless, found that information relating to illegal activities involving aircraft and airstrips in the Rupununi, was in the Intelligence Community but not shared. The Commission found that there is no existing structure in the Joint Services to disseminate information received by either of the Services deployed in the Region to the end users.

4.5 TOR 4: WHETHER THE AGENCIES OF THE STATE OR THE OFFICERS OF THOSE AGENCIES ACTED IN A MANNER CONSISTENT WITH THEIR SECURITY RESPONSIBILITIES.

- a. From the information made available to the Commission, the evidence it received and the Witnesses heard, the Commission found nothing to infer that the two State Agencies with responsibility for security in Region 9 – the Guyana Police Force and the Guyana Defence Force - deliberately acted in a manner that was inconsistent with that responsibility.

b. However the Commission did find that Guyana Police Force as well as the Guyana Defence Force were in possession of information that related to unusual aircraft activities in the Upper Takutu, Upper Essequibo Region.

c. The Commission also found that the patrols planned for the year did not focus its efforts at discovering those airstrips and or dominating the Villages from where those reports emanated. Even the recent discovery of the illegal airstrip in the vicinity of the Marakanata Ranch in June 2016 was not given the required attention to create an element of deterrence among the perpetrators.

d. Reports of the current illegal airstrip under inquiry were received by the GDF at the level of the Deputy Chief of Staff and the Intelligence Officer yet the response was way below expectation.

e. The last GDF visit to Yupukari was the Officer visiting the school to speak on the topic of "50th Golden Jubilee" and to distribute some reading materials. There was discussion of illegal airstrip and this was in May 2016.

f. The Anabasis Patrols meant to be the long range patrol did not cater for any of the areas even though it included villages in the vicinity. It should be noted that some of this report was made at the Regional Intelligence Committee meetings to which the GDF and Police were represented.

g. As far as the Officers were concerned, the Commission found that both the GDF and GPF Commanders in Region 9 at the time of the incident acted in less than a professional manner in their approach to the task at hand. The Commission thus concluded that had they been more professional in their approach to the task of security in that Region the aircraft would have been discovered long before they eventually did.

h. The Commission further concluded that the Security Forces might have been able to arrest the local perpetrators who evidently colluded with foreigners to commit what was clearly a trans-border crime in Guyana's territory.

CHAPTER 5

5.0. AREAS OF CONCERN ARISING FROM THE INQUIRY

Withholding of Evidence by Government Officials:

5.1 The Commission is very concerned that the Vice Chairman, Karl Singh was in possession of vital evidence and refused to report it to the Police. In his testimony Mr. Karl Singh reported that on 19th September, 2016, he visited Mitzy Nicholas at her residence in Fly Hill. Whilst there, he saw a “brand new red motor bike, which he linked to the foreign aircraft because the tires were free of the red dust *consistent with those of vehicles using the roads in the Region.*

5.2 In his oral evidence, he stated: *“This is where I got more suspicious that these people got to know something and I’m still disappointed because our villagers, I feel deep down in me that they know things and is illegal stuff umm.. I saw a brand new motorcycle there... new. I can’t afford a motorcycle like that and looking at the motorcycles that we have, we have people from Region nine here that we drive... look at our roads, our roads are red, red dust and our tires are always red... even though it’s a new bike, our tires are always what colour?. ...Red.*

5.3 The Commission detected from his testimony that the Government official was more concerned with the “Facebook” post that reported of an alleged “torture” to Mitzy Nicholas’ husband, Mr. Matthew Nicholas. In any event, Mr. Nicholas was not home at the time as he had left for Brazil that very morning. Mr. Karl Singh, explained that he had focused on the alleged “beatings” because as the Vice Chairman of the RDC and acting for the Chairman who was away on medical grounds, it was his responsibility “*to look after the welfare of the People.*”

5.4 When questioned why he had withheld from the Police vital information about a motor bike, which he had already linked to the foreign aircraft, Mr. Karl Singh told the

Commission: "No, no, no I didn't mention that (to the Police)...In my opinion, if the RDC had decided to do anything(report to the police), we might have interfered with their investigation, so I allowed them to do their part, that's why we pulled away and a few days after we heard that the Commission of Inquiry would have been in place.

5.5 It seemed to the Commission that in Mr. Singh's view, he had done nothing wrong since he was giving that evidence to the Commission of Inquiry, never mind it was weeks after. Furthermore, Mr. Singh was of the opinion that since the Police had already commenced the investigation they could not miss such a glaring piece of evidence as it would stand out from the other assets normally owned by residents in Amerindian villages. He stated:

I was of the opinion that they were under investigation and if the police would have gone they would have found somethings that we don't think Amerindian people can purchase with just their farming.....this is how Amerindian people stay...since they were under investigation somethings would have been found right? So that's why I didn't decide to report that.

5.6 However, the Commission was told that Mr. Karl Singh passed the very information to Mr. Bryan Allicock, the Regional Chairman when he returned to the Region.

Commissioner: *Did you tell the Chairman that you saw the motorbike?*

Karl Singh: *Only the Chairman, we just spoke of it, but again Sir um I want to apologise for that um. But as I mentioned these people were under investigation, they were under investigation...*

5.7 Notably, the Regional Chairman never mentioned this during his initial testimony. It was only when he was recalled that he admitted to receiving the information on the motorbike from the Vice Chairman, Mr. Karl Singh. The Commission

found Mr. Karl Singh, as the acting Regional Chairman at the time, had misplaced his priorities between his responsibility as a government official at the helm of the Regional Democratic Council and his political pursuit of allegations of torture. The Commission rejected his explanation that a police investigation was underway as any justifiable reason for withholding vital information from the Security Forces.

Reports of Unidentified Aircraft not pursued

5.8 The Commission is deeply concerned that the information about the illegal airstrip was in the Intelligence Community since June 2016. From the Reports submitted and examined, the Commission found that: *on Sunday 2016-06-26, information was received that an unknown aircraft landed at Katoka airstrip, Katoka Village, Central Rupununi, but no one came off or boarded the aircraft and it spent about five (5) minutes.*

5.9 The Commission is further concerned that during this very mission the Security Forces had received information of *another airstrip over the Rupununi River.* According to the Special Branch Report it was located: *West of Katoka Village and South East of Fly Hill Village in the vicinity of Awarikur Creek and the farming area of Matthew Nicholas, a villager of Fly Hill. It was also learnt that there was an All-Terrain Vehicle (ATV) and a Canter truck at the said airstrip. However, the airstrip was not located due to high water and swamps which had to be crossed to reach the area.*

5.10 The Commission is also concerned that only when the Security Forces attempted to verify the report and were denied access to the Katoka Village by the high water, that they accidentally discovered the airstrip in the Marakanata area (Mandakara airstrip). It was clear to the Commission that there was no co-ordinated and focused effort in pursuing the reports of illegal airstrip. This is borne out by the Special Branch's Report on a mission undertaken by Intelligence Field Agents as extracted below:

"Checks were made at Mandakara Airstrip where tire impressions

which seemed to be that of an aircraft were observed, also an area where the aircraft seemed to have overnighted. During the checks two (2) fifteen (15) gallons fuel containers, blue and white in colour, a camp site with a blue tarpaulin, water bottles, rice bags containing food stuff, a Brazilian gas bottle with a two (2) burner table model gas stove and three haversacks were found.”

“From observation, two (2) persons seemed to have stayed at the camp. Tire impressions of vehicles and two- wheel motor cycles were also observed in the area”.

The Illegal Airstrip remaining Intact

5.11 The Commission is deeply concerned that no effort seemed to have been made with respect to rendering the illegal airstrip incapable of further use. Figure 4 of Appendix 7 shows that the state of the airstrip remained intact long after the aircraft was removed from that illegal airstrip.

5.12 The Commission received evidence that the aircraft was flown out from the airstrip to Lethem on Friday 30th September, 2016. It was then flown to Timehri the following day. The Commission visited the airstrip on Sunday 2nd October and again on Sunday 23rd October, 2016 – twenty one (21) days apart. The latter visit was specially organised for the Tshaos and Senior Councilors of nearby Villages. All of the Village Leaders agreed that the tire marks were freshly made. Figure 4 of Appendix 7 clearly depicts the tire marks purported to be that of an aircraft.

5.13 It was clear to all and sundry that the tire marks seemed to have been recently made and tended to support the testimony of Mr. Clifford Andrea, farmer in the area and resident of Kwatata. Mr. Clifford Andrea returned to the Commission on Monday 24th October, 2016 - without being summoned. He presented oral evidence of continued use of that airstrip by an unidentified aircraft on Thursday 13th, Friday 14th and Monday 17th October, 2016. Whilst the first two occasions were actually, information he received, on the last occasion he was a direct witness to the sound of the aircraft on

Monday 17th October, 2016. In his testimony, Mr. Andrea stated: *“I did not go back to my farm until the Saturday (14th). Whilst there teacher “Riley” who live in Katoka and teach in Simoni, came and told me that he heard aircraft landing on the airstrip on Thursday and Friday, the days when they had the school sports at Parishara, late in the afternoon. And me, I was sleeping outside in the hammock with my wife on Monday night (17th) when early in the morning I heard the aircraft landing.”*

5.14 The Commission found it very interesting and instructive that residents who had earlier claimed that they never heard of any aircraft’s landings because of where they lived, were suddenly coming forward without solicitation to testify that they heard the sounds of aircraft landing nearby. It should be noted that all of this voluntary reporting occurred after the Commission visited the airstrip with the Tshaos and Senior Councilors of the nearby Villages.

Visit by Senior Ranks of the Joint Services to the Site

5.15 The Commission is also concerned that despite the seriousness with which the Commander-in-Chief had taken this incident implicit in his convening of a Commission of Inquiry and its attendant cost, the most senior rank to have visited the illegal airstrip up to the time of writing - over six (6) weeks ago – would have been Lieutenant Colonel Nizamudeen, the pilot and Superintendent De Harte, the Head of the Joint Services Investigating Team.

5.16 The Commission heard that the Division Commander Senior Superintendent Navindradat Budhram visited as near as the Iwokrama Project accompanying the President and was med-evacuated to Georgetown. It took the Commission much cajoling for him to return to the Sub-Division to give evidence. When he finally did, he had to depart on the same day, due to a *more pressing engagement*. Meanwhile, the Commission had received substantial evidence that the airstrip was used after the foreign aircraft was flown out to Timehri. The Commission h also received evidence that

there was an overflight of the other illegal airstrip at Marakanata on Thursday 26th October, 2016.

Preservation of Crime Scene Evidence

5.17 The Commission is also concerned about the training and operational readiness of the ranks who were deployed on that Mission – particularly as it relates to Orders for Opening Fire.

5.18 Upon their arrival on the Objective, the Police Commander failed to take charge of the crime scene. This failure created an environment for abuse of the evidence. The Commission heard from the Head of the CID 'F' Division, Detective Inspector Dellon Elexey how the fingerprint samples which were uplifted and sent to the CID laboratory turned out to be of no evidential value to the investigation as all were smudged.

5.19 The Commission was convinced that one of its challenges in determining the circumstances of the foreign aircraft's presence in Guyana, was the distorted nature of the evidence found on site. The Commission found this to be a lapse in procedure for police investigation and attributed such lapse to the failure on the part of the Police Commander, Mr. Banwarie. The Commission heard that he failed to take charge of the aircraft upon discovery and to deem it a crime scene, the preservation of which would have been in accordance with established procedures. The Commission concluded that this lapse caused the Inquiry or any other investigations to be denied valuable information in tracing the activities of the foreign aircraft. The details are set out in the following paragraphs:

Shooting Incident:

5.20 In addition to the incident of the Police Commander firing in the air, the Commission heard from Detective Inspector Dellon Elexey of another shooting incident, this time involving the Guyana Defence Force soldiers. This incident concerned the preservation of the crime scene. Detective Inspector Dellon Elexey, is the Head of the

Criminal Investigation Department, F Division and he testified that potentially valuable evidences were not preserved. This included the aircraft itself which bore bullet holes that were not there when it was discovered on the 14th September, 2016.

Inspector Elexey stated: *"I also interviewed Kevin Sultan a Lieutenant attached to the Guyana Defence Force, he stated that on September 15, 2016, about 11:15hrs while he was guarding the aircraft along with his colleagues from a distance of 150 meters away from the aircraft."*

Satellite Phone:

5.21 The Commission was told that the Security Forces had found an IMARSAT satellite phone, which was evidently connected to the activities of the foreign aircraft. When asked, the Commission was told that the numbers which could have been used to trace the origin and perhaps the activities of the foreign aircraft were all erased. Captain Shepherd stated: *On Wed 2016-09-14, 0940 hours, 2 Lt Kevin Sultan whilst searching the area found a satellite phone #870-776-472-409 and called Captain D. Shepherd SO2S3 (ag) GPM and related that the aircraft, white in colour bearing registration number N767Z and marked Conquest11 was found at an illegal Airstrip.*

a. Detective Inspector Dellon Elexey further testified that: *Captain Shepherd also handed over a Satellite phone to me and he indicated that ranks who were on the ground earlier informed him that they found same a short distance away from the Aircraft and they were using same as their means of communication from that location.*

b. *I kept same in my possession and on September 19th, 2016 I handed over same to the Head of the Police Narcotics Department, Superintendent De Harte for him to conduct further investigation. I later submitted a report and made certain recommendations. This statement is true and correct.*

c. Superintendent DeHarte, Head of the Police Narcotics Department in his testimony pointed out that *all of the numbers called by the persons connected to the foreign aircraft were erased consequent to the calls made by 2 LT Sultan and others*. The Commission concluded that this action by the Officer, denied the Joint Investigating Team what could be considered a useful means of tracing the calls to ascertain the persons involved in the suspected illegal activity/activities and thereby connecting the dots.

d. The Commission heard from another Witness involved in the Joint Team of Investigators that the Sim Card trace was an option being pursued by that Team.

Finger Print:

5.22 The Commission was told that the finger prints uplifted were meant to compare with others in the Police file for any possible match. However, the Commission received the results from Corporal 16533 Kurt Williams, Fingerprint Technician, Police Photographer and Crime Scene Examiner of the Criminal Investigation Department, Police Headquarters. He stated in a report duly tendered and accepted by the Commission that:

“On 2016-09-17 I was on duty at the Fingerprint Branch, CID when Detective Sergeant Seetaram who is stationed at the Lethem Police Station brought to me thirteen (13) latent fingerprint crime scene cards bearing the name Conquest # Aircraft Reg # N767Z and dated 2016-09-16. It was requested by the said rank that I compare the latent impressions against the records at the Crime Laboratory. I evaluated the latent impressions on all the latent crime scene cards submitted to me by Sergeant 19601 Seetaram and found that all of the impressions were smudged, blurred and devoid of sufficient ridge characteristics which are essential in establishing identification. Hence, the latent fingerprint impressions were not suitable for comparison purposes. I submitted this statement as regards to the action-I

took which is to the best of my knowledge, experience and expertise true and correct.”

Allegations of Government Officials' Involvement in Illegal Activities

5.23 The Commission is very concerned about the Special Branch report of a serving member of the GRA and consequently a prominent personality within the Lethem Community might have been in collusion with the perpetrators. It was the same person who passed the information to the Police on the 13th September, 2016. Without official sanction, he was taken on the operation by the Police Commander and likely would have compromised the operation. The Head of Special Branch, Senior Superintendent Lindon Denny reported: *“Discrete enquiries conducted between 2016-10-07 and 2016-10-08 at Lethem suggested that Mr. Rayan KHAN, Tax Officer II, GRA was linked to the activities of the aircraft that was discovered and was also allegedly involved in human smuggling particularly Cuban Nationals across the border from Guyana into Brazil. The surfacing of the information as relates to KHAN’s activities as a public officer within Region # 9 fosters the drawing of inference that his character is questionable.”*

5.24 The HSB further recommended an immediate transfer of the GRA official from the Region. He stated: *In the circumstances it is my fervent view that not only in the interest of the public and the state as a whole but to facilitate a thorough investigation into the discovery of the aircraft, I vehemently wish to recommend that KHAN be immediately transferred from his current location pending the outcome of the investigations.*

5.25 Another serious concern of the Commission, was a Special Branch Report that the persons who were connected to the aircraft might have been in the vicinity during the operation. Head Special Branch reported that: *“Recent information stated that on 2016-10-05 persons suspected to be foreigners and attired in camouflage clothing who were involved with the activities of the aircraft were hiding in the bushes in the vicinity of where the aircraft was discovered. It was further mentioned that these persons were*

supplied with food and other necessities in order to survive by residents of nearby villages. Further, information indicated that since the discovery of the aircraft a prominent businessman of Lethem who was suspected to have been involved in the activities of the aircraft fled to neighbouring Brazil.”

5.26 The Commission received corroborating evidence from Mr. Rene Melville who is a close friend of Rayan Khan and is also a suspect in the ongoing inquiry. Mr. Rene Melville requested and was granted a “one-on-one” interview with the Commission, during which, he stated that:

“The people were there when we been in there, the Columbian people. They were in there. Wednesday night (14th September, 2016) they get away to Brazil. The night about 2 o'clock to 3 o'clock in the morning or midnight, they foot it out the camp to Santa Fe where they have a crossing there. The lady (Ms. Clara George) crossed them there. The boss, the Brazo man, same Brazo man and his wife went back to Brazil. They got away...”

CHAPTER 6

THE CIRCUMSTANCES IN WHICH A FOREIGN AIRCRAFT ENTERED INTO THE TERRITORY OF THE CO-OPERATIVE REPUBLIC OF GUYANA AND WAS DISCOVERED ON THE GROUND NEAR TO THE VILLAGE OF YUPUKARI, IN THE RUPUNUNI (UPPER ESSEQUIBO- UPPER TAKUTU) REGION 9.

6.0 CIRCUMSTANCES OF THE FOREIGN AIRCRAFT'S ENTRY INTO GUYANA'S TERRITORY

- a. In arriving at the circumstances of the foreign aircraft's entry into the territory of the Co-operative Republic of Guyana the Commission, by way of oral evidence from "Expert Witnesses," researched its background. At the same time the Commission attempted to trace its activities up to the time it was discovered by the Joint Police-Army operations in Southern Guyana.
- b. Because the pilot(s) and others associated with the activities of the foreign aircraft were not arrested, this was largely done through **extrapolation** by experienced aviators whom the Commission deemed "**Expert Witnesses.**" To support their theories, the Witnesses made extensive use of the many photographic evidence, which were found on the aircraft and duly tendered to the Commission,
- c. **Aircraft's Identity and Background:**
 - (1) The Commission received compelling evidence that the aircraft discovered in southern Guyana was a "foreign" aircraft. It was confirmed to be a Cessna 441 Conquest II type with 441-0222 as the Serial number.
 - (2) The Commission heard from an expert Witness that this type of aircraft was developed by Cessna as a VIP transport aircraft for executives and the moderately wealthy. It would have been "fully loaded" with the latest in avionics and provided with a luxurious leather interior at the time of delivery to its first customer. Additionally, this aircraft with registration number N533M *has a*

modified engine upgraded to four blades from the original three blades. Notably it is not an inexpensive operation to upgrade as it enables the aircraft to fly higher, faster and increases the overall range of the aircraft.

(3) The Commission also heard that the Registration Number: "N767Z" which was boldly displayed on the foreign aircraft when it was discovered turned out to be a false number. Its true Registration Number was confirmed to be "N533M" as explained at Figure 1 of Appendix 10. The Commission concluded that the intention of the perpetrators was evidently to avoid detection by the casual and less informed onlooker who invariably would have been a resident of the Hinterland Villages.

(4) The aircraft was discovered by the Joint Services on Wednesday 14th September, 2016 and not Tuesday 13th September, 2016 as reflected in the Terms of Reference, which should be accordingly amended. From the evidence presented to the Commission, the foreign aircraft was discovered on an illegal airstrip located *between the borders of Katoka and Fly Hill Villages on the West Bank of the Rupununi River. It was however located more on the landscape of Fly Hill*, which is a Satellite Village of Yupukari and situated between Yupukari and Katoka - about fifteen (15) miles apart.

(5) When plotted on the Map the exact location of the aircraft, was at the GPS Co-ordinates *N03° 32' 29" W 059° 22' 33"* as shown on the Map at Appendix 13.

(6) The Commission received oral evidence from an Expert Witness. Using information from research he had conducted as well as photographic evidence of items found at the site, the Expert Witness testified that the aircraft was manufactured in the year 1981 - sometime between the months of January and September. At that time its Registration Number was N7707C and sometime before 12th August 1995, the Registration was changed to N533M.

(7) The Commission heard that this type of aircraft was developed by Cessna as a *VIP transport aircraft for executives and the moderately wealthy*. That means, it was “fully loaded” to include the latest in avionics and it was provided with a luxurious leather interior at the time of delivery to its first customer.

(8) Figures 1 and 2 of Appendix 10 show the WEST STAR STAMP dated 25th September, 2014 and a “WEIGHTS AND BALANCE CERTIFICATE,” dated 23rd MAY, 2006. The evidence confirmed that the foreign aircraft was manufactured in 1981 and registered in the United States of America.

(9) The Commission also heard and was presented with photographic evidence confirming that the last date of its registration in the United States, was 16th September, 2015. This was the date when the certificate was issued to “Yeli Aircraft LLC, 10311 Oasis Street Apartment A2, San Antonio, Texas Bexar U.S.A, Zip 78216-4005.

(10) It was also the same date when the aircraft was de-registered consequent to being exported to Mexico resulting from its sale to a purchaser there. The Commission was unable to determine his identity at this time.

6.1 Aircraft’s Preparation for Illegal Activities in Southern Guyana:

a. The Commission heard from an expert Witness that the costly upgrade to the aircraft’s engine, which enabled better performance was not its only high-cost modification.

b. From the evidence presented to the Commission, there was significant alteration to its interior as well. The passenger seats in the cabin, for instance, were all removed. And the carpet, which has a tendency of trapping odour from a leaking or spilt cargo during flights, was also ripped from the floor of the aircraft.

c. It was clear to the Commission that this aircraft was no longer being used to transport VIP passengers. Instead, the cabin of the foreign aircraft was drastically altered and carefully prepared for hauling cargo.

d. Downgrading the utility of the aircraft from transporting VIPs to hauling cargo, led the Commission to believe that it was likely a high-value cargo and it had to be of a "type" the sale of which would have easily compensated for the cost incurred in altering the cabin.

e. Additionally, the photographic evidence showed that the only two seats remaining in the aircraft were those for the pilots. And the Commission noted that the co-pilot's seat was adjusted unusually high. This suggested that the occupant could have been a shorter person or a woman who needed to see over the glare-shield. It also indicated that at some point in time, at least one other person was onboard the aircraft to assist the pilot. This person could also have been a relief pilot for the longer flight missions.

6.1 **Extrapolating the Flight Instruments to trace Aircraft origin:**

a. The Commission heard that the "Global Positioning System" (GPS), the "Altimeter" and the "Altitude Alert Instrument" (AAI) were three of the cockpit instruments that could be helpful to its Inquiry. Appendix 11

b. **Altimeter:** When checked, the Altimeter setting was at 29.92 inches. This is the pressure setting, that pilots across the board must input on the altimeter when flying at or above 18,000 feet. It suggested that the pilot was aware of the elevated terrain over which the flight missions would have taken the aircraft.

c. **Altitude Alert Instrument:** The Altitude Alert Instrument was set at

11,500 feet when the aircraft was discovered. The Expert Witness informed the Commission that as a precaution, pilots would generally set this instrument at an additional 1,000 - 2,000ft to the height of the highest feature on the ground, over which the aircraft is programmed to overfly. As such, this setting was an indication that the terrain over which this foreign aircraft was flying had elevations of approximately nine thousand to ten thousand five hundred (9,000 - 10,500) feet.

d. **Global Positioning System:** The Commission was presented with photographic evidence of two separate GPS that were used on this aircraft. One was the Garmin 530 GPS, which was installed and certified on May 23, 2006. This GPS was not in use and its entire data erased from the cards. The only information on this instrument was the GPS Co-ordinates N39° 00.00, W095° 00.00' as shown at Figure 1 of Appendix 12

e. Mr. Samaroo, Director (acting) Air Navigation Services, Guyana Civil Aviation Authority (GCAA) tendered the document at Figure 2 to the same Appendix 12 and testified that when plotted, *the location corresponded to a point where Latitude North 39° intersects Longitude West 095° , which is a point in the State of Kansas, United States of America. Figure 2 of Appendix 12.*

f. The other GPS was likely the Garmin AERA 795/796 GPS as a manual for this type of GPS was found on site. The mount for this GPS was also found attached on the aircraft - just above the cockpit glare-shield. There was also, a power supply cable seen running from the mount to the aircraft engine.

g. The Witness suggested that this was specifically configured for the AERA GPS as this type of GPS does not have a very long battery life. And in order to have a fully charged GPS to undertake lengthy flight profiles, it would have had to be provided with a more reliable source of power.

h. The Commission received no evidence that this GPS was found by the Joint Services and concluded that the occupants must have taken it off the aircraft.

i. **Communications and Navigation Display:** The Commission heard from the Expert Witness that the frequencies on both the Communications Display and the Navigation display were visible when the aircraft was discovered in Southern Guyana. The frequencies on the Navigation Display were actually those of the VOR (VHF Omnidirectional Range) Stations. The Commission further heard that every VOR Station is identified by a frequency specific to that Station. Thus the VOR frequency could accurately trace the origin and or destination of the aircraft.

(1) The Commission received oral and photographic evidence as shown at Figure 1: Appendix 13, of the Navigation and Communication Displays at the time of the aircraft's discovery.

j. **Radio Communications Display:** Two (2) frequencies are shown on the Communication Display: Frequency 130.30 and Frequency 120.40. The Commission was advised by the Expert Witness that the latter frequency, "120.40" could have been the Frequency that was used by the pilot(s) to communicate with the "Illegal Ground Crew" in Guyana. However, Deputy Superintendent Banwarie, the Police Commander for the operation testified that they did not find any wireless communication set. Only one 12-Volt battery hanging from a tree and a wire antenna were found at the site.

k. **Radio Navigation Display:** The Commission heard and was presented with photographic evidence - as shown at Figure 2: Appendix 13 - that on the Radio Navigation Display the two (2) most recent VOR frequencies used by this aircraft were 113.0 and 112.7.

(1) Lt Col Fields the Director of GCAA, testified, that the first frequency is usually the primary one with the other as the back-up. When plotted on the Aeronautical Chart (see Figure 3: Appendix 9) the first one was traced to Marinilla, Antioquia Department of Colombia – a town just outside the infamous Medellin city. The other was traced to Ambelema, also of Colombia.

(2) Based on the evidence presented the Commission therefore, concluded that the foreign aircraft began its flight that caused it to be in the Co-operative Republic of Guyana, from Colombia.

6.3 Probable cause for the aircraft's presence in Southern Guyana:

a. While the Commission received no evidence during its first phase of hearings, that there was a modification of the aircraft to extend its range, a piece of evidence subsequently presented by the GCAA has refuted the earlier conclusion. There is now evidence, as shown on the photograph at Appendix 14, that a contraption was found on the aircraft comprising "*fuel-transfer hoses and electrical pumps.*"

b. The Director GCAA in his testimony posited that this apparatus, it was designed to *provide extra fuel to the aircraft in flight.* There was no evidence that a fuel bladder was found in the aircraft or at the site. However, Ms. Clara Miliano resident of Yupukari and farmer within the vicinity of the illegal airstrip testified that sometime in August, she and husband Trenton Miliano were invited by a "*tall white man and a young thin woman with long flowing black hair*" to visit their Camp and took them there.

c. When they got there she saw among other things, more than ten (10) blue, yellow and white fifteen-gallon containers in that camp. The Camp is located some three (3) kilometers, west of the illegal airstrip.

d. The HSB presented photographic evidence of a blue tank that fits this description. The evidence is further elaborated upon under the Chapter dealing with "Critical Findings." When the evidence was shown to an Expert Witness, he testified that the fuel-transfer hoses could have also been used for refueling for external over-the-wing type fueling (from tanks to aircraft) when the aircraft is on the ground.

e. Additionally, the Commission was told that the two (2) "quick donning" type oxygen masks for pilots were deployed and found lying on the pilot(s) seats. This suggests that there was probably an actual in-flight emergency, which required a rapid descent to a lower altitude. It also suggests that conducting a rapid descent manoeuver from a higher altitude could have been for the purpose of evasion.

f. The Commission nevertheless, found that there were other corroborating evidence on the foreign aircraft, such as a failing PORT engine, as confirmed by Guyanese Aviators. Then, there were the two pages torn out of the manual, likely for easy access of information. Those pages, as shown at Figures 1&2: Appendix 15, contained the guidelines for an "Air Start" and "Air Start Fail". The Commission found that these evidence are consistent with the theory that the aircraft likely developed an engine failure whilst in flight. And this required the crew to perform an emergency descent to a lower altitude.

g. The Commission heard that the regulation procedure for performing such a manoeuver entails the pilot/pilots "donning" their oxygen masks to ensure no loss of consciousness. The Commission was further told that the cabin-air for the pressurisation system of the Cessna Conquest is sourced from both aircraft engines.

h. When one engine fails, the crew members would have to wear their oxygen masks in order to breathe normally since the second engine is unable to provide a sufficient flow of air to maintain the level of pressurisation required at the higher altitudes. The Commission heard that in such a situation, the pilots must conduct a rapid emergency descent taking the aircraft down to a lower altitude. At this altitude, the only working engine would be better able to perform to the required level that will maintain a level flight and at the same time generate sufficient air for the pressurisation system.

i. The Commission further heard that another reason for the masks being deployed could have been the presence of a strong odour emanating from the cargo on board. This could greatly affect the pilot(s) breathing. As noted when found, there was no partition between the cockpit and the cargo. Thus, any type of cargo would have had to be placed directly behind the pilot(s).

j. In such a situation, the pilot(s) would require a continuous flow of oxygen so as not to be affected by any strong fumes emanating from a leaked or spilt cargo on board. Both scenarios are plausible but the Commission accepted the first scenario about a **failing engine** as the more probable one.

6.4 Using the Aircraft for Illegal activities in Southern Guyana:

a. The Commission found that the evidence presented could not accurately pinpoint the exact nature of operations of the aircraft in Guyana's territory. However, there is sufficient evidence to conclude that the foreign aircraft was involved in illegal activities. Such activities involved the hauling of very expensive cargo.

b. The Commission heard from Witnesses that Village Leaders and residents of the nearby Villages might have colluded with the foreign perpetrators. The Special Branch Head, Senior Superintendent Lindon Denny stated that:

(1) *Desmond Michael, Toshao of Katoka Village, Euriel Charles, Senior Councillor of Fly Hill and Macintosh Dorrick, Senior Councillor of Kaicumbay have knowledge of these illegal activities.*

(2) *Shawn Hutson Singh, a resident of Tabatinga Housing Scheme, who is a driver and vehicle owner, could be seen with his vehicle on a regular basis at this particular place before and after the aircraft touches down. Singh was also involved in the illegal aircraft landings at Parabara, Manwar, Mountain Point and Mandakara Airstrip.*

(3) *Singh is said to be supplying the farmers of that area with food stuff and other items which they would need for their homes. He also told them to keep the information to themselves, because the persons who are involved were well armed and dangerous.*

c. The Commission heard that the same information about armed men on the airstrip was passed to Mr. Banwarie, on Tuesday 13th September, 2016.

d. The Commission gathered convincing information that the aircraft departed Colombia months ago en-route to southern Guyana to make a drop of illegal cargo destined for Brazil.

6.5 **Discovering the Foreign Aircraft on the Illegal Airstrip:**

a. The Commission received evidence that identified three (3) Airstrips, which were discovered by the Joint Services on the 14th September, 2016. For ease of reference they are nick-named: "**Airstrip Alpha**", "**Airstrip Bravo**" and "**Airstrip Charlie**" in order of their discovery as shown at Appendix 5. The foreign aircraft was discovered at Airstrip Charlie.

b. According to the Special Branch tendered Report: **"Airstrip Alpha"**, was the first airstrip discovered at around 07:00 hours and is situated from north to south. It measures about ten (10) meters in width and about one thousand (1,000) meters in length. **"Airstrip Bravo"**, measuring about ten (10) meters wide and about fifteen hundred (1,500) meters in length is the second airstrip discovered around 07:44 hours and is also running in a North to South direction. These two (2) airstrips are located in the open savannahs and are about five hundred meters apart. The third airstrip, **"Airstrip Charlie"**, was found about 08:30 hours and is situated South East to North West. It measures about ten (10) meters in width and about (1,500) fifteen hundred meters in length and located on a hill.

c. The Commission heard that on arrival at **Airstrip Charlie**, two (2) persons were seen but they made good their escape to the nearby bushes. A communication antenna for a radio set not found, and a twelve (12) volt battery were on the side of the airstrip. Upon checking the area, a white twin-engine aircraft was found, bearing registration number N767Z and "Conquest II" was seen on the right side cockpit door. The aircraft was covered with a green tarpaulin and some dry bushes as shown at Appendix 4.

d. Actually, the illegal airstrip is approximately 2,400 feet, according to the expert Witness. He told the Commission that the Cessna Conquest requires at least 1,800 feet of runway when operating from an asphalted surface. Constructing this runway to just over 2,000 feet, according to the expert witness, suggests that this runway was built specifically for this aircraft or similar type. The Commission heard that not only the length but other specs were noted on this airstrip – **Airstrip Charlie**.

e. Apart from exceeding 2000 feet in length, the surface at this airstrip was hard and there were no obstacles at the approach nor the departure ends of this runway - needed for this low-wing, high-performance aircraft. This type of aircraft needs an uninterrupted glide path for both take-off and landing.

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k. The Commission heard other evidence suggesting that the illegal activities in that area could have commenced earlier than August, 2016. This could have been sometime around April, 2016 when Mr. Clifford Andrea of Quatata Village and Mrs. Mitzy Nicholas of Fly Hill Village encountered, on separate occasions, some white men including a 'tall' one speaking a strange language that they could not understand"

l. Mr. Clifford Andrea told the Commission that he farms in an area allocated for that purpose to residents of Yupakari and its Satellite Villages of Quatata and Fly Hill. This farming area is within the vicinity of the illegal airstrip. He testified that sometime during the month of April, 2016 he was returning from his farm with his wife, as pillion rider, when a vehicle drove past them with such a speed that it splashed water from the road unto them.

m. Shortly afterwards when he and his wife had already washed themselves in the Wariku Creek, they caught up with the said vehicle stuck in a muddy patch on the road. The occupants included the "tall white man" and a short, "black man". Apart from the black man, they spoke no recognisable language. The "black man" spoke Portuguese and was able to communicate with Mr. Andrea who had a very basic understanding of the language. Mr. Andrea advised them that reversing the vehicle would get it out of the patch. They did so. He asked where they were coming from and they told him they were fishing but when he glanced inside the vehicle he saw no signs of fishing gear or their catch.

n. Mr. Andrea told the Commission that he however, observed that there were 'small' suitcases on top the roof of the vehicle. He testified that he later reported the incident to both his Senior Councillor of Quatata Village and the Toshao Mr. Russian Dorrick of Yupakari Village. This was at a public meeting in the Quatata Village. Both of them denied when it was raised at the Commissioner's meeting on Sunday 10th October, 2016.

o. Mrs. Mitzy Nicholas of Fly Hill Village also testified to having an encounter with the "tall white man" and his colleagues at her farm house around the same time - early April 2016. She is the wife of Mr. Matthew Nicholas, who was the unwilling guide for the Joint Operations to the airstrip on 14th October, 2016. Through the Commission's translator, Mrs. Mitzy Nicholas recounted that sometime "before lunch" on a date she could not remember, there were approximately four white men who came to the farm huts where she and her husband Mr. Matthew Nicholas were relaxing.

p. The Commission heard that the foreign men were just looking around and talking to themselves but they could not communicate with her as they were speaking an unrecognisable language. There were others who remained seated in a dark greyish, dark blue vehicle parked on the road. Before they departed, they left her foodstuff, which included rice, flour etc. From her testimony, the Commission believes that it could have been the same day of Mr. Clifford Andrea's encounter.

q. In her testimony, Mrs. Mitzy Nicholas debunked the allegations of torture of her husband Mr. Matthew Nicholas. She stated that she was the person, and not her mother-in-law, with whom the Deputy Chairman of Region 9, Mr. Carl Singh had spoken. He had visited her home in Fly Hill late in the afternoon of 19th September, 2016, enquiring about the well-being of her husband Mr. Matthew Nicholas.

r. However, Mr. Matthew Nicholas had already left that very morning for Brazil at the invitation of his brothers who lives in Brazil. They had encouraged him to go with them to that country. She testified that she has not seen her husband since. She also testified that her mother-in-law could not have spoken to Mr. Carl Singh as she was at that time in Rewa.

s. The Commission noted that the discovery of the three (3) illegal airstrips on 14th September, 2016 follows on the heels of a previous discovery of another illegal airstrip on 29th June, 2016 at Mandakara, near Marakanata. This was only a few months earlier. The Commission also heard that there was a GDF Standing Patrol on that airstrip at the time of the discovery on the 14th September, 2016.

t. Additionally, the Commission was told that on 15th September, 2016 - the very next day after the foreign aircraft was discovered in the Yupukari area, illegal aircraft activities were reportedly observed in the Rupununi. According to the Head of Special Branch:

Information obtained revealed that on Thursday 2016-09-15 about 15:00 hours, a white Cessna aircraft was observed flying low and circling around a hill known as Bottle Hill, which is located about eighteen kilometers north west of Achiwuib Village, twenty kilometers west of Karandarnau and about ten kilometers east of Bashaidrum Village, Deep South Rupununi, Region Nine.

CONCLUSION

6.6 From the oral evidence presented, the interviews conducted, the expert opinions offered and the visits made, the Commission concluded that the circumstances of the aircraft entry into the Co-operative Republic of Guyana began with its use to illegally transport a high-value cargo believed to be cocaine.

6.7 On an undetermined date but sometime before 18th August, 2016 the aircraft departed Colombia on one of its illegal flights and developed an engine problem in flight. Failing to restart in the air, the pilot was forced to fly the aircraft on one engine until it safely landed on the illegal airstrip in Southern Guyana. Unable to restart for its out-bound flight, the foreign aircraft remained hidden from Guyanese authorities but known to the Guyanese residents in the nearby villages.

6.8 Because of the length of time in that location many residents became aware and the information was deliberately leaked in some instances and through idle chatter in others, to the ears of the Police Commander in that Region.

6.9 This initiated a Joint Police-Army operation, specifically mounted to locate the disabled aircraft. Unfamiliar with the area due to infrequent visits and insufficient patrolling to that part of the Rupununi, the Joint Forces relied entirely on being guided to their Objective – the aircraft's location. The guide was arrested and coerced but the mission was accomplished.

CHAPTER 7

7.0 WHETHER THERE WERE ANY BREACHES AND/OR VIOLATIONS OF THE LAWS OF GUYANA.

7.1. The Commission received no evidence of any one being arrested for the foreign aircraft's presence in Southern Guyana; or for conducting illegal activities in the territory of the Co-operative Republic of Guyana. However, the Commission heard that a suspect, Matthew Nicholas, who served as the guide for the Joint Services operation was deeply involved in the illegal activities. The said Matthew Nicholas was taken into custody but was released after a short period.

7.2. Additionally, Second Lieutenant Sultan reported that three or four young men, probably residents from the nearby Villages were also held briefly and released on the advice of the Police. The youths were reportedly involved in a brief fire-fight with the soldiers guarding the aircraft. Second Lieutenant Sultan stated: *"At the time we did not have any ration and the Police decided that we did not have any grounds to hold these men so we released them."*

7.3. The Commission is nonetheless, of the opinion that the very presence of the aircraft on Guyana's soil, without permission from the Guyana Civil Aviation Authority is in of itself a violation of The Laws of Guyana.

7.4. In this regard, the Commission was advised by Counsel Leslie Sobers who stated that he: *"perused the Civil Aviation Act of Guyana Chapter 53:01 and discovered that the Act itself is silent on the breach of our airspace particularly as it relates to the circumstances of the foreign aircraft under Inquiry."*

7.5. Lieutenant Colonel Egbert Fields, Director of Civil Aviation Authority testified that the Civil Aviation Act of Guyana Chapter 53:01 is the law which governs the activities of aircraft operating in Guyana's airspace. He also in his testimony to the Commission noted that the Act itself is silent on the breach of Guyana's airspace, particularly with respect to the foreign aircraft under Inquiry.

7.6. According to Section 37 of the said Act which provides that the Minister shall make regulations, the Commission found that there were breaches of the following Regulations:

a. Under Civil Aviation (Air Navigation) Regulations 2001, Part II- Registration and Marking of Aircraft:

Regulation 4(1)- Aircraft to be Registered -	An aircraft shall not fly in or over Guyana unless it is registered in: (a) a Contracting State; or (b) Some other country which has an agreement with Guyana which makes provision for aircraft to fly in or over Guyana.
Regulation 6(3)- Nationality and Registration marks	An aircraft shall not bear any marks which purports to indicate that the aircraft: (a) is registered in a country in which it is not in fact registered

b. Under Civil Aviation (Air Traffic Services & Rules of the Air) Regulations 2006, Schedule 1- Part A

Rule 7 (1)- Flight Plans	A flight plan containing information on the intended flight or portion of flight shall be given to the appropriate air traffic services unit before operating any flight across international borders.
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7.6 The Commission is also of the opinion that the refueling of the aircraft at that illegal airstrip constitutes a breach of the Laws of Guyana.

- e. That apart, the Police Commander, Deputy Superintendent Rudolph Banwarie's confession of using unnecessary physical force on Mr. Matthew Nicholas, during the conduct of the operation, constitutes a violation of the Laws of Guyana.

CHAPTER 8

8.0 WHETHER THE PASSAGE OF INFORMATION BETWEEN THE SECURITY FORCES WAS TIMELY AND IF THERE IS NEED FOR REVIEW OF THE PROCESS HAVING REGARD TO THE FUNCTIONING OF THE INTELLIGENCE COMMITTEE.

8.1 The Commission sought to determine whether, during the period under review, the GDF and GPF Commanders based in the Upper Essequibo, Upper Takutu had received any reports of unidentified aircraft acting in a suspicious or unusual manner; or reports of illegal airstrips in that Region. The Commission then tried to establish whether the Commanders had taken appropriate action in response to those reports

Reports of Unidentified Aircraft and illegal Airstrips

8.2 On the matter of unusual aircraft activities in Region 9, the Commission heard from Senior Superintendent Denny, Head of the Special Branch (HSB) and Second Lieutenant Kevin Sultan, GDF Location Commander of Camp Kanuku, Lethem. The Commission also received their copies of the Minutes of Regional Intelligence Committee (RIC) Meetings for the period under review as well as Special reports from HSB on unusual aircraft activities in that Region. Similarly, the Commission also heard from the Regional Chairman, Mr. Bryan Allicock who tendered his copies of the RIC Minutes supporting his oral evidence. They were all duly tendered and accepted as supporting evidence to the oral presentations of these Witnesses.

8.3 The Commission examined the evidence and found that since December 2015, there were reports of unusual aircraft activities in that Region as reflected at Appendix 6. From the oral evidence presented and the written submissions, the Commission further established that there were three (3) such reports in the month of December alone. The first one was on 10th December 2015, which the Head of the Special Branch(HSB) reported that he had disseminated to the Commissioner of Police on 15th December 2015. In his report the HSB stated: *"It was observed that there were weeding and clearing of the Mandakara Airstrip which is located between Pirara and Markanata Ranches, Central Rupununi. It is about thirty-five kilometers (35 km)*

north from Lethem.....There were signs of tires impression on the runway which was likely to be that of aircraft. The runway is about fifty feet (50 ft.) wide and approximately 1.9 km long.

8.4 The Commission received oral evidence and examined reports that two (2) days afterwards it was reported that *an illegal airstrip was located at Manwar Creek in the vicinity of Karaudarnau and Katoonarib Villages, Region Nine. This airstrip is located about twenty-five (25) kilometers north west from Karaudarnau Village and about thirty-five (35) kilometers south of Katoonarib Village and is about three (3) kilometers west from the Karaudarnau/Lethem Road. The runway is situated north west to south west along a swamp.*

8.5 Finally, the Commission heard from the Regional Chairman and verified in the RIC Minutes, that it was reported at the Regional Intelligence Committee meeting held on Wednesday 12th December 2015 that *the Good Hope Airstrip in North Rupununi was graded. However, the Intelligence Operatives checked and reported that the runway was indeed graded about three (3) weeks prior but there was no sign of any aircraft landing on the runway.*

8.6 Appendix 6 lists the reports of unusual aircraft activities in that Region. It has shown that they covered three of the five Rupununi Sub-Districts: North Rupununi, Central Rupununi and Deep South Rupununi. The Commission received no evidence of such activities in the South Central Pakaraimas and the Rupununi.

Action taken by the Security Forces:

8.7 The Commission received evidence that it was not until 29th February the following year that the GDF mounted a patrol and when it did, it was an "ANABASIS" patrol to Marakanata for the purpose, according to the Mission at Appendix 16, "*TO ENSURE THE AREA REMAINS SECURE.*"

8.8 There was no evidence that the GDF nor the Police actively pursued the other reports. In fact, there is evidence that the next GDF patrol mounted five days afterwards

was sent to Meritzero. It was reported as an ANABASIS Patrol but in fact, the first ANABASIS Patrol would have been launched on 14th to 16th March with no TASK of verifying reports on illegal aircraft or airstrips. The Commission noted that the Mission of the said Patrol was *“TO CONDUCT A RECONNAISSANCE PATROL FROM CAMP KANUKU TO MARUDI AND VARIOUS RUPUNUNI AREA VIA TRAILS IN ORDER TO HAVE THOROUGH KNOWLEDGE OF THE AREA THAT WOULD ALLOW FOR FUTURE OPS PLANNING NLT FRIDAY 18TH MARCH 2016. “*

8.9 The Commission again noted that nowhere in these reports was there any of the given tasks that had to do with the illegal airstrips. Rather, the Commission found that stated Tasks were to:

GATHER INFO ON ILLEGAL ACTIVITIES IN AREA OF OPS.

GATHER ALL OTHER INFO OF IMPORTANCE E.G VILLAGE COMMITTEE, CULTURE, AND SOCIAL ISSUES.

MAP THE ENTIRE PATROL ROUTE.

REPORT ON THE ACTIVITIES OF FOREIGN MILITARY CIVILIAN IF POSSIBLE.

ESTABLISH COMMUNICATIONS WITH CAMP KANUKU OR HQ GPM USING CELLULAR NETWORK SO AS TO HAVE A COMMUNICATION MAP OF WHERE CELLULAR COVERAGE IS LOCATED.

8.10 What is more... is that the Commission noted that the sixteen (16) Villages below were the ones visited during this patrol but none of them had anything to do with the illegal airstrips that were reported to the Security Forces as shown at Appendix 16.

- a. SHULINAB
- b. QUIKO
- c. MERIWAW
- d. SAND CREEK

- e. RUPUNAU
- f. SHEA
- g. MARURARAU
- h. AWAREWAUNAU
- i. AISHALTON
- j. KATOKA
- k. SEMONIE
- l. HIOWA
- m. NAPPI
- n. PARISHARA
- o. KARASABAI
- p. TIGER POND

8.11 The Commission received no evidence of the GDF mounting any other patrols or conducting any special operations after 16th March, 2016. But the Commission was presented with evidence that there were reports of unidentified aircrafts involved in illegal activities. For instance, the Commission heard that in January and February there were reports that *an aircraft had touched down on the illegal airstrip at Parabara Savannahs which is about seven (7) miles from Parabara Village.*

8.12 The Report even named the Toshao of that Village: *“More so Ekufa Mawasha, Toshao of Parabara Village also has clear knowledge of his people’s involvement on the maintenance of the airstrip.”*

8.13 The Commission also heard and verified from the RIC Minutes that the Regional Chairman had reported at the RIC Meeting dated Wednesday 10th February, 2016 that *Two (2) airstrips, which were not being used, were reportedly constructed at Toka, North Rupununi. There was also an airstrip at Rewa, North Rupununi, which was never commissioned by the Civil Aviation Department and one (1) at Tiperu South Pakarimas which was allegedly used some time ago by unknown aircraft. The airstrips were built to accommodate the Remote Area Medical Service (RAMS) flights.*

8.14 The Commission was also told that there were illegal activities on the Mandakara airstrip not too far from the Marakanata ranch. According to the Special Branch Report: *“Checks were made at Mandakara Airstrip where tire impressions which seemed to be that of an aircraft were observed, also an area where the aircraft seemed to have overnighted. During the checks two (2) fifteen (15) gallons fuel containers, blue and white in colour, a camp site with a blue tarpaulin, water bottles, rice bags containing food stuff, a Brazilian gas bottle with a two (2) burner table model gas stove and three haversacks were found.”*

8.15 *“From observation, two (2) persons seemed to have stayed at the camp. Tire impressions of vehicles and two wheel motor cycles were also observed in the area.*

8.16 The Commission concluded of all the reports of illegal activities involving unusual aircraft activities and suspected illegal airstrips in Region 9, there were only two reports that attracted any form of active response by the Security Forces in that Region. They were the reports of the Marakanata (Mandakara) airstrip and the Fly Hill illegal airstrip *(the one under Inquiry)*.

8.17 The Commission has noted with surprise that it was not until 26th June, 2016 that the Security Forces, when in pursuit of information they had received about illegal aircraft activities in the Katoka area, had found activity on the Marakanata (Mandakara). Then, it was sometime after, on 14th September, 2016 that they discovered the airstrip in the Fly Hill area.

Functions of the Regional Intelligence Committee (RIC)

8.18 The Commission heard from the Regional Chairman, Mr. Bryan Allicock as well as the Regional Executive Officer, Mr. Carl Parker that the Regional Intelligence Committee (RIC) meetings are *supposed to be held once monthly. However, due to the unavailability of several members, there have been lapses in the conduct of these meetings.* The Commission established, from the evidence presented, that RIC is

chaired by the Regional Chairman, and in his absence, the Regional Vice Chairman. The Secretary to this Committee is the Special Branch (SB) rank. Other members are the GDF Location Commander and, or the Company Commander, The Officer in Charge of the Rupununi Police Sub-Division, and in his absence, the Station Sergeant, The Criminal Investigation Department (CID)rank, and the REO.

8.19 The REO reported to the Commission that *due to absenteeism, this Committee has not met since March 2016*. But nonetheless, there were no reports at any of the meetings held for the year 2016, about *“the illegal airstrip at Fly Hill or the foreign aircraft that was subsequently discovered there.”* The REO however reported that *discussions were held sometime last year (2015) of an illegal airstrip discovered at Para Bara, in the remote Southern part of Guyana.*

8.20 The Commission noted that notwithstanding the REO’s explanation of the RIC’s structure, the Regional Vice Chairman, Mr. Karl Singh testified that he was unaware of his responsibility to chair the RIC in the absence of the Regional Chairman. The Commission concluded that the reason why the RIC *“has not met since March 2016”* could be attributed to the Vice Chairman’s clear lack of understanding of his responsibility in that regard.

8.21 The Commission examined the Minutes of the Regional Intelligence Committee meetings for the period under review (1st September, 2015 to 1st October 2016) as duly tendered by the Head of The Special Branch, Senior Superintendent L Denny and shown at Appendix 16.

8.22 The Commission found that of the twelve mandatory monthly meetings the Regional Intelligence Committee had met only four (4) times. Sixty percent (60%) of the time the Committee did not meet. The reasons varied. For instance, the Commission heard from the Regional Vice Chairman that he did not know he should convene meetings in the absence of the Regional Chairman on medical grounds

8.23 The Commission was convinced that the intelligence significance of the RIC Meetings had been reduced to an administrative focus. This was borne out by the following extracted from the RIC Reports of the last Meeting held for the year in May, 2016:

- a. *A solar water pump was expected to be installed at Annai Secondary School, North Rupununi.*
- b. *A fourteen (14) years old female of the Potarinau Village was impregnated by her father.*
- c. *The Mayor had promised to assist with the erecting of road signs, at Lethem.*

8.24 Another point of contention that the Commission had noted, was the membership which had expanded to include the Chairman and Vice Chairman of the Rupununi Livestock Producers Association. For example, there is a Mr. Don Melville who is just a member of the Rupununi Livestock Producer Association, yet he sits on that Committee.

8.25 Included as well was the Liaison Officer of Public Security whose role on the Security structure in that Region seemed to be still confusing, more so on the Regional Intelligence Committee. At the last meeting he reported that he *held a meeting with the Officer-in-Charge of Lethem Police Station, where the officer made a commitment to work with him. In response Mr. Banwarie (Deputy Superintendent Officer-In-Charge of the Sub-Division) stated that he did not meet with Mr. Rodrigues. He added that Mr. Rodrigues had requested that he report directly to him.*

8.26 The Commission heard that the Liaison Officer of Public Security is Mr. Brian Rodrigues. He was reportedly dismissed from the Force and seemed not to be fully accepted by the serving members of the GPF – understandably so. The Commission

found that the LO reports on matters that should really be reported by the Police at that forum. Actually, the Commission is firmly of the view that the role of the Liaison Officer of Public Security in the Region relative to the Police Force should be reviewed.

8.27 The Commission further found that the existing structure does not allow for a flow of information from any Intelligence Committee at a lower level nor does it allow for a smooth flow upwards. The Secretary of the RIC is the Special Branch Representative in that Region and he transmits the Minutes to the Head of Special Branch who in turn types and returns one copy to the Region for the Regional Chairman. This was confirmed by the Regional Executive Officer, Mr. Carl Parker who told the Commission that: Minutes are not circulated, but are read at meetings.

8.28 The Commission heard that not even the Divisional Commander is mandated to receive a copy. No other member of that Committee receives one either. The HSB stated that dissemination is solely his responsibility. Usually, he would disseminate to the Heads of Services (GDF and GPF) and to the Commander-in-Chief. The Chief of Staff, Brigadier George Lewis and the Deputy Chief of Staff, Colonel Patrick West expressed no serious concern with this structure. In fact, Colonel West accepted that the RIC could deal with administrative matters providing they are related directly or indirectly to security.

Passage of Information

8.29 Generally, with respect to this incident, the Commission viewed the passage of information at the level of the Security Operatives in Region 9 as very good. At the higher level, apart from the information dealing with the Joint Services investigation Team, the Commission noted that the passage of information was good.

At another level particularly from civilian to Security Forces, the Commission felt that it was not good at all. For instance the residents in the nearby Villages did not pass this information to the Security Forces... They instead passed to Mr. Mervyn Williams, Advisor to the Minister of Indigenous Peoples Affairs who testified that he received

information about the illegal aircraft during Toshao's Conference sometime in August, 2016.

8.30 He in turn, further testified that he passed the said information to the Minister of State and the Minister of Foreign Affairs by way of Short Message Text (SMS) via the cell phone. Then he passed the said information to Brigadier George Lewis who was at that time the Colonel GS and Deputy. Mr. Williams further testified that Colonel Lewis (at the time) detailed Major Pompey to liaise with him on the matter. He spoke with Major Pompey once and never followed up on the matter until he read of it in the print media.

Mr. Mervyn Williams submitted to the Commission a copy of the SMS text which read as follows:

"There is an airstrip in the general area between kwatata, kaikumbe and fly hill in the rupununi. A small white fast aircraft has reportedly been frequenting the strip over the past eight months. The strip is on an island. Trapped on that island by high water is a motor vehicle. Spanish men believed to be Colombians operate the aircraft and motor vehicle and occupy the island. I notified the army."

CHAPTER 9

9.0 ACTIONS OF THE AGENCIES OF THE STATE - CONSISTENT WITH THEIR SECURITY RESPONSIBILITIES.

9.1 From all of the information received, the relevant evidence heard and submitted the Commission sought to establish whether the Agencies of the State acted in a manner consistent with their security responsibilities. In other words, whether the GDF location Commander or the Police Sub-Divisional Commander were **negligent** in that they failed to adhere to the Standard Operating Procedures and their obligations to the State with respect to the foreign aircraft entering Southern Guyana.

9.2 The Commission first narrowed down the Agencies of the State regarding this incident to the Guyana Police Force and the Guyana Defence Force. The only other Law-Enforcement State Agency deployed in that Region was the Guyana Revenue Authority, which the Commission found to have so minimal a responsibility that it was not considered as relevant to this Inquiry.

9.3 Next, the Commission examined the responsibilities of the following State Agencies to the State:

9.4 **The Guyana Police Force(GPF) Lethem Sub-Division Region 9:**

The Guyana Police Force was represented in Region 9 by a Sub-Division with its Headquarters at Lethem, Rupununi. The Officer in Charge was Deputy Superintendent Rudolph Banwarie who testified that the responsibility of the Police in Region 9 was to Maintain Law and Order. He further testified that the GPF was not mandated to "*look after airstrips.*"

9.5 **The Guyana Defence Force (GDF) Detachment Region 9:** The GDF was represented in Region 9 by a Detachment under the command of a Second Lieutenant (2Lt), who was in command of thirty (30) Other Ranks. At the time of the incident it was Second Lieutenant Anand Persaud who was in command of the Location at Camp

Kanuku. He later handed over to Second Lieutenant Kevin Sultan who produced supportive documents to his oral evidence and testified that his responsibility to the State was given in his Mission: **To Define Aggression**, which was translated into the following tasks relevant to the Inquiry:

- a. Prevent incursions and other acts of aggression within boundaries.
- b. On orders, conduct patrols as programmed.
- c. Conduct rehearsals of the contingency plan, by day and night.
- d. Conduct rehearsals of the airstrip def. plan, by day and night.

9.6 Second Lieutenant Sultan, the Officer Commanding (OC) that Location tendered in evidence, a copy of his Location Brief (See Appendix 17), which he had subsequently prepared after he had failed to do so when he first appeared at the Commission. He also tendered the relevant Patrol Reports and Patrol Programmes, which are shown at Appendix 16. Additionally, 2Lt Sultan tendered Minutes of the RIC meetings during the period under review. From that evidence, it was clear that the patrols planned for the year did not focus its efforts at discovering any of the illegal airstrips that were reported. In fact, nothing in those reports or programmes indicated an attempt at even having a presence in the Villages from where those reports emanated.

9.7. The Commission noted that even the most recent discovery of an illegal airstrip in the vicinity of the Marakanata Ranch in June 2016 was not given the focused attention necessary to deter the perpetrators or others so inclined. In fact, the Location Commander testified that the Standing Patrol, which was mounted consequent to the discovery of this illegal airstrip at Marakanata was withdrawn because of an outbreak of typhoid. However, this reason was not supported by Colonel West, Commandant of the Guyana Peoples Militia, the Unit that had operational responsibility in Region 9 at the time of the incident. In is oral evidence presented on Wednesday 8th November, 2016

Colonel West was of the view that the Standing Patrol was still in place at the time of his oral evidence.

9.8. Captain Shepherd, the acting Sector Commander at the time of the incident and Staff Officer responsible for Operations and Training in the Guyana Peoples Militia, testified that the Standing patrol was withdrawn due to a paper submitted by Major Murray, the Substantive Sector Commander. According to Captain Shepherd, Major Murray had requested its withdrawal because of manpower issues he anticipated as arising from the static nature of the operation. This posture, Maj Murray argued should not be maintained on a protracted basis because the demand for manpower could not be sustained by the current strength at that Location. The Commission concluded that the Commanders at the three levels were not in sync on this matter and this could be attributed to the Unit's failure to coordinate this particular operation.

9.9 Regarding the time when information about the foreign aircraft might have been passed to the Security Forces, the Commission received oral evidence from the current Chief of Staff, Brigadier George Lewis who was the Deputy Chief of Staff with responsibility for Operations and Training at the time of the incident. He testified to receiving from Mr. Mervyn Williams, Advisor to the Minister of Indigenous Affairs, reports of the illegal airstrip under inquiry since August, 2016. He thereupon, instructed Major Pompey the GDF Senior Staff Officer responsible for Intelligence at the time of the incident to liaise with Mr. Williams on the matter. Major Pompey in his testimony, admitted to being so instructed by Brigadier Lewis (the Colonel GS at the time). He also testified to receiving the said information from Mr. Mervyn Williams. However, Brigadier Lewis further testified that he had decided to *verify* Mr Williams' report before mounting a more robust operation. The Commission accepted his explanation, since it was a judgement call on the part of Brigadier Lewis.

9.10 With respect to the patrolling activities in Region 9, the Commission noted that the Reports tendered by the Location Commander showed that the "Anabasis Patrols,"

which were meant to be long-range patrols, did not target any of the Villages on which there were reports of **unusual aircraft activities**. This is despite the fact that some of those reports were actually made at Regional Intelligence Committee meetings attended by the Army and the Police Representatives.

9.11. The Commission noted as well, that there were no Hearts and Minds patrolling in any of the programmes for the period under review. The Commission received evidence that the last time the GDF visited Yupukari, for instance, was when an Officer visited the Primary school to speak on the topic of “50th Golden Jubilee” and to distribute some reading materials. The Commission believed that this had to be sometime in May, 2016 when there would have already been reports of unusual aircraft activities and ion of illegal airstrips in that area.

9.12. The Commission received a troubling report from Captain Shepherd who testified that on 17th September 2016, Second Lieutenant Annand Persaud had **deserted his post at the illegal airstrip with all of his men**. According to Captain Shepherd, when he accosted 2Lt Persaud he attempted to justify his decision to abandon the airstrip because he had further “disabled” the already disabled aircraft.

9.13 He reported to Captain Shepherd that he had deflated the aircraft’s wheel(s) and ripped out the emergency door. This in his mind, was rendering the aircraft incapable of flying. Captain Shepherd testified that he ordered the Officer and his men to return to their posts. He reported that 2Lt Persaud is to be disciplined in one form or another but up to the time of Captain Shepherd’s oral evidence on Thursday 10th November, 2016, this was yet to be done. The Commission concluded that apart from committing a very serious offence that should call into question his continued service in the GDF, his decision to **disable** the aircraft in itself constituted tampering with a vital piece of evidence.

9.4 The Commission further concluded that it had received no evidence to infer negligence on the part of either the Guyana Police Force as an organisation or the Guyana Defence Force as an organisation.

CHAPTER 10

10.0 REPORT AND ADVISE HIS EXCELLENCY ON THE OPERATIONAL EFFECTIVENESS OF THE VARIOUS AGENCIES OF THE STATE AND THE ADEQUACY OF THE EXISTING HUMAN RESOURCES, TECHNOLOGY AND EQUIPMENT IN THE UPPER ESSEQUIBO-UPPER TAKUTU AREA.

10.1. The Commission received and agreed with the oral evidence and written submissions that in the Upper Essequibo-Upper Takutu Area, there were three (3) Agencies of the State with direct or indirect responsibility for security in that Region. They were the Guyana Defence Force (GDF); the Guyana Police Force (GPF) and the Guyana Revenue Authority (GRA).

10.2. However, because of the nature of the incident under Inquiry the Commission determined that the GRA had a very minimal related responsibility and therefore, has not considered this Agency any further in the report.

10.3. On the other hand, the Commission has considered the Guyana Civil Aviation Authority because this Agency has a national responsibility for monitoring Guyana's airspace - inclusive of the Upper Essequibo/Upper Takutu Area, even though it does not have a physical presence in that Region.

10.4. **Threats and Challenges:** In order to determine operational effectiveness with the resources that were available to the Commanders of the GDF and GPF, the Commission briefly assessed the Threats and Challenges they faced. These were in relation to their operational tasks of monitoring, detecting and possibly deterring the foreign aircraft from landing in Guyana.

10.5. The Commission is cognisant of these challenges, one of which has to do with the size of this Region, covering some 23,000 square miles of land space. It

has 600-kilometer or 373-mile long border with Brazil and in addition, there are numerous illegal crossing points between the two countries.

10.6. This allows cross-border cattle rustling to easily go undetected by the Security Forces because of their limited resources. The Commission acknowledged these difficulties but focused its inquiry on the threats and challenges caused by the reports of unusual aircraft activities and landings on illegal airstrips. The Commission then sought to ascertain whether the existing resources were adequate to monitor these activities and to deter and counter the illegal landing of any foreign aircraft.

10.7. In this regard, the Commission received and accepted evidence that there are approximately thirty three (33) authorised airstrips in Region 9 as shown at Appendix 18 but only one (1) of these airstrips has any semblance of being monitored on a daily basis. That is, the Lethem aerodrome and this is due to its close proximity to the GDF's Camp Kanuku at that Location.

10.8. Added to this, the Commission was informed that during the period under review, there have been several reports of unusual aircraft activities in the Region. They included the deep-South Rupununi, Sub-District at Bashaidiun Village, Wakadanawa Village and Manwar Village; the South-Central Rupununi, Sub-District at Sand Creek Village (Santa Cruz), Sawaraiwau Village (Crystal Spring); and Central-Rupununi Sub-District at Yurupukari Satellite Village of Fly Hill (Illegal Airstrip currently under this Inquiry).

10.9. With respect to the available resources, the Commission examined the resources of the GDF and GPF together as the two Agencies tend to pool if not synchronise their resources for operational purposes. The GCAA, on the other hand, is treated separately because it is the only Agency of the State with the capability of monitoring aircraft activities.

10.10. **Technology:** The Commission sought to establish what type of technology was available to the Army and the Police that could have enabled them to monitor, detect, deter and counter the illegal landing of a foreign aircraft. In doing so, the Commission established that neither the GDF nor the GPF possessed the appropriate technology to monitor or detect the foreign aircraft's entry into the territory of the Co-operative Republic of Guyana. The only Agency that was equipped with such technology was the Guyana Civil Aviation Authority (GCAA) and that was the Automatic Dependent Surveillance – Broadcast (ADS-B) System.

10.11. The Commission learnt about this technology from the testimony of Mr. Rickford Samaroo, acting Director Air Navigation Services, Guyana Civil Aviation Authority. He testified that the GCAA is *“responsible for monitoring all traffic that passes through our airspace. However, we monitor the traffic that we have prior knowledge of; or if we have a report but we don't have the capability to monitor the airspace for **unauthorized traffic**, so to speak.”*

10.12. He further testified that for *“a normal air traffic control operation we would have a prior notice of the flight expected via a flight plan and once that airplane enters our air space, there is a requirement for them to establish communication with us until they reach the destination or exit the air space. That is the normal operation. Outside of that, unless somebody reports to us that there is an **un-identified aircraft we have no way of telling that there is such an operation taking place.**”*

10.13. The Commission heard from the GCAA that with respect to the current monitoring capability: *“we have recently implemented an Automatic Dependent Surveillance System that allows us to see the target on a Computer Display.*

However, it is what we call a **cooperative dependent system**, which requires the airplane to be adequately equipped with **navigation source broadcasting capability**. So once that is turned on, our Ground Station will receive and compute that information. But that is designed purely for airspace management not as a means of security or surveillance by any means.”

10.14. Mr. Samaroo further explained that “the Automatic Dependent Surveillance System have three components: the Ground Base Receiver the Satellite Component and the Aircraft. The satellite component is used for the navigation determination so the airplane has a navigation receiver which in most cases is a GPS. It uses the satellite to determine the positions - horizontal and vertical positions. Then in addition to the GPS receiver it has a transponder which automatically broadcasts the airplane position at specified intervals, maybe 4-6 seconds. The pilot has nothing to do with it once the equipment is turned on.”

10.15. He also reported that the ADS “was installed for operational use in November last year (2015). The system is working as expected 100% coverage of our upper air space as it was designed for Upper Air Space, meaning 24,500 feet and above. We have one Receiver Station installed at Cheddi Jagan International Airport and that effectively covers a range of 250 miles at 28,000 feet.”

10.16. As a recommendation, Mr. Rickford Samaroo, the acting Director of Air Navigation Services informed the Commission that “the required technology, for Guyana would be the **Primary Surveillance Radar**, which is actually an independent surveillance system. It does not require any equipment to be in the aircraft. It is designed purely to detect movement in the air space, be it a target or the clouds. Whatever it is, once it is moving, its range and distance would be computed and reported.

10.17. He however, pointed out that *“No Caribbean country possesses this technology but Trinidad has what we call a Secondary Surveillance Radar which requires the airplane to be equipped with a transponder. It is slightly different in terms of its application because a Secondary Radar would determine on its own the position of the aircraft. Brazil is the only country in the hemisphere that might be in possession of the Primary Surveillance Radar.*

10.18. Mr. Samaroo nonetheless concluded that the Primary Surveillance Radar *“is very costly to acquire”* and in his opinion, we could not justify the cost *“just for the purpose of aviation.”*

10.19. **Communications Equipment:** The Commission intended to determine whether the Joint Services were equipped with the appropriate wireless communications equipment required for the operation launched on 13th September, 2016. The Commission also sought to establish what type of communications equipment were available to the two Forces in the Upper Takutu, Upper Essequibo area that could have enabled them to monitor and detect the illegal entry and landing of the foreign aircraft.

10.20. Police: The Commission heard that the Police was not equipped with patrol radios to undertake the operation. Deputy Superintendent Banwarie, the Police Commander testified that even for the normal routine police operations, the police would usually rely on the cellular telephone service, where ever that is available. The Commission further heard the Commander’s testimony that the Base stations at the various Police Stations are unreliable and the Sub-Division Headquarters at Lethem is unable to provide complete wireless communications coverage with all the outlying Police Stations.

10.21. Army: The GDF Location Commander testified that under his command there was one patrol radio at that Location and it had already been deployed with a Standing patrol on the Illegal airstrip at Marakanata. Consequently, when the operation was launched on 13th September, 2016 there was no other radio available. Neither, did the Location Commander think it was sensible to borrow that radio until the arrival of its replacement from Georgetown. As such, during the operation the only two Officers by virtue of their deployment were completely out of contact with Georgetown, with Camp Kanuku and with the Standing Patrol on the illegal airstrip Marakanata (Mandakara).

10.22. The Commission was told that it was only after the illegal Satellite phone was found that the Commander 2 Lt Sultan was able to call Georgetown. The Commission confirmed that the Joint Services had no wireless radio communication on that operation and concluded that this is another illustration of the state of unpreparedness at the level of the Commanders of the Army and Police Detachments in the Upper Takutu, Upper Essequibo Area.

10.23. **Manpower Resources:** The Commission sought to establish the amount of men and women who were under the command of the Police Officer in Charge of the Lethem Sub-District and the GDF Location Commander in the Upper Takutu, Upper Essequibo Area. It also sought to determine the levels of expertise that were available to monitor and detect illegal landing of foreign aircraft.

10.24. (Strength and Disposition) The **Guyana Police Force** had a strength of One (1) Officer, Three(3) Sergeants, Three (3) Corporals all stationed at Lethem Police Station, where the Sub-Division Headquarters is co-located. There was a total of approximately One (1) Sergeant and three (3) Corporals and twenty eight (28) Constables deployed in the outlying Police Stations at: Annai Police Station;

Aishalton Police Station; Monkey Mountain Police Station ; Orinduik Police Station; Karasabai Police Station; Cork Wood Check Point and Kurupukari Check Point.

10.25. The **Guyana Defence Force** had a strength of One Officer , one Sergeant, four Junior NCOs (No full Corporal) and twenty five (25) Privates – all based at Camp Kanuku, Lethem.

10.26. Command and Control: The Commission first established that neither of the two Commanders in the persons of Second Lieutenant Kevin Sultan and Deputy Superintendent Rudolph Banwarie demonstrated a real understanding of the basic operational requirement of their respective Forces in that Region.

10.27. The Police Sub-Division Commander, Deputy Superintendent Rudolph Banwarie testified that he did not complete his secondary schooling. He was trained in 1991 and promoted to the rank of Lance Corporal in 1993, to Corporal in 2016 and the same year rose to the rank of Sergeant. He was an Inspector in 2009 and Assistant Superintendent in 2010. Five years after he was promoted to the Rank of Deputy Superintendent and remained in that rank to date. The Commission examined the postings of this Officer and established that he was not as exposed as he ought to have been before being appointed to the command of such a sensitive border location.

10.28. This was quite evident in the manner in which he commanded the operation that he launched in search of the illegal airstrip and foreign aircraft, on 13th September, 2016. Notably, it was a joint operation, which was ordered by the Divisional Commander. However, there was no evidence of joint planning with the GDF. Rather, Deputy Superintendent Banwarie, after briefing his military counterparts and departed for the operational area, relied entirely on civilian guides - Mr. Mentis and Mr. Rene Melville. But both of these guides had to be guided by

another civilian, Mr. Clifford Andrea. The Commission however, established that Mr. Andrea actually did not know where the airstrip was located.

10.29. The Commission also heard testimonies that the Police Commander deliberately discharged his weapon in the air at the suggestion of one of the Guides, Mr. Mentis. According to Mr. Mentis, he told the Commander to "fire" a few shots in the air. This was duly complied with when Deputy Superintendent Banwarie and Mr. Rayan Khan fired their pistol and shot gun respectively.

10.30. What is more, is that the GDF Officer, 2LT Sultan was conducting a clearance patrol at that very moment. Mr. Sultan told the Commission he was shocked at the action of the Police Commander. In his testimony he stated: "*Now, after we got to the airstrip and the two men fled we then started to search the area when the Police discharged three warning shots....Sir, he fired the shots into the air but I am not sure who actually fired. I would not be able to say because I was to the West of the airstrip coming around with my troops. After we heard shots we dashed down and we observed.*"

10.31. The Commission found this to be an unwise decision on the part of the Commander. It was highly likely that the persons connected to the illegal airstrip and foreign aircraft might have still been lurking nearby to **keep an eye** over the expensive machine. Thus, any gun shots whether deliberately or accidentally would have caused the Security Forces to lose the element of surprise. It would have also had the effect of an early warning to the perpetrators.

10.32. *Failure to Preserve the Evidence:* Mr. Banwarie also failed to take charge of the aircraft upon its discovery and to deem it a crime scene in order to preserve the evidence. This is what was expected of him in accordance with established procedures. The resulting effect of Mr Banwarie's failure ,was the

distorted nature of the evidence tendered, which evidence was found on the aircraft and its surroundings. The Commission had already been convinced that this one of its challenges in determining the circumstances of the foreign aircraft's presence in Guyana.

10.33. Therefore, the Commission found this to be a serious breach in police procedure for investigation and attributed this lapse to the failure on the part of the Police Commander, Deputy Superintendent Rudolph Banwarie. Moreover, the Commission concluded that this lapse denied the Inquiry or any other Investigating Team, very valuable information that could have helped in tracing the activities of the foreign aircraft.

10.34. As an illustration, the Commission was told that the finger prints uplifted were meant to compare with others in the Police file for any possible match. However, the results from Corporal 16533 Kurt Williams, Fingerprint Technician, and Crime Scene Examiner of the Criminal Investigation Department, Police Headquarters, stated in a report duly tendered and accepted by the Commission that: *"I evaluated the latent impressions on all the latent crime scene cards submitted to me by Sergeant 19601 Seetaram and found that **all of the impressions were smudged, blurred and devoid of sufficient ridge characteristics** which are essential in establishing identification."*

10.35. The Military Commander: **The Commission had established that** Second Lieutenant Anand Persaud was in command of the Military troops deployed on the Joint operations even though both Officers were issued with orders to deploy as noted in Captain Shepherd's Report at Appendix 19. Those orders were meant to have one Officer and five men deployed for an aerial recce and one Officer and Five men deployed for a land patrol in support of the Police.

10.36. However, in his testimony, 2Lt Persaud whose men were tasked and deployed on the operation evidently did not believe he was the Commander on that operation. From his testimony, the Commission believed that he was under the impression he *was just going for a day* and accordingly departed Camp Kanuku without the required kit and equipment for an operation. "*I had my black back pack*" was his answer when questioned about his dress for the operation.

10.37. Additionally, neither 2 Lt Persaud nor 2 Lt Sultan could accurately locate the airstrip on the Map shown to them by the Commission. Second Lieutenant Sultan as well as Second Lieutenant Persaud admitted to the Commission that they were not equipped with a GPS or any other navigational aid during the operation. Second Lieutenant Persaud admitted during his hearing that he did not even equip himself with a note book.

10.38. In the same vein, 2Lt Sultan testified that when he found the Satellite phone he noted the last number that was called from that phone but he did not make a record of it. The Commission found that this Officer could not provide any piece of written record he was expected to make during that operation.

10.39. It was clear to the Commission that the Military Commanders were not even equipped with the basic navigational aid for patrolling and relied heavily on the Police to take them to the "**objective.**"

10.40. *Shooting Incident:* In addition to the incident of the Police Commander firing in the air, the Commission heard from Detective Inspector Dellon Elexey of another shooting incident, this time involving the GDF Commander. This incident also highlighted the failure of the Commanders on that operation to preserve the crime scene. Detective Inspector Dellon Elexey, is the Head of the Criminal Investigation Department, F Division and he testified that potentially valuable evidence were not preserved. This included the aircraft itself which bore bullet holes that were not there when it was discovered on the 14th September, 2016.

10.41. Inspector Elexey stated: *"I also interviewed Kevin Sultan a Lieutenant attached to the Guyana Defence Force, he stated that on September 15, 2016, about 11:15hrs while he was guarding the aircraft along with his colleagues from a distance of 150 meters away from the aircraft."*

10.42. *"Private Simmons raised an alarm that he saw three persons walking in close proximity of the aircraft in focus. When he looked he saw only one male Amerindian as a result, he gave the order for his ranks to take up strategic position."*

10.43. *"The ranks claimed that they were fired upon twice, which caused Private Smith to return fire. After the gunfire stopped, the ranks checked the area but no one was seen. Based on what was told to me I examined the aircraft and I saw what appeared to be a bullet hole to the nose and frame of the Aircraft"*.

10.44. The Commission concluded that this whole incident did not only betray a lack of the basic training in Field Craft, but it also highlighted a failure to issue proper operational orders – particularly, the orders for opening fire.

10.45. **Deployment:** In meeting with the Commission, the Regional Officials in the persons of the Regional Chairman, the Regional Vice Chairman and the Regional Executive Officer highlighted the paucity of resources, the weakness of the Police's and Army's current deployment relative to the growing threat of cross-border traffic, and consequently the inability of the Police to enforce the rule of law.

10.46. Police: In this regard, the Commission received testimony and supportive sketches of the current and proposed deployments of the Guyana Police Force in Region 9. It is listed at Appendix 20 below which is a sketch illustrating the locations and distances between Stations. These Police Stations are located at Aishalton, in the South Rupununi; Lethem in Central Rupununi; Karasabai in the South Pakaraimas; and Annai in the North Rupununi. There is no Police Station in the South Central Rupununi.

10.47. The distances between these stations are also of concern. They are not located to offer support to each other. For instance, the distance between the Stations at Aishaltoin and Lethem is 126 miles. The terrain can be difficult and inaccessible at times, especially in the rainy seasons.

10.48. The distance between Lethem and Annai is 76 miles and this route can be difficult in the rainy seasons as a result of flooded savannahs and roads, washed-away bridges and roads, and deteriorated road ways.

10.49. The distance between Lethem and Karasabai is 83 miles and this can be the most hazardous road in the rainy season.

10.50. Notably, these Police Stations were established as a consequence of the Rupununi Uprising in 1969. At that time, the population of the Rupununi was less than 12,851 (Census Report 2002). Some 46 years later the population of the Rupununi has skyrocketed to over 25,000. But the Police Stations are still in the same locations and given the lack of adequate mobility, the Police now finds itself in a position that they can no longer respond to the emerging security threats.

10.51. The location of the Lethem Police Station is a powerful illustration of this point. That station was established when the front of Lethem was running along the Takutu River. All traffic and trade were done via the river. Now that there is a bridge across the Takutu River, the front of Lethem has shifted to the North, running along the Lethem to Georgetown road. Therefore, illegal activities are likely to go undetected by the Lethem Police, given their present location.

10.52. Mr. Karl Singh, the Vice Chairman, Region 9 in his testimony pointed out that *“where the Lethem Police station is situated, a lot of things are happeningcoming over right at this border here and look where they are.”* The Vice Chairman further recommended that: *“we need to look at these things particularly in that cluster of Villages that this aircraft was found. We need a police outpost there. This recommendation was already made. We wrote letters saying that we need an outpost there.*

10.53. *GDF:* The Commission received oral evidence that Camp Kanuku is the current and only location of the Guyana Defence Force (GDF) in the Upper Takutu, Upper Essequibo Area. Given the threat under discussion, the GDF's deployment should be the subject of a study.

10.54. The Location Commander testified that his Mission was to Define Aggression with the essential tasks: *“To prevent incursions and other acts of aggression.”* The Commission noted however, that from its current location and with its present manpower, it calls into question whether the GDF is in a position to effectively accomplish its essential task.

10.55. The Regional Executive Officer, Mr. Carl Parker told the Commission that *“the GDF used to be deployed at Good Hope and Orinduik in the 70s and 80s. This is no longer the case. Instead there is a limited strength at Central Lethem. He reported that the army's presence is very obscure and patrols are far and between.”*

10.56. *Given the size of the Region, the army is not in a position to patrol all the hotspots on a regular basis; and when they do patrol, the objectives are lost since those patrols cannot be done on a sustainable basis.*

10.57. **Patrol Programmes:** Having established that neither the GDF nor the GPF were adequately equipped with the technology, such as radars or even the basic wireless radios, to monitor and detect the foreign aircraft's entry into Southern Guyana, the Commission tried to determine whether the Commanders had programmed their patrols to pursue the numerous reports of unusual aircraft activities, thereby deterring the aircraft from landing in Guyana.

10.58. The Police Commander tendered his patrol programme and the Commission noted that the Police in the Region concentrated its patrolling activities on the routine crime-prevention patrols which were all confined to the Lethem area.

10.59. The GDF Commander also tendered his patrol Reports for the period and again the Commission noted that even though the Commanders were aware they lacked the required technology to monitor and detect the foreign aircraft's entry into Guyana, their patrolling activities did not reflect an intent to deter the foreign aircraft from landing. In fact, the patrol programmes were not planned in such a way as to compensate for this shortcoming. .

10.60. The Commission concluded that this could not have been due to a lack of information as it was revealed to the Commission that some of these activities were reported to the Regional Intelligence Committee at which meetings the GDF and Police Commanders, were invariably, represented.

10.61. **Ground Transport:** The Commission sought to establish the amount of vehicles that were available to move the Forces around the Region, whether it would have been in response to reports of illegal activities; or it was just to maintain a presence in the Villages as part of their confidence-building measures.

10.62. Mr. Karl Singh, the Vice Chairman, Region 9 noted that *“Our military here particularly the GDF and the Police are handicapped. “So these things we bring up with the GDF, most of the time when we get information, Chairman gets information from Toshaos a few of the Toshaos by the time we call the Lt, because most of the times the GDF would have the transportation. The police is totally handicapped. We need our military people to be more mobile.”*

10.63. *We have one vehicle, which we received a couple months ago. They had to use ATVs most of the times. Then look where the police station is situated... We need our military people to be more mobile. Then, they have to get permission from their commander so it takes time. By the time they are prepared to leave everything is already taken place. Captain Shepherd, the acting Sector Commander at the time of the operation testified that there was a serious “lack of adequate ground transporting capabilities by the Joint Services stationed at Lethem. The Joint Services is deficient of adequate ground transporting vehicles to aid in joint patrols to most areas in Region Nine and Eight. At present the Guyana Defence Force has one (1) vehicle that is not equipped to go off road. The Guyana Police Force only has one (1) vehicle that can go off road but only over certain terrain.”*

10.64. **Arms and Ammunition:** The Commission intended to find out whether the amount and type of weapons made available to the Forces were suited to their individual and collective tasks, particularly those which had to do with deterring the foreign aircraft from landing in the territory of Guyana.

10.65. The Commission was told by the GDF Location Commander, 2Lt Kevin Sultan, that there were two (2) 14.5 Anti-Aircraft Machine Guns but both were unserviceable. He therefore felt that in their present state, they were useless to his operations in the Region. Colonel Patrick West, Deputy Chief of Staff and

Commandant at the time of the operation, however contradicted the Location Commander's view and stated that the weapons are not useless as there is a contingency plan to deploy the required manpower should the need arise. The Location Commander was evidently unaware of this Contingency and seemed not to be in sync with his higher Headquarters.

10.66. **Arms and Ammunition Records:** The Commission received from the Police and the Army Commanders their respective records of the ammunition stock held in that Region.

10.67. The Police were primarily armed with the FN Rifles and pistols. The Police was thus considered inappropriately armed for the task of detecting and deterring the foreign aircraft's entry into Guyana's territory.

10.68. The reverse was true for the GDF whose Commander testified that there were nine thousand four hundred and thirty nine (9,439) rounds of 7.62 x 51 ammunition but there were no weapons on the Location to use that type of ammunition. The Location Commander explained that the ammunition were to be sent out as there were no General Purpose Machine Guns (GPMGs) on that Location. He could not say when this was to be done.

10.69. Additionally, there were fourteen thousand nine hundred and fifty two (14,952) rounds of 7.62 short ball ammunition on that Location but the Location Commander could not say how long that would have lasted him under combat conditions, given the Rates of Fire of the AK47 and the LMG which are 600 and 650 rounds per minute respectively. The Commission thus concluded that the Officer was not fully prepared for his operational responsibility in that Region.

10.70. The Commission was also told by the Commander that there were two (2) 14.5 Anti-Aircraft Machine Guns with two thousand six hundred and fourteen (2,614) 14.5 Anti-Aircraft Belted and four thousand six hundred and twenty four (4,624) 14.5 AA Ball ammunition. However, the Location Commander testified that the guns were unserviceable. At any rate they were unmanned as no one on that location was trained to use those weapons and therefore useless to his operation.

10.71. This contention was subsequently countered by Colonel Patrick West the Deputy Chief of Staff and Commandant at the time. Colonel West admitted the inadequacy of trained manpower for the AA guns but testified that the contingency plan in place, is for the limited trained gunners to be deployed to that location if it becomes necessary.

10.72. **Other Equipment:** The two Military Officers, Second Lieutenant Sultan as well as Second Lieutenant Persaud admitted to the Commission that they were not equipped with a GPS or any other navigational aid during the operation. Second Lieutenant Persaud further admitted that he did not equip himself with even the Platoon Commanders Note Book.

10.73. It was clear to the Commission that the Military Commanders did not adhere to the Standard Operating Procedures (SOPs) for Combat/Battle Preparation. This was manifested in the fact that they did not equip themselves with the basic navigational aid for patrolling and as a consequence, relied heavily on the Police to take them to their "objective."

Findings on Operational Effectiveness of the Agencies of the State

10.74. The Commission determined that the foreign aircraft entered Guyana's airspace undetected despite the GCAA being equipped with the Automatic Dependent Surveillance – Broadcast (ADS-B) System. This was the most advanced

technology available to the Agencies of the State. It was a technology, which the Commission accepted was capable of monitoring Guyana's airspace but evidently not suited to monitoring, moreover detecting any **aircraft bent on intrusion**.

10.75. The Commission further learnt that the Automatic Dependent Surveillance – Broadcast was installed on 1st September, 2014 but ONLY for testing. It was subsequently put into operational use from 12th November, 2015 at a total cost of six hundred and eight thousand six hundred and fifty nine United States Dollars (\$608,659 USD).

10.76. While it has reportedly "*met all the expected outcomes associated with Aeronautical Surveillance for the purpose of Air Traffic management,*" according to Mr Samaroo, the acting Director of Air Navigation Services, "*its effectiveness is dependent on active replies from the aircraft being monitored – cooperative surveillance.*" Thus, the Commission concluded that it was not applicable to the foreign aircraft, which entered the territory of the Co-operative Republic of Guyana or any aircraft involved in illegal activities, for that matter.

10.77. The Acting Director of Air Navigation Services has identified for possible acquisition, the Primary Surveillance Radar as a more appropriate technology because it is an independent surveillance system. However, he stopped short of recommending its immediate acquisition due to the cost.

10.78. **Patrolling:** The Commission concluded that had the Army and Police Commanders been more proactive in their patrol planning, the aircraft would have been discovered much earlier. For one thing, the patrol programmes did not reflect an intent to pursue the numerous reports of unusual activities; nor did it aim at winning the hearts and minds of the residents in order to establish sources of information gathering.

10.79. The Commission further concluded that had they planned patrol their programmes to follow up on those reports, the Security Forces might have been able to arrest the local perpetrators who evidently colluded with foreigners to commit what was clearly a trans-border crime on Guyana's soil.

CHAPTER 11:

REPORT AND ADVICE TO HIS EXCELLENCY ON THE CO-ORDINATION AMONG THE VARIOUS AGENCIES OF THE STATE AND OTHER LOCAL, REGIONAL AND INTERNATIONAL ENTITIES, AS IT RELATES TO THE MATTERS SET OUT IN THE TERMS OF REFERENCE

The Commission established that the Agencies of the State and the Local, Regional and international entities that were relevant to the foreign aircraft entry into southern Guyana and the discovery of an illegal airstrip were as follows:

Guyana Defence Force

Guyana Police Force

Guyana Revenue Authority

Regional Democratic Councils

Village Councils

Brazilian Military

11.1. The Commission received no evidence that there was an existing agreement with any of Guyana's neighbours that could have been activated to assist the Agencies in monitoring, detecting and or deterring the foreign aircraft from entering Southern Guyana. The Commission, nonetheless, sought to determine whether the Guyana Defence Force or any other Agency of the State could have accessed information from the Brazilian Amazon Surveillance System (SIVAM Sistema da Vigilancia de Amazonia) In that regard, the Chief of Staff, Brigadier George Lewis testified that the GDF was not yet a beneficiary of that System.

11.2. Additionally, the Commission received in-camera oral evidence from Superintendent Wayne De Harte that the in-country Representative of the US Drug Enforcement Agency (DEA) was a member of his Team of Joint Services Investigators. Mr. De Harte however, advised the Commission that he was not permitted to discuss the

details of his investigation to which the Commission accepted and inquired no further along this line. Notwithstanding this position, the Commission later heard from the GDF Senior Staff Officer responsible for Intelligence, Major Pompey who testified that he was not a member of that Team.

11.3. Brigadier Lewis also testified that the GDF had no representation on that Team and he had received no updates on the status of the investigation from that Team. The Commission thus concluded that the coordination of the Intelligence effort particularly in relation to the incident under inquiry was somewhat flawed.

11.4. As far as the Region was concerned, the Commission received oral evidence that the level of coordination varied among the several State Agencies in Region 9. For instance, coordination between the Guyana Police Force and the Guyana Defence Force attained a higher level with each other than with any other Agencies. This could be attributed to the fact that as members of the Joint Services, the activities of the two Agencies were, invariably, sanctioned and coordinated at a higher level – the level of Headquarters GDF and GPF.

11.5. The Commission noted that apart from the minor infractions by those among the rank and file during the operation, the coordination of the resources and the efforts of the GDF and GPF in the Upper Takutu, Upper Essequibo, could be considered as very good.

11.6. The Commission however found that the Regional Intelligence Committee (RIC), which was chaired by the Regional Chairman and comprised the GDF and GPF representatives among other Agencies was almost dysfunctional.

11.7. The Commission heard from the Regional Chairman, The Regional Vice Chairman and the Regional Executive Officer on the coordinating functions of this body. The Commission was told that the RIC Meetings “*were supposed to be held once monthly. However, due to the unavailability of several members, there have been lapses in the conduct of these meetings.*”

11.8. The Commission was told that *“due to absenteeism, this Committee has not met since March 2016. At the meetings held for the year, no discussions were held in relation to the illegal airstrip at Fly Hill, or in relation to the illegal aircraft that was subsequently discovered there. However, discussions were held sometime last year (2015) on an illegal airstrip discovered at Para Bara, in the remote Southern part of Guyana.”*

11.9. The Commission concluded that a review of the structure of the Regional Intelligence Committee could be one way of improving the work of this body, which is critical to the operations of the Joint Services. Already a recommendation was made by the Toshaos and Senior Councilors that Village Intelligence Committees (VIC) be established in the Villages and be chaired by Toshaos. The VIC would be the direct link to the Regional Chairman and in this way, he would be better informed whenever he has to chair the RICs.

CHAPTER 12: RECOMMENDATIONS

Having heard over sixty (60) oral evidence, conducted several interviews, examined a number of written submissions, held several public village meetings and a Leaders Seminar, the Commission wishes to make the following recommendations for the improvement of security in general and specifically for the sharing of information between the Security Forces and residents in Region 9 – particularly in the remote villages. All of this is with the expectation that there will be no recurrence of the incident under inquiry:

- 12.1. That the illegal airstrip in the Fly Hill, Yupukari area be rendered incapable of further use by whatever means the Security Forces deem fit.
- 12.2. That a Standing Operating Procedure (SOP) for dealing with illegal airstrips in order to prevent its further use and to deter recurrences of similar activities.
- 12.3. Guyana Civil Aviation Authority (GCAA) produces an Aircraft Recognition Hand book of Guyana's aircraft in-flight and landed. This is to be issued to the Police and GDF Locations as well as to every Village Council in Region 9.
- 12.4. That the Guyana Civil Aviation Authority (GCAA) produces a Register of authorized airstrips in Region 9 and makes it available to the Village Councils, the GDF and the Police Stations in that Region.
- 12.5. That there be a review of the relevant Laws of Guyana governing the Civil Aviation in Guyana.
- 12.6. That the Guyana Defence Force reconsiders its contingency plan for the manning of the Anti-Aircraft Gun at that location and briefs Location Commanders on the purpose for holding large amounts of excess ammunition at

that Location –if that is an element of its contingency plan. If not, every effort should be made to withdraw the excess.

12.7. That the Guyana Defence Force reviews its deployment in the Region to cater to the emerging threat of cross-border crimes and to offset the inadequacy of ground transportation, which seemed to be a perennial issue.

12.8. That the Guyana Defence develops an aerial surveillance for Region 9 and incorporate the Residents in one form or another in order to deter foreign aircraft from illegally entering Guyana's air space.

12.9. That the in-coming Location Commanders undergo pre-deployment training to include a thorough understanding of the contingency plans for that Location; and the various confidence-building measures to be undertaken during a given tour of duty.

12.10. That the Police Stations and the GDF Location in Region 9 be equipped with adequate ground transportation and wireless communication to enhance regular patrolling within that Region.

12.11. That the Guyana Police Force reviews its current Police Deployment to cater to the threat of trans-border crimes given the porous nature of Guyana's border in Region 9. Accordingly, Appendix 30 shows a recommended redeployment of the Police Force

12.12. That the GDF and the GPF plan and conduct regular joint confidence patrols particularly to the remote Villages in Region 9.

12.13. That Mr. Banwarie be disciplined for: Failing to assert command over the crime scene, which lapse caused the wanton tampering of crucial evidence.

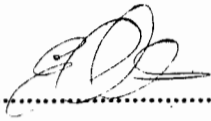
- 12.14. That Mr. Banwarie be disciplined for: using unnecessary physical force on a civilian even though the suspect was not taken into custody for any offence committed during his course of investigation.
- 12.15. That Second Lieutenant Anand Persaud be disciplined for deserting his post at the illegal airstrip and for deliberately tampering with evidence when he deflated the aircraft wheel and ripped out the emergency door of the said aircraft.
- 12.16. That the stock of equipment at the GDF Location and GPF Police Station at Lethem be increased to include computers.
- 12.17. That the structure and functions of the Regional Intelligence Committee be reviewed to cater for the involvement of the Village Intelligence Committee

CONCLUSION

The Commission received oral evidence from fifty three (53) Witnesses and held sixty nine (69) hearings and is satisfied that sufficient evidence were provided to enable the Commission to address the circumstances of the aircraft's presence in the territory of the Co-operative Republic of Guyana.

Additionally, the public meetings held in the Villages as well as the visits to the airstrip with the Village Leaders were especially helpful in arriving at the findings for the other Terms of Reference.

Brigadier (retired) Edward Orin Collins



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Commissioner

APPENDICES

APPENDIX-1: LIST OF WITNESSES

DATE	WITNESS	HEARING	DESIGNATION & ORGANISATION
MON 3 RD OCT	RUDOLPH BANWARIE	1 ST	DEPUTY SUPERINTENDENT, OFFICER IN CHARGE OF LETHEM SUB-DIVISION, GUYANA POLICE FORCE
MON 3 RD OCT	WAYNE DEHARTE	2 ND	SENIOR SUPERINTENDENT CRIMINAL INVESTIGATION DEPARTMENT, GUYANA POLICE FORCE
TUE 4 TH OCT	KEVIN SULTAN	3 RD	SECOND LIEUTENANT, IN- COMING LOCATION COMMANDER, CAMP KANUKU, LETHEM GUYANA DEFENCE FORCE
TUE 4 TH OCT	JAMES SINGH	4 TH	HEAD - CANU
TUE 4 TH OCT	MICHEAL BRASSINGTON	5 TH	PRIVATE AVIATOR
WED 5 TH OCT	CLINT FLETCHER	6 TH	INSPECTOR IMMIGRATION OFFICER, GUYANA POLICE FORCE, LETHEM
WED 5 TH OCT	HUGH DENBOW	7 TH	DIRECTOR, CIVIL AVIATION BOARD OF DIRECTORS
WED 5 TH OCT	RAYAN KHAN	8 TH	TAX OFFICER, GUYANA REVENUE AUTHORITY, LETHEM
THUR 6 TH OCT	ALLEN PAUL	9 TH	CORPORAL, SPECIAL BRANCH, LETHEM GUYANA POLICE FORCE
THURS	RUSSIAN DORRICK	10 TH	TOSHAO, YUPUKARI

6 TH OCT			
THURS 6 TH OCT	KHEMRAJ PERSAUD	11 TH	MANAGER, LETHEM BRANCH GUYANA REVENUE AUTHORITY
THURS 6 TH OCT	ALLEN PAUL, RUDOLPH BANWARIE, KEVIN SULTAN & RAYAN KHAN	12 TH	SEE ABOVE
FRI 7 TH OCT	KHRISNA SEETARAM	13 TH	SERGEANT CID, GUYANA POLICE FORCE
FRI 7 TH OCT	DERECK MENTIS	14 TH	REGIONAL INTELLIGENCE SOURCE, G2 BRANCH, GUYANA DEFENCE FORCE
FRI 7 TH OCT	LINDON DENNY	15 TH	SENIOR SUPERINTENDENT, HEAD SPECIAL BRANCH GUYANA POLICE FORCE
FRI 7 TH OCT	ANDY POMPEY	16 TH	MAJOR, SO1 G2(ACTING) GUYANA DEFENCE FORCE
MON 10 TH OCT	RENNE MELVILLE	17 TH	SELF-EMPLOYED IN FISHING AND FARMING RESIDENT AT MARAKANATA VILLAGE
MON 10 TH OCT	RAYAN KHAN	18 TH	TAX OFFICER , GUYANA REVENUE AUTHORITY
MON 10 TH OCT	JOSEPH DORRICK	19 TH	SENIOR COUNCILLOR ,QUATATA VILLAGE
MON 10 TH OCT	WILLIAM PATRICK NICHOLS	20 TH	MAJOR AIR CORPS, GUYANA DEFENCE FORCE
MON	DESMOND MICHEAL	21 ST	TOSHAO KATOKA VILLAGE &

10 TH OCT			BUSINESS MAN
TUE 11 TH OCT	KEVIN SULTAN	22 ND	SEE ABOVE
TUE 11 TH OCT	KHRISNA SEETARAM	23 RD	SEE ABOVE
TUE 11 TH OCT	EURIL CHARLES	24 TH	SENIOR COUNCILLOR, FLY HILL VILLAGE
TUE 11 TH OCT	RUDOPLH BANWARIE	25 TH	SEE ABOVE
TUE 11 TH OCT	CLIFFORD ANDREA	26 TH	FARMER, QUATATA VILLAGE
TUE 11 TH OCT	MCINTOSH DORRICK	27 TH	SENIOR COUNCILLOR, KAICUMBAY
TUE 11 TH OCT	RAMJAG	28 TH	MAJOR (PILOT) AIR CORPS, GUYANA DEFENCE FORCE
TUE 11 TH OCT	ANNAND PERSAUD	29 TH	SECOND LIEUTENANT, OUT- GOING LOCATION COMMANDER CAMP KANUKU, LETHEM GUYANA DEFENCE FORCE
TUE 11H OCT	GARVIN GENTLE	30 TH	CONSTABLE GENTLE
WED	MICHEAL CHARLES	31 ST	FARMER, RESIDENT FLY HILL

12 TH OCT			
WED 12 TH	MOHAMMED NEZAMUDEEN	32 ND	SENIOR PILOT GUYANA DEFENCE FORCE
WED 12 TH	LEE ANDREW CHARLES	33 RD	FARMER AND SON OF SENIOR COUNCIL FLY HILL VILLAGE
WED 12 TH OCT	MITZY NICHOLAS	34 TH	RESIDENT & FARMER FLYHILL VILLAGE (WIFE OF MATTHEW NICHOLAS)
WED 12 TH OCT	DILLON ELEXI	35 TH	INSPECTOR HEAD CID F DIVISION , GUYANA POLICE FORCE
WED 12 TH OCT	REX HAMZA	36 TH	AVIATION SECURITY INSPECTOR, GUYANA CIVIL AVIATION AUTHORITY
WED 12 TH OCT	KEVIN SULTAN	37 TH	SECOND LIEUTENANT GUYANA DEFENCE FORCE
MON 20 TH OCT	FIELDS	38 TH	HEAD OF THE CIVIL AVITATION
TUE 21 ST OCT	RICKFORD SAMAROO	39 TH	CIVIL AVIATION
MON 24 TH OCT	CARL PARKER	40 TH	REGIONAL EXECUTIVE OFFICER. REGION 9 LETHEM
MON 24 TH OCT	BRYON ALLICOCK	41 ST	REGIONAL CHAIRMAN. REGION #9 LETHEM

MON 24 TH OCT	CLIFFORD ANDREA	42 ND	FARMER
MON 24 TH OCT	KENRICK LAWRENCE	43 RD	PASTOR/FARMER
MON 24 TH OCT	ROMEO ABRAHAM	44 TH	TICKET SALE AGENT – TRANS GUYANA AIRWAYS
TUES 25 TH OCT	MR. KARL SINGH	45 TH	DEPUTY REGIONAL CHAIRMAN - REGION #9 LETHEM
TUES 25 TH OCT	MR. NOEL CAITAN	46 TH	DEPUTY TOSHAO - KATOKA
TUES 25 TH OCT	MS. SUSAN GEORGE	47 TH	CAMP ATTENDANT – FOOT & MOUTH CAMP BORDER CROSSING LETHEM
TUES 25 TH OCT	MR. RAVINDRADAT BUDHRAM	48 TH	SENIOR SUPERINTENDENT OF POLICE – COMMANDER F DIVISION
WED 26 TH OCT	CLARA MILLIANO	49 TH	FARMER - YURUPUKARI
WED 26 TH OCT	TRENTON MILLIANO	50 TH	FARMER - YURUPUKARI
WED 26 TH OCT	RUSSIAN DORRICK	51 ST	TOSHAO - YURUPUKARI
WED	LAWRENCE PEDRO	52 ND	EQUIPMENT OPERATOR –

26 TH OCT			REGIONAL EXECUTIVE OFFICE. REGION #9
WED 26 TH OCT	JERRY MILLIANO	53 RD	FARMER – YURUPUKARI
THURS 27 TH OCT	BRYAN ALLICOCK	54 TH	REGIONAL CHAIRMAN – REGION #9 LETHEM
THURS 27 TH OCT	CAMERON ANTHONY GEORGE	55 TH	FARMER – KATOKA VILLAGE
THURS 27 TH OCT	KARL SINGH	56 TH	REGIONAL VICE-CHAIRMAN – REGION #9. LETHEM
FRI 28 TH OCT	MERVIN WILLIAMS	57 TH	ADVISOR TO VICE- PRESIDENT, MIN. SYDNEY ALLICOCK ON INDIGENOUS AFFAIRS
FRI 28 TH OCT	RUTHANN HARRINANDAN	58 TH	SUPERVISOR OF GTM INSURANCE COMPANY. LETHEM
FRI 28 TH OCT	RUDOLPH BANWARIE	59 TH	SENIOR SUPERINTENDENT GUYANA POLICE FORCE
FRI 28 TH OCT	PATRICK FRANCIS	60 TH	DRIVER – REGIONAL EXECUTIVE OFFICE. REGION #9 LETHEM.
FRI 28 TH OCT	KEVIN SULTAN	61 ST	LOCATION COMMANDER LIEUTENANT, LETHEM REGION #9 GUYANA DEFENCE FORCE
FRI 28 TH	CLAYBURN JOHNSON	62 ND	DEPUTY SUPERINTENDENT – GUYANA POLICE FORCE

OCT			
TUES 2 ND NOV	WAYNE DEHEARTE	63 RD	SENIOR SUPERINTENDENT CRIMINAL INVESTIGATION DEPARTMENT GUYANA POLICE FORCE
WED 3 RD NOV	LINDON DENNY	64 TH	HEAD SPECIAL BRANCH GT SENIOR SUPERINTENDENT GUYANA POLICE FORCE
WED 3 RD NOV	ANDY POMPEY	65 TH	MAJOR. GUYANA DEFENSE FORCE
MON 7 TH NOV	LINDON DENNY (3 RD)	66 TH	HEAD SPECIAL BRANCH GT SENIOR SUPERINTENDENT GUYANA POLICE FORCE
MON 7 TH NOV	GEORGE LEWIS	67 TH	BRIGADIER, GUYANA DEFENSE FORCE
WED 8 TH NOV	PATRICK WEST	68 TH	DUPTY CHIEF OF STAFF GUYANA DEFENCE FORCE
THUR 10 TH NOV	DOMANIC SHEPHERD	69 TH	CAPTAIN GUYANA DEFENCE FORCE

APPENDIX 2: RULES OF PROCEDURE

THE COMMISSION OF INQUIRY

APPOINTED TO INQUIRE INTO ALL THE CIRCUMSTANCES IN WHICH A FOREIGN AIRCRAFT ENTERED INTO THE TERRITORY OF THE CO-OPERATIVE REPUBLIC OF GUYANA AND WAS DISCOVERED ON THE GROUND NEAR TO THE VILLAGE OF YUPUKARI, IN THE RUPUNUNI (UPPER ESSEQUIBO- UPPER TAKATU) REGION 9.

Rules of Procedures

In exercise of the powers conferred on it under Section 9 of the Commission of Inquiry Act, Cap19:03, the Commission of Inquiry appointed by the President of the Co-operative Republic of Guyana on the 28th day of September, 2016 and whose appointment was published in the Official Gazette on the 28th day of September, 2016, makes the following Rules.

Part I

Interpretation

1. In these Rules:
 - a) "Commission" means Brigadier (retired) Edward Orin Collins being the person appointed as the Commissioner by His Excellency the President of the Cooperative Republic of Guyana on 22nd day of September, 2016 under the provisions of the Commissions of Inquiry Act, Cap. 19:03
 - b) "Commissioner's Counsel" means counsel appointed to the Commission and retained by the Government of Guyana to act as Counsel to the Commission
 - c) "Document" includes any paper writing or material that is in electronic audiotape or videotape form, digital productions, photographs, maps, graphs, microfiche or any data or information recorded or stored by means of any device

Part 2
The Inquiry

2. The Commission's mandate established by its Terms of Reference is:
- a) To examine the circumstances in which a foreign aircraft entered into the Territory of the Co-operative Republic of Guyana and was discovered on the ground near to the Village of Yupukari, in the Rupununi (Upper Essequibo-Upper Takatu) Region 9.
 - b) To investigate whether the events of September, 14, 2016, involving a foreign aircraft entering the territory of the Co-operative Republic of Guyana involved any breaches and/ or violations of the laws of Guyana.
 - c) To investigate whether, in respect of the matter under investigation, there was any prior discovery of any unusual or suspicious activity within Rupununi, that gave rise to the inference that a foreign aircraft was likely to enter the Territory of Guyana and whether such information was provided to the relevant officers, and whether appropriate steps were taken in respect of the information provided.
 - d) To examine whether it can be concluded from the information available and the relevant evidence and witness testimony as appropriate that the relevant agencies and Officers were negligent in that they failed to adhere to the Standard Operating Procedures and their obligations to the State having regard to 1. Terms of Reference, above.
 - e) To investigate whether the relevant authorities failed to deal appropriately or adequately with the matters that gave rise to a foreign aircraft entering the territory of the Co-operative Republic of Guyana;

3. The Commission is governed and guided by the Commission of Inquiry Act Cap. 19:03.

4. The proceedings of the Inquiry shall be conducted continually at the Amerindian Hostel, Terry Boston Street, Lethem Town, Rupununi, (Upper Essequibo- Upper Takatu), Region 9 and in such other places as the Commissioner may determine.
5. Notice of dates of hearings will be provided in a timely manner.
6. Unless otherwise directed by the Commission, hearings shall commence at 10:00am and conclude at 3:00pm or such other time as may be necessary. There may be breaks as may be convenient.
7. All parties and their counsel shall be deemed to undertake to the adherence of these rules. Any party or the Commissioner himself may raise any issue of non-compliance with these rules. The Commission shall deal with these issues of non-compliance as it sees fit.
8. The Commission may depart from these rules when it considers it appropriate to do so.
9. The Commission may amend these rules or dispense with compliance with them as it deems necessary in order to ensure that the hearing is thorough, fair and timely.
10. The Commission may postpone any date set for any hearing. The Commission shall notify any person, organisation or office affected by the postponement of the new date.

Part 3
Standing

11. A Counsel is available to the Commission. He is responsible for ensuring that the inquiry is conducted in an orderly fashion and that all matters bearing on the public interest and falling within the scope of the Commission's mandate are brought to the Commission's attention. Commission's Counsel has standing throughout the inquiry but shall only sit during those hearings as the Commission deems necessary.

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12. The Commission shall determine on what terms a party may participate in the inquiry and the nature and extent of such participation
 13. Counsel representing a witness who is called to testify before the Commission may participate during the hearing of that witness's evidence without the necessity of applying for standing.

Part 4
Evidence

A. General

14. The Commission may receive any evidence that it considers to be helpful in fulfilling its mandate whether or not such evidence is admissible in a court of law.

B. Documentary Evidence

15. All witnesses shall produce to the Commission true copies of all documents in their possession or control having any bearing on the subject matter of the inquiry. Upon the request of the Commission, witnesses shall also provide originals of relevant documents in their possession or control for inspection
16. Anyone who is not necessarily a witness shall produce to the Commission true copies of all documents in their possession or control having any bearing on the subject matter of the inquiry. Upon the request of the Commission, Anyone who is not necessarily a witness shall also provide originals of relevant documents in their possession or control for inspection
17. All documents received by the Commission shall be treated by the Commission as confidential, unless and until they are made part of the public record or the Commission otherwise directs. This does not preclude the Commission from producing a document to a potential witness prior to the testimony of the witness as part of the Commission's investigation; nor does it preclude the Commission from disclosing such documents to the witnesses.
18. Any person required to produce a document or documents pursuant to rules 16 and 17 above or pursuant to a subpoena or summons issued under the

Commissions of Inquiry Act Cap 19:03 and who claims privilege in respect of such document, shall produce a list of the documents in respect of which privilege is claimed, stating the basis and reasons for the claim of privilege. The Commission shall determine whether such claim of privilege is justified.

C. Witness

19. Witnesses who testify shall give their evidence under oath or upon affirmation
20. Prior to giving evidence, witnesses who have provided signed statements shall be invited to confirm on oath their written statements which shall be accepted as the evidence of that person.
21. Witnesses are entitled to have their own Counsel present while they testify. A witness's counsel has standing in the inquiry for the purposes of that witness's testimony.
22. Witnesses may be called to give evidence in the inquiry more than once.
23. Where it considers it advisable, the Commission may issue a summons or subpoena requiring a witness to give evidence on oath or affirmation and/or to produce documents or other things
24. The Commission shall admit any evidence provided that it is relevant to the inquiry.
25. The Commission with or without the assistance of Commission's Counsel may interview persons believed to have information or documents bearing on the subject matter of the inquiry.
26. The Commission may be assisted from time to time in the interviewing and recording of statements from any witness or potential witness by an investigator or investigators.
27. The Commission may choose whether or not to attend an interview and the Commission's Counsel shall provide the Commission with a transcript or report of all interviews conducted in its absence.

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28. Persons interviewed by Commission's Counsel may choose to have legal Counsel present during the interview, but are not required to do so.
 29. Persons whose interview is requested by the Commission or Commission Counsel shall answer all relevant questions and produce any relevant documents.
 30. A subpoena or summons may be issued if the person to be interviewed requests one or if the Commission or Commission Counsel deems it prudent to compel the attendance of the person.
 31. The Commission may require evidence to be presented in writing and may decide the matters in which it may hear oral evidence.

D. Public Hearing

32. The Inquiry shall be held in public. The press, television and radio broadcasters shall have access to the hearings at any time subject to Rule 33 below. The Commission may direct that broadcasting be suspended at any time in the interest of security
33. Where the Commission is of the opinion that it is necessary that in the interest of security or the proper administration of justice or the due conduct of the inquiry to exclude all or any members of the public from the hearing room, it may direct that such part of the hearing as it deems appropriate be conducted in the absence of the public or on such terms and conditions as the Commission may direct.

Part 5

Amendments to the Rules

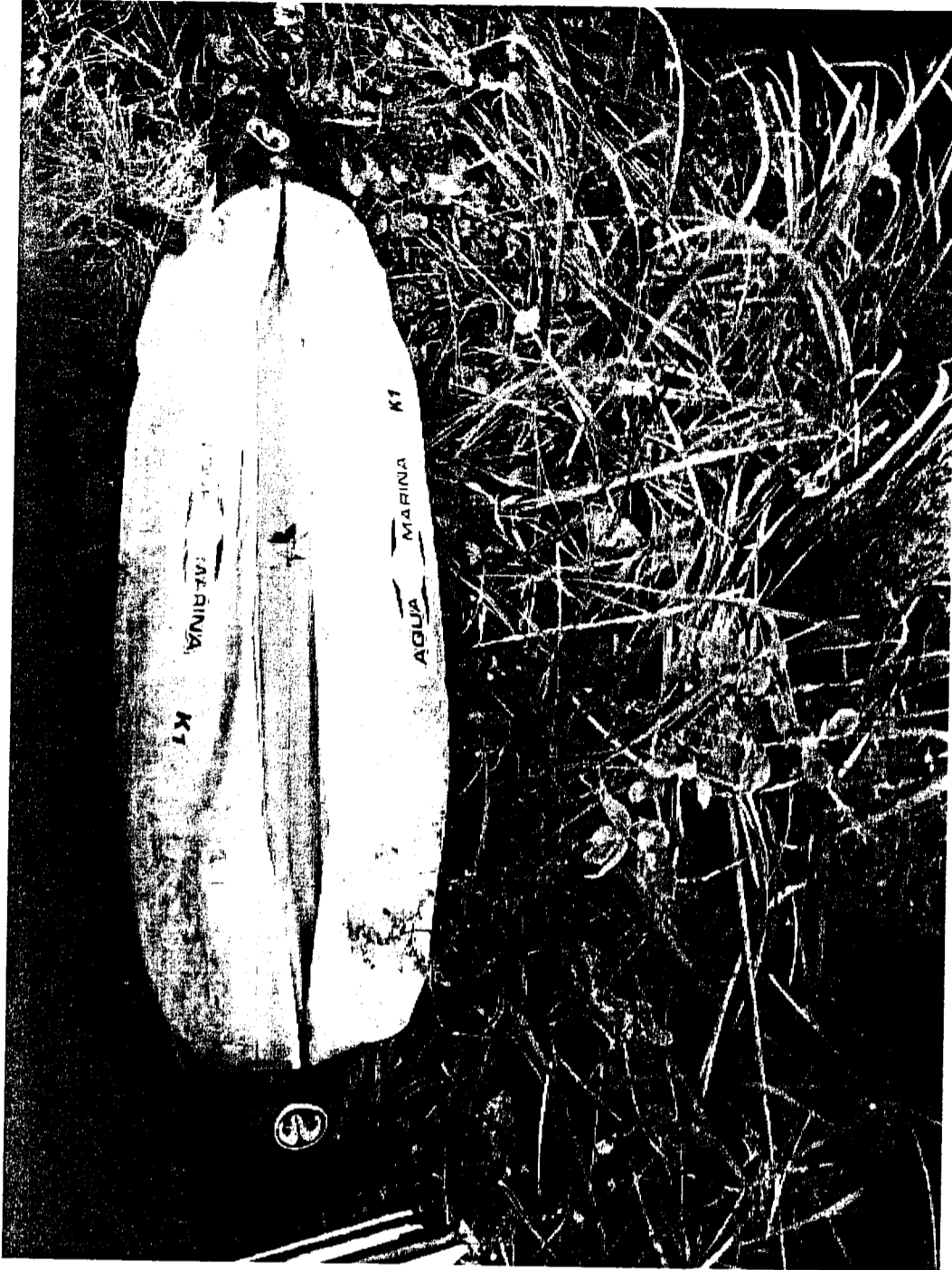
34. These rules may be amended and new rules may be added if the Commission considers it advisable to do so in order to fulfill its mandate and to ensure that the inquiry is conducted fairly, thoroughly and with appropriate transparency.
35. The Commission may, in any circumstances it shall see fit extend the time appointed by the Rules or fixed by any order or direction of the Commission for doing any act or taking any step in this inquiry.

Issued by the Commissioner this 3rd day of October, 2016


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Brigadier (retired) Edward Orin Collins

APPENDIX 3: COLLAPSIBLE RUBBER BOAT



APPENDIX 4: EXPERT'S OPINION ON THE HISTORY AND POSSIBLE ACTIVITY OF THE FOREIGN AIRCRAFT

The Cessna 441 aircraft, which was discovered in Southern Guyana, is powered by a Garret Engine. In fact this aircraft has a modified engine upgraded to four blades from the original three blades. Notably this is not an inexpensive operation to upgrade as it enables the aircraft to fly higher, faster and increases the overall range of the aircraft.

It has been ascertained from the numerous documents found on the site and reflected at that the true Serial Number of the aircraft is "441-0222."

The evidence also suggests that this aircraft was manufactured in 1981 and registered in the United States of America. It operated in the USA until late 2015 when it was sold to an unidentified purchaser from Mexico, deregistered and exported to that country.

The last date of registration in the United States, according to the evidence before the Commission, was 16th September, 2015 - the date when the certificate was issued to "Yeli Aircraft LLC, 10311 Oasis Street Apartment A2, San Antonio, Texas Bexar U.S.A, Zip 78216-4005"

Again from the evidence found at the site and from the research conducted, the aircraft was manufactured in 1981 - sometime between January and September. At that time the Serial Number was N7707C. And sometime before 12th August 1995, the Registration was changed to N533M. This deduced from a "Weight and Balance" document that was found on-board the aircraft.

From the evidence found onboard it is confirmed that from as late as Sept 2nd, 2014, the aircraft still maintained the same registration of N533M. This is the black, hand-written Registration on the fire extinguisher bottle.

It should be noted that this type of aircraft is hardly ever used as a cargo hauler. It was developed by Cessna as a VIP transport aircraft for executives and the moderately wealthy. Accordingly, this aircraft type would have been outfitted with the latest in avionics and a luxurious leather interior at the time of delivery to its first customer.

The aircraft when discovered in Guyana was stripped down for the carriage of cargo since all the seats were removed from the interior and no passenger seats were found at the site.

Among the scattered items inside the aircraft were multiple (approximately 7) green and white aluminum tins of turbine engine and accessory oil. This is indicative of an operation that is conducting flights in "isolation" away from built up airports where oils and all the standard services are readily available. It is unusual to fetch that quantity of extra oils. The extra carriage of red and white aluminum tins of aero shell 41 hydraulic fluid equally confirms this view.

There was what looks like the nose wheel steering bar against the Starboard side of the fuselage of the aircraft. This also suggests the same as it would not be required at nearly all standard airports. Nearly all airports around the world have all the various types of

tow bars to assist with ground maneuvering of aircraft when they are not under their own power.

There was a Tow bar resting on top a cushion, which turns out to be the cover for the Lavatory/ toilet that was still left onboard. This firmly suggests that the persons operating this aircraft knew they would need to use a lavatory facility since they intended to conduct lengthy flights.

The illegal airstrip is approximately 2,400ft. The Cessna Conquest requires at least 1,800 Ft. of runway when operated at MGTOW from an asphalt type surface. Constructing this runway to just over 2,000 feet suggests that this runway was built specifically for this type of aircraft or maybe similar.

The surface at this airstrip is hard, it exceeds 2,000ft. And there are no obstacles at the approach nor the departure ends of this runway which is needed since this is a low wing, high-performance aircraft. This type of aircraft needs an uninterrupted glide path for both take-off and landing.

A manual for a Garmin AERA 795/796 GPS was discovered in the aircraft just above the cockpit glare-shield. It is observed also that the power supply and mount were specifically set up for this AERA GPS attached to the aircraft.

The power supply cord from the GPS Mount is observed stretching away from the right side of the mount to a power source indicating that someone pre-wired this so that this GPS would always be charged for lengthy flight profiles.

This type of GPS does not have a very long battery life, consequently requiring this permanent type of power source. Someone with aviation electrical knowledge had to install this mount and the power supply cable.

The cards for this 530 GPS seem to still be intact and in the GPS. If the GPS is powered-up the cards and the flight history for this unit might still be in its data base. This would certainly give very detailed information for some of the flight history for this aircraft. This Garmin 530 GPS was installed and certified on May 23, 2006.

It is observed that the passenger seats in the cabin were all removed. Additionally, it is noted that the co-pilot's seat is adjusted unusually high suggesting that the occupant was shorter and wanted to see over the glare-shield. It could be a woman consistent with the female pilots' preference for having a view of the aircraft nose when flying.

It also indicates that at some point in time, at least one other person was onboard the aircraft assisting the pilot. This person could also be a 2nd pilot that was needed to relieve the 1st pilot on the longer flight missions.

It is clear that this aircraft was not used for passenger transport as the carpet was removed. Carpets also trap a lot of odor from items that may fall onto it or rest on same. There were obviously multiple reasons why this was removed.

The altimeter setting is at 29.92 which is the conventional setting for a flight path with an altitude of 18,000 or higher. It suggests that the pilot(s) was aware of the type of environment he/she was flying over. It is also noted that the previous setting for the altitude alert instrument was 11,500 Feet. Pilots usually set this to 1,000-2,000 Feet above the highest terrain that they will overfly to ensure that they will not impact anything along the selected flight path

Observing this photograph, it is noted that there were frequencies recently used remaining on both the Communications Display and the Navigation Display. As long as no one tampered with these, the one that was being monitored last was Frequency 120.40.

The one prior to this was Frequency 130.30. Using these, one could narrow the direction from which the aircraft came as these are subsequent frequencies. The latter, 120.40 could have been the Frequency that was being used by the pilot to communicate with the welcome party on the Ground in Guyana.

With respect to the Navigation frequencies (VOR), the two (2) most recent frequencies that were used on this aircraft were 113.0 and 112.7. Every VOR station has a specific frequency, some are redundant but these two frequencies can certainly be used to see what stations in the Region utilize them. The pilot(s) most likely used these as his back up navigation aids along their route to or from Guyana. Notably, there are NO VOR stations with these frequencies in Guyana. When checked and plotted on the Area B Navigation Chart, these frequencies are located in Marinilla and Ambelema, Colombia

Also noted in the aircraft, were two (2) spare wheels, one of which was already built up. This suggests that the operators of this aircraft knew they would be operating into NON-asphalt runways. For them to walk with a second and even a third spare wheel suggests that this aircraft almost had never visited any standard airports – in recent times. Additionally, the Yellow metal device looks like a device that is used to remove tires from the wheel hub further supporting the theory that this aircraft does not fly into standard airports and it is not maintained in accordance with any regulatory requirements.

Another photograph shows the DATA Plate affixed to the aircraft clearly confirming that this is a Cessna 441, Serial number 441-0222. It should be noted that the registration number "N767Z" that is painted or affixed to this aircraft is not placed onto the fuselage or the engines, which is the standard requirement in accordance with the Federal Aviation Regulations.

This suggests that those who placed this onto the aircraft is ignorant on how Registration markings must be affixed to a US-registered aircraft. Additionally it is unlikely that this aircraft could have been operating within or out of the United States as most Inspectors would have detected this flaw almost immediately and consequently would have straightaway demanded a through ramp inspection.

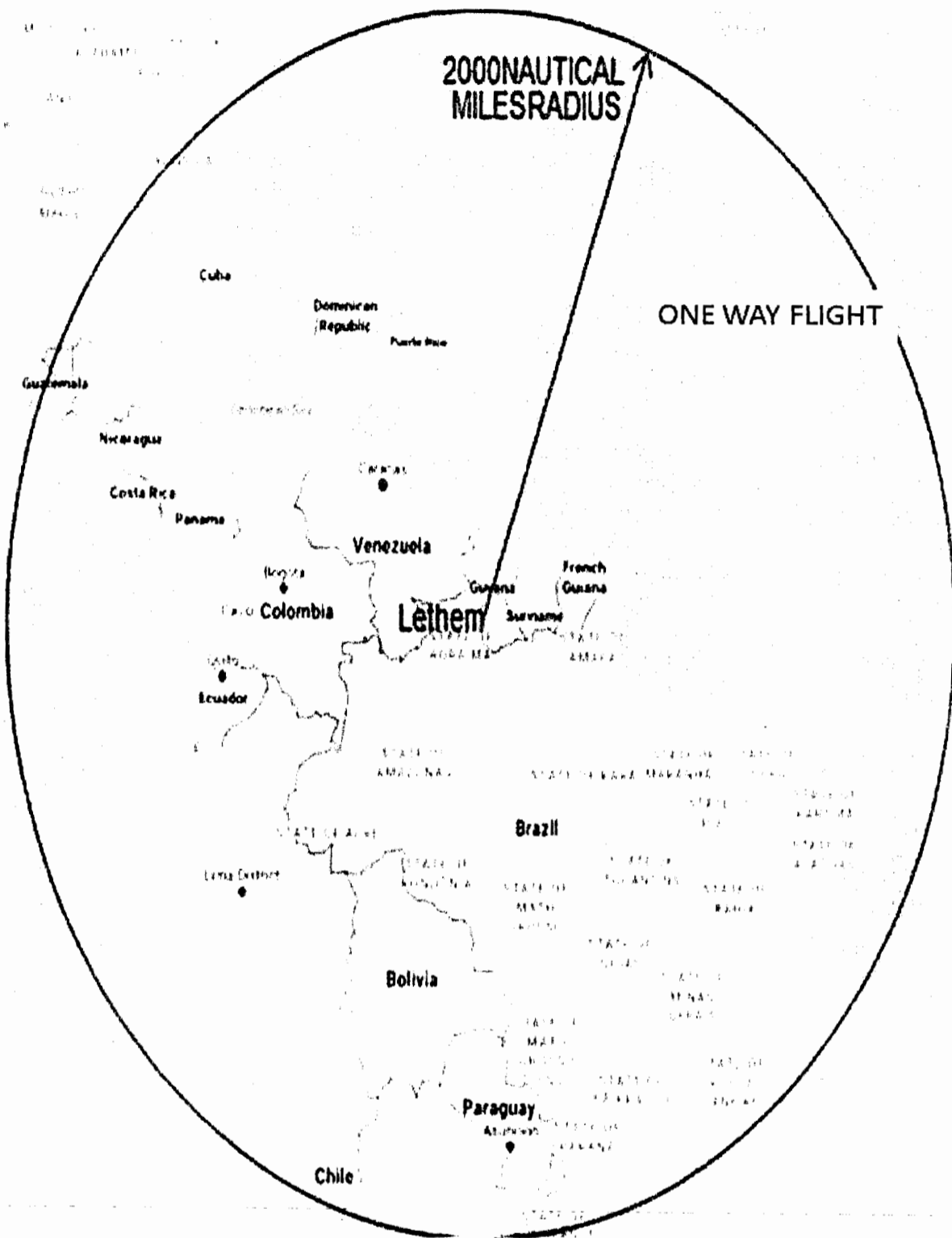
As for the two (2) "quick donning" type pilot oxygen masks, which were deployed and found lying on the pilots seats, there could be two reasons as to why the oxygen masks were deployed:

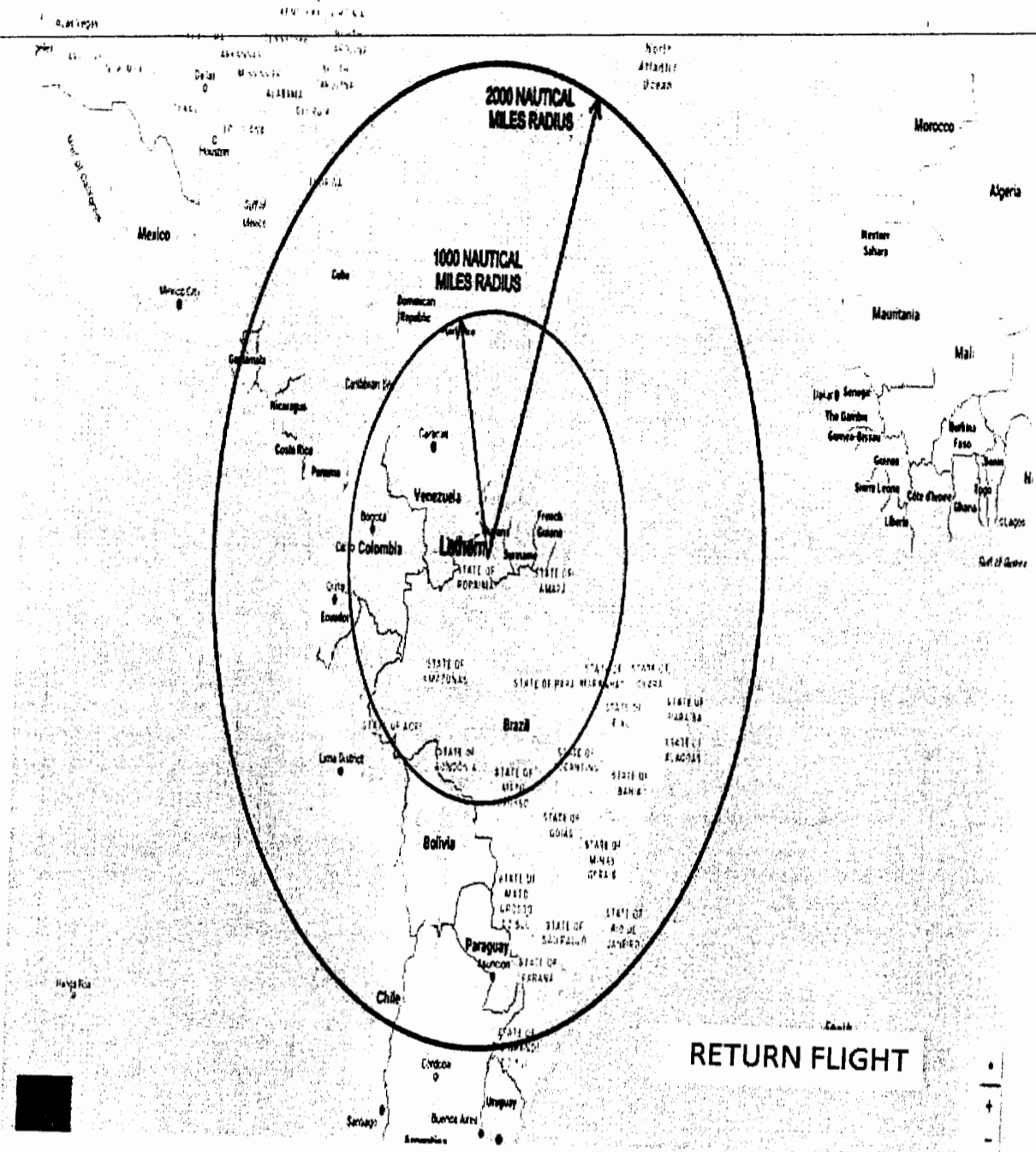
a) ~~One reason could be that there was probably an actual in-flight emergency that required a rapid descent to a lower altitude to allow for a continuous flow of sufficient oxygen required in the cabin. Or, the descent from a higher altitude could have been for evasion purposes. However, when the aircraft was discovered the local engineers reported that there was an issue with the PORT engine. This suggests that the aircraft might have had an engine issue in flight requiring the crew to perform an emergency descent to a lower altitude. The standard procedure for conducting such a maneuver usually requires the pilot(s) to don these masks in order to ensure no loss of consciousness.~~

It should be noted that cabin air for the pressurization system of the Cessna Conquest is sourced from both engines of the aircraft. Failure to one engine would therefore require the crew members would have to wear the oxygen masks to breathe normally, since the second engine would be unable to provide enough air flow to maintain the required pressurization at the higher altitudes. Consequently, the pilot would have to conduct a rapid emergency descent to a lower altitude where the only working engine would not only maintain a level flight but also generate enough air for the pressurization system.

(b) Another reason as to why the oxygen masks were deployed and left lying on the seats could have been the presence of some kind of strong odor emanating from the cargo on board. This could greatly affect the pilot(s) breathing. Any cargo would have been placed directly behind the pilots' seats because there is no partition between the cockpit and the cargo. Reality would most definitely suggest that there was a need for the pilots to breathe oxygen continuously so as not to be affected by any strong fumes coming from the cargo. This theory is supported by the fact that there were no additional oxygen bottles found on board the aircraft nor the surrounding area at the site.

APPENDIX 5: RANGE OF AIRCRAFT







**APPENDIX 6: REPORTS ON ALLEGED ILLEGAL AIRSTRIPS, SUSPICIOUS
FLYING AND ILLEGAL LANDING OF AIRCRAFT/REGION #9
DURING PERIOD 2015-09-01 TO 2016-10-01**

I refer to the above subject and wish to state as follows:

The attached are reports generated on alleged illegal airstrips, suspicious flying and illegal landing of aircraft in Region #9 between September 2015 and October 2016.

These reports are duly tendered as exhibit in the Commission of Inquiry into the circumstances in which a foreign aircraft entered into the territory of the Co-operative Republic of Guyana and was discovered on the ground near to the village of Yupukari in the Rupununi (Upper Essequibo-Upper Takutu) Region 9, on 2016-09-13.

Sgd. L. Denny
Senior

Superintendent

Head Special

Branch

**UNIDENTIFIED AIRCRAFT/ACHIWIIB VILLAGE DEEP
SOUTH RUPUNUNI/FLYING LOW**

Information obtained revealed that on Thursday 2016-09-15 about 15:00 hrs, a white Cessna aircraft was observed flying low and circling around a hill known as Bottle Hill, which is located about eighteen kilometers north west of Achiwiib Village, twenty kilometers west of Karandarnau and about ten kilometers east of Bashaidrum Village, Deep South Rupununi, Region Nine.

It was learnt that the area is rich in precious stones and gold and it was likely that those persons were using the aircraft to do aerial survey of the area. However, they could also be surveying the area to construct another illegal airstrip.

It was further learnt that there was an old airstrip at Tamteen, which is close to the area where the aircraft was seen.

2016-10-03

Report disseminated to (Ag) COP on 2016-10-03

ILLEGAL AIRCRAFT LANDING BETWEEN FLY HILL
AND KATOKA VILLAGE CENTRAL RUPUNUNI

Information obt

ained revealed that the illegal aircraft landing continues between Katoka and Fly Hill Villages, Central Rupununi, on the West Bank of the Rupununi River, where there is said to be an illegal airstrip.

It was learnt that villagers of Katoka and Fly Hill have seen the aircraft on many occasions. However, Desmond Michael, Toshao of Katoka Village, Euriel Charles, Senior Councillor of Fly Hill and Macintosh Dorrick, Senior Councillor of Kaicumbay have knowledge of these illegal activities.

Shawn Hutson Singh, male East Indian, a resident of Tabatinga Housing Scheme, who is a driver and vehicle owner, could be seen with his vehicle on a regular basis at this particular place before and after the aircraft touches down. Singh was also involved in the illegal aircraft landing at Parabara, Manwar, Mountain Point and Mandakara Airstrip.

Singh is said to be supplying the farmers of that area with food stuff and other items which they would need for their homes. He also told them to keep the information to themselves, because the persons who are involved were well armed and dangerous.

It was also learnt that there were a number of fifteen (15) gallon containers with aviation fuel and that several aircraft are suspected to be refueling at this airstrip. These aircraft have no registration numbers and could be seen between 14:30 and 16:00 hrs. The farmers around that area are calling the place a gas station.

Villagers from Katoka, Fly Hill and Kaicumbay are afraid to go fishing and hunting around the area because of what is going on.

2016-09-13

Report disseminated to (Ag) COP on 2016-09-13

UNKNOWN AIRCRAFT/KATOKA VILLAGE AND MANDAKARA
AIRSTRIIP/ILLEGAL LANDING

Information received that on Sunday 2016-06-26, an unknown aircraft landed at Katoka Airstrip, Katoka Village, Central Rupununi, but no one came off or boarded the aircraft and it spent about five (5) minutes.

On the said day, checks were made in the area but there was no access to the village due to high water. However it was learnt that an unidentified single engine craft had landed at the village and that there was another airstrip over the Rupununi River, west of Katoka Village and south east of Fly Hill Village in the vicinity of Wariku Creek and the farming area of Matthew Nicholas, a villager of Fly Hill.

It was also learnt that there is an all-terrain vehicle and a canter truck at the said airstrip. However the airstrip was not located due to high water and swamps which had to be crossed to reach the area.

Checks were made at Mandakara Airstrip where tyre impressions which seemed to be that of an aircraft were observed, also an area where the aircraft seemed to have overnigheted. During the checks two (2) fifteen (15) gallons fuel containers, blue and white in colour, a camp site with a blue tarpaulin, water bottles, rice bags containing food stuff, a Brazilian gas bottle with a two (2) burner table model gas stove and three haversacks were found.

From observation, two (2) persons seemed to have stayed at the camp. Tyre impressions of vehicles and two wheel motor cycles were also observed in the area.

2016-07-05

Report was not disseminated

ILLEGAL AIRSTRIPS/MUNWAR SAVANNAHS/ DEEP SOUTH RUPUNUNI,
REGION NINE

Enquiries revealed that the illegal airstrip at Munwar Savannahs which is between Katoonarib Village, South Central Rupununi and Karaudarnau Village, Deep South Rupununi, Region Nine (9) remains active.

2. It was revealed that on 2016-02-06, between 16:00hrs and 16:30hrs a sound of a single engine aircraft was heard within the airstrip area at Munwar Savannahs.

3. However on 2016-02-07, between 06:00hrs and 06:30hrs; observation was made on the airstrip at Munwar Savannahs which is about twenty (20) miles from Karaudarnau Village. Tire tracks of an aircraft was discovered on the runway and tire tracks were detected as of a Land Cruiser that came in from and went out to Lethem, Central Rupununi, Region Nine.

4. Further information received that on two (2) occasions during the night, Murphy THOMAS; male Amerindian was met driving an unknown land Cruiser with some occupants from Lethem to Karaudarnau Village. He claimed that he was travelling to Karaudarnau Village on a hire; however, during that time the Land Cruiser never did arrive to Karaudarnau Village but the said tire tracks of the Land Cruiser were discovered at Munwar airstrip and returned to Lethem, Central Rupununi. THOMAS who was once a driver for the Regional Democratic Council; Region Nine vehicle is unemployed and currently resides in Lethem, Central Rupununi.

5. It was further learnt that Allen WILSON; Male Amerindian of Katoonarib Village, South Central Rupununi was the one to organize the unknown Land Cruiser to be driven by Murphy. WILSON; alias "ASSAFF", who currently works at Dadanawa ranch as a tour guide is brother-in-laws with THOMAS.

6. Further information received that the airstrip at Munwar Savannahs was maintained during the moonlight at nights. Persons who were said to be involved were Cephas WILSON, Vivian GEORGE of Katoonarib Village and others who were from Lethem but no names were mentioned.

2016-02-12

Report was not disseminated

ILLEGAL AIRSTRIPS/ PARABARA SAVANNAHS/ DEEP SOUTH RUPUNUNI,
REGION NINE

Relative to my secret report on Illegal Airstrip at Parabara Savannahs, Deep South Rupununi, Region Nine (9), remains active.

2. Information received revealed that an aircraft had touchdown sometime last month January, 2016 which was said to be during the moonlight at night. It was learnt that several fire spots were lit along the runway airstrip as an indication to the aircraft.
3. However; persons, who were said to be involved in maintenance and monitoring the airstrip at Parabara Savannahs which is about seven (7) miles from Parabara Village, are: Odo EDWARDS and his sons Lazarus EDWARDS and Zaccheus EDWARDS of Karawadaru Village, Deep South Rupununi.
4. More so Ekufa MAWASHA; Toshao of Parabara Village also has clear knowledge of his people involvement on the maintenance of the airstrip.
5. It was further learnt that Odo EDWARDS, a farmer within the area has two (2) other secret camps in the bushes beside his farm camp where he store fuel and other equipment which he is in charge of to maintain the airstrip.
6. Further information received that one Elvis THOMPSON; Councilor of Karawadaru Village who is also a member of the Community Policing Group (CPG); whose wife is related to Odo EDWARDS has clear knowledge of Odo's secret camps and his activities at Parabara.
7. However; Odo's sons Lazarus and Zaccheus would travel from Parabara to Karawadaru Village on their cycles to meet and communicate with Elvis THOMPSON and his wife Diana THOMPSON who then keep Odo's activities as confidential.

2016-02-12

Report was not disseminated

INFORMATION COMING OUT OF THE REGIONAL INTELLIGENCE
COMMITTEE (RIC) MEETING OF REGION NINE

On Wednesday 2015-12-16, the monthly statutory Regional Intelligence Committee (RIC) meeting of Region Nine was held and coming out of the meeting was that the Good Hope Airstrip in North Rupununi was graded.

Acting on this information, a visit was made to Good Hope Airstrip, where it was observed that the runway was indeed graded about three (3) weeks ago but there was no sign of any aircraft landing on the runway. However, it was learnt that the airstrip was abandoned for a number of years.

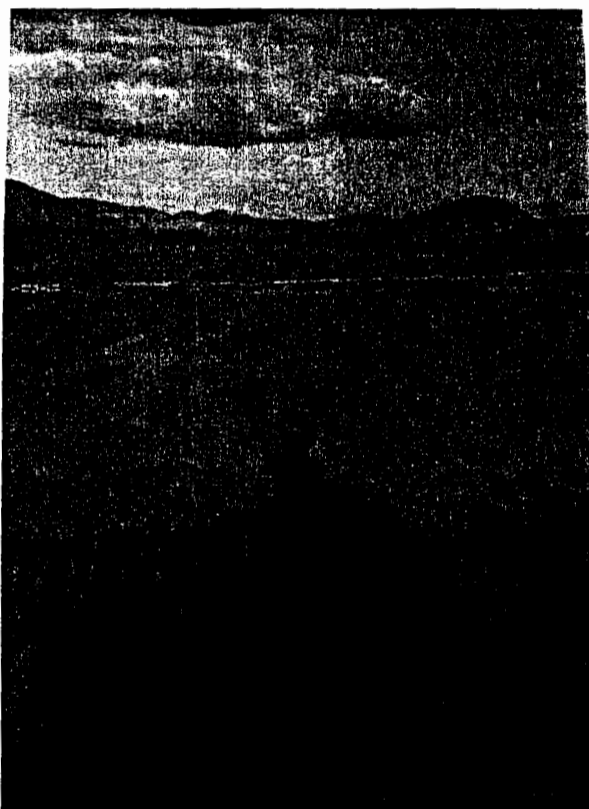
The airstrip is about five kilometers north of Santa Fe rice farm and is about one kilometer in length and twenty meters in width and run east to west.

Enquiries revealed that Osbert Rebeiro, a resident and contractor of Lethem, was contracted by Ronald Thomas to grade the runway using his excavator, but it was not ascertained where he resides.

Attached is a photograph of the airstrip.

2015-12-18
disseminated

Report was not



MANDAKARA AIRSTRIP/PIRARA AND MARKANATA
RANCHES, CENTRAL RUPUNUNI/WEEDING AND CLEARING
OF AIRSTRIP AND SUSPECTED ILLEGAL PLANE LANDING

On Thursday 2015-12-10, it was observed that there were weeding and clearing of the Mandakara Airstrip which is located between Pirara and Markanata Ranches, Central Rupununi. It is about thirty-five kilometers (35 km) north from Lethem, Region Nine.

There were signs of tyres impression on the runway which was likely to be that of aircraft. The runway is about fifty feet (50 ft.) wide and approximately 1.9 km long.

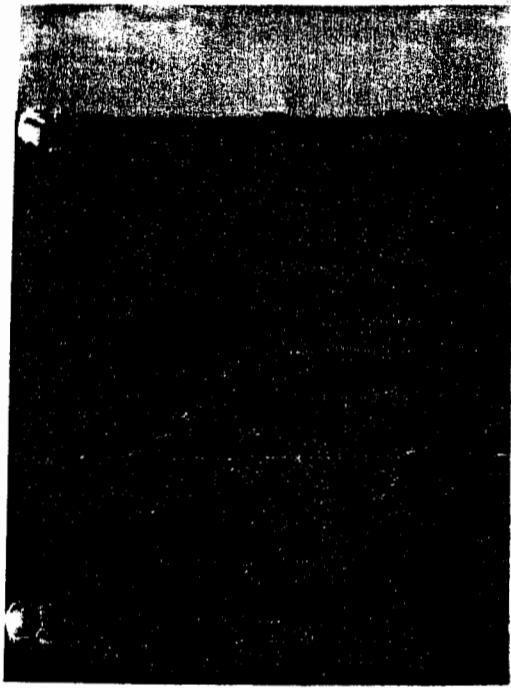
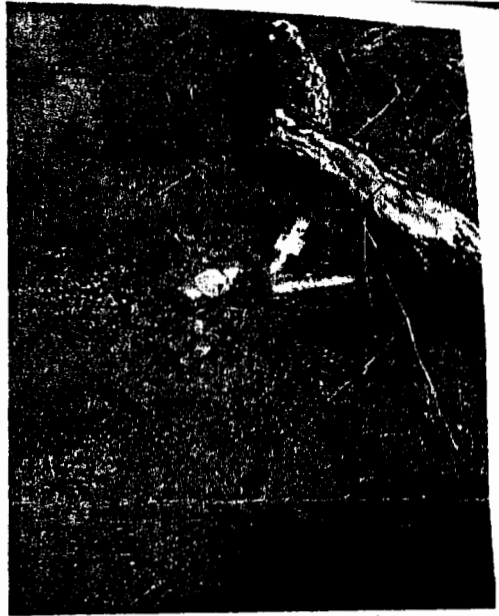
It was also learnt that this airstrip was built sometime in the 70's, where beef was shuttled from Pirara Ranch to the Coast but due to some reason, this was stopped and the airstrip was abandoned until about three (3) to four (4) years ago when an unmarked aircraft was found there and after that bushes and grass had since taken over.

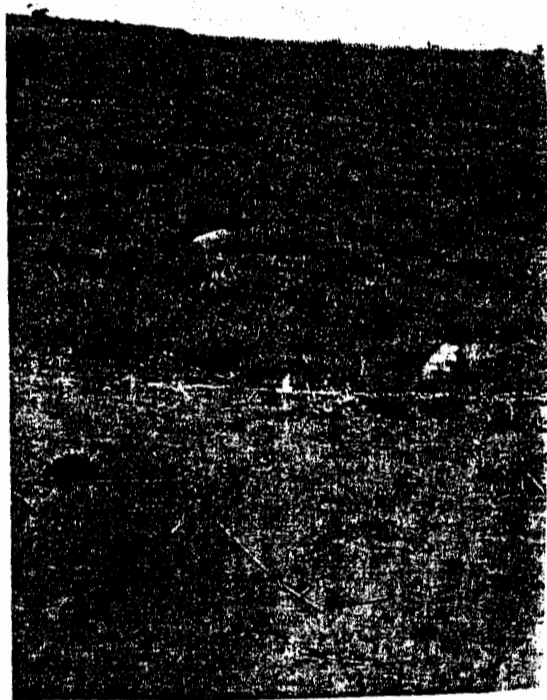
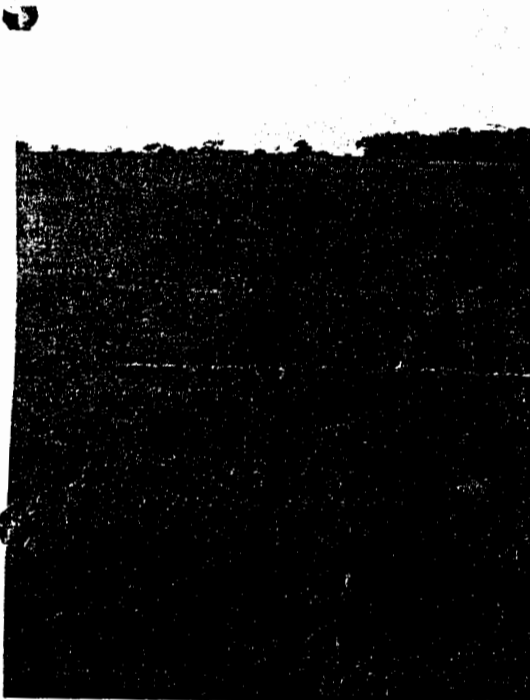
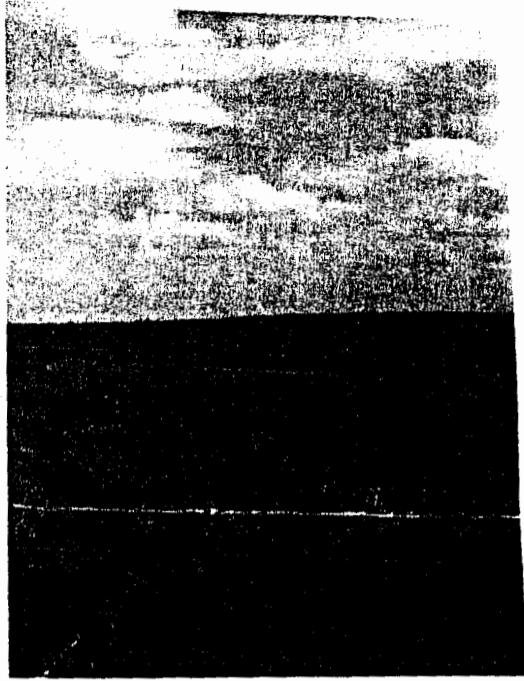
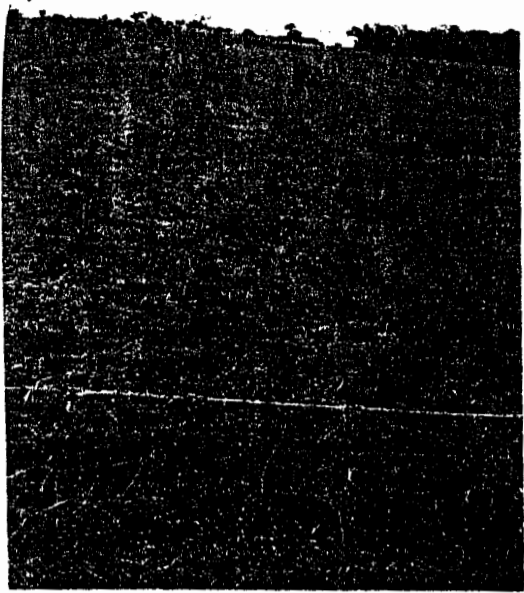
It was also learnt that Jude Abraham, Manager of Pirara and Montezero Ranches and an employee of Trans Guyana Airways based at Lethem would visit these ranches on a daily basis. Jude also has two (2) other brothers, Matthew and Romeo who are also employed by Trans Guyana Airways and work at Lethem. The Abraham brothers along with Ryan Khan, a Customs Officer based at Lethem, would go fishing and hunting at Pirara, Markanata and Montezero Ranches on a daily basis. It was said that the Abraham brothers have knowledge of the illegal activities that are taking place at Mandakara Airstrip.

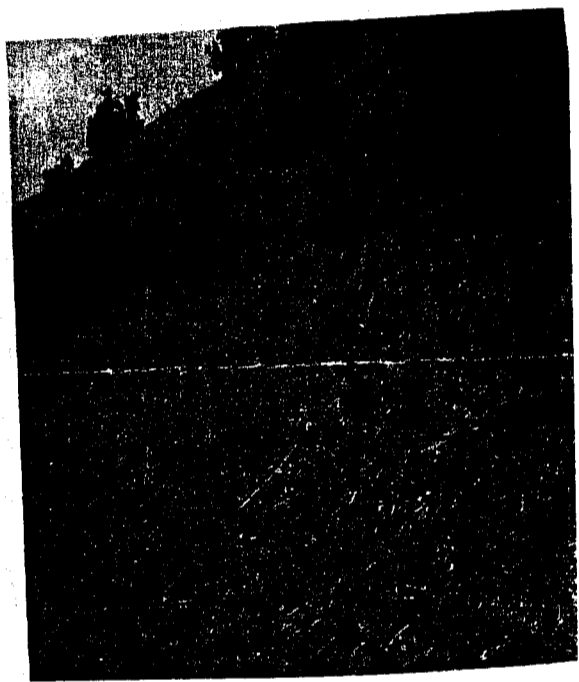
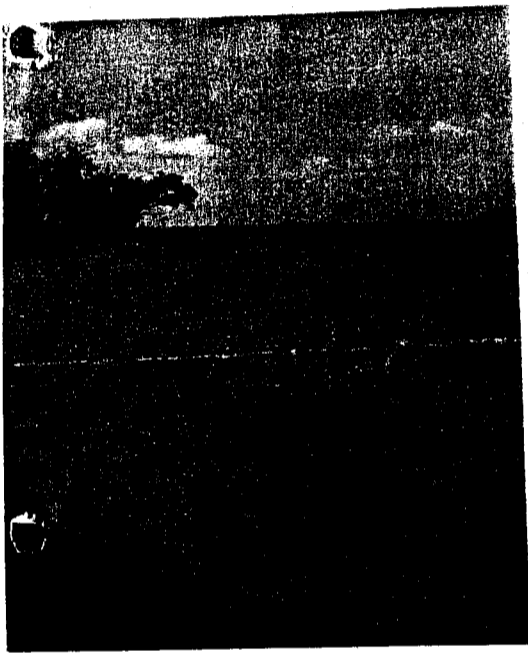
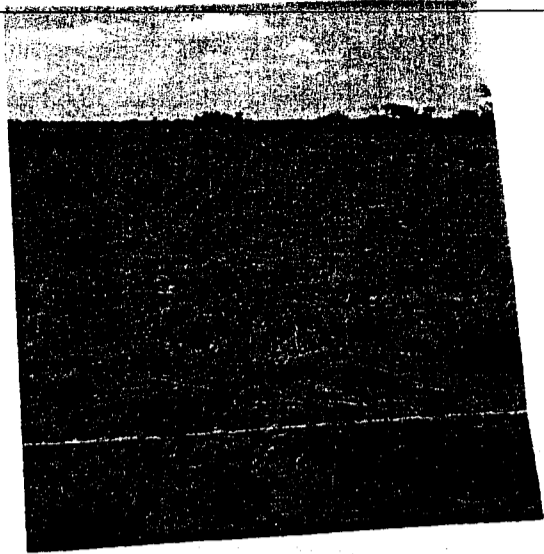
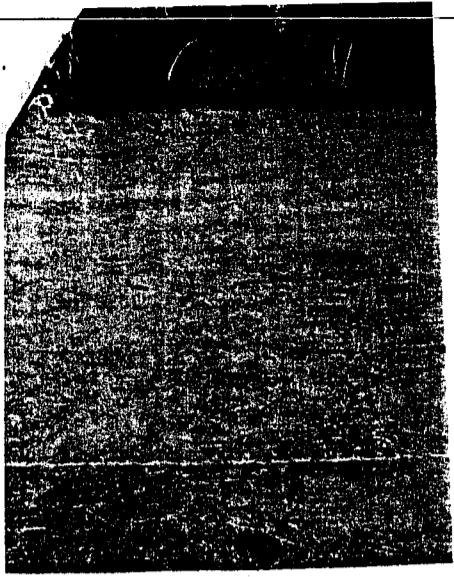
Attached are photographs of the airstrip.

2015-12-15

Report disseminated to COP on 2015-12-15.







ILLEGAL AIRSTRIP/KARAUDARNAU VILLAGE, DEEP SOUTH RUPUNUNI/
INFORMATION

On Saturday 2015-12-12, an illegal airstrip was located at Manwar Creek in the vicinity of Karaudarnau and Katoonarib Villages, Region Nine.

This airstrip is located about twenty-five (25) kilometers north west from Karaudarnau Village and about thirty-five (35) kilometers south of Katoonarib Village and is about three (3) kilometers west from the Karaudarnau/Lethem Road. The runway is situated north west to south west along a swamp.

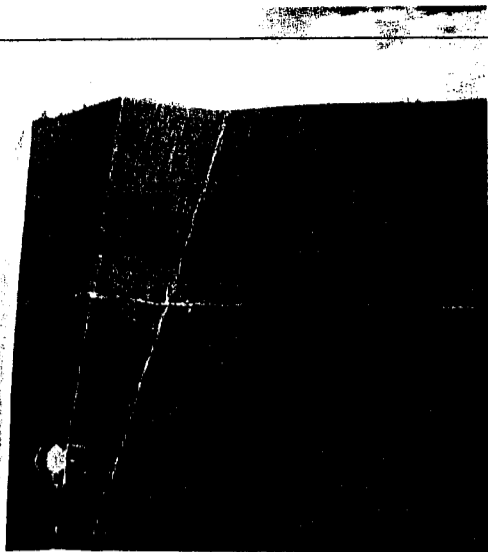
The closest ranch or person living in this area is known by the name of James George aka "Jimmy".

It was learnt that Justin De Freitas, Dadanawa, Ranch Manager and crew was in the said area on 2015-11-24, claiming that they were looking for stray cattle belonging to Dadanawa's ranch. However, Dadanawa's ranch is known to have many tourists from different countries and this road from Lethem to Karaudarnau is also known to be used by both Guyanese and Brazilian smugglers.

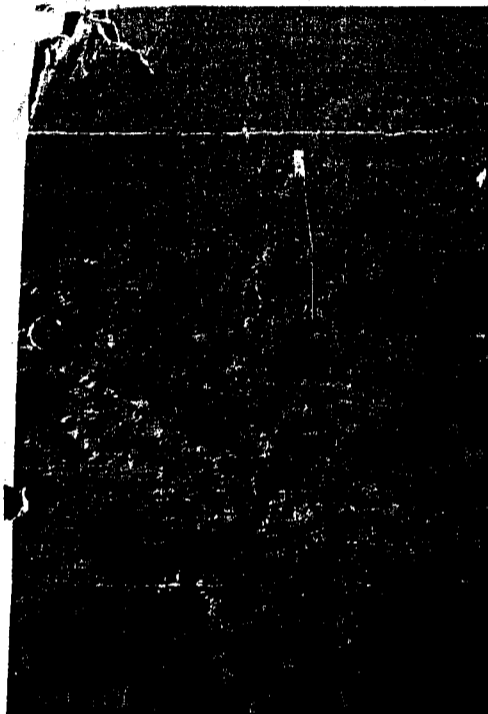
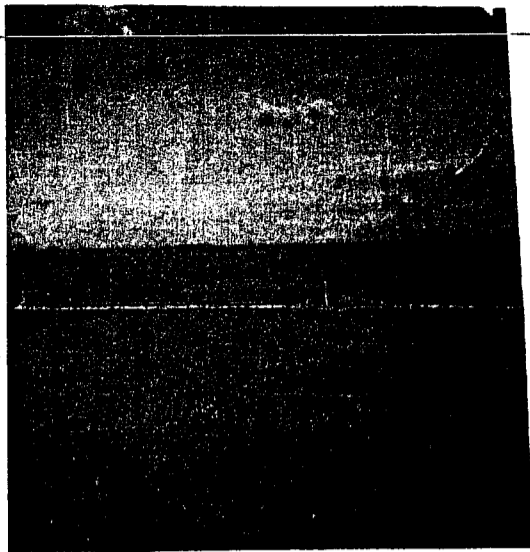
Attached are photographs of the airstrip.

2015-12-15

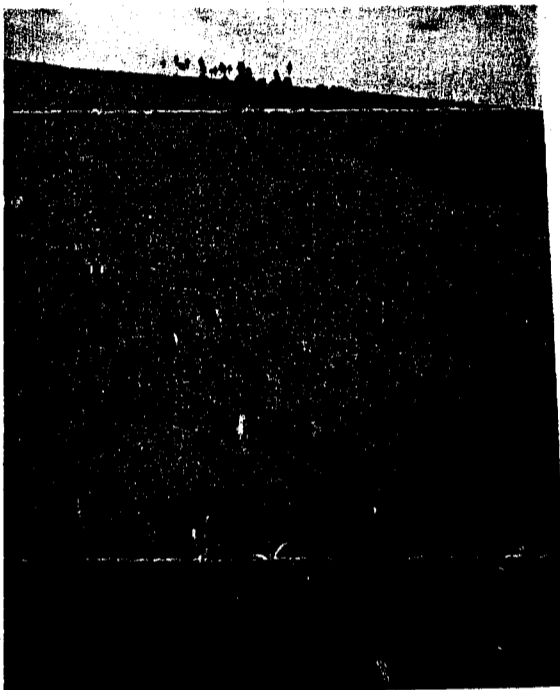
Report was not disseminated.



SOUTHEAST OF THE RUNWAY



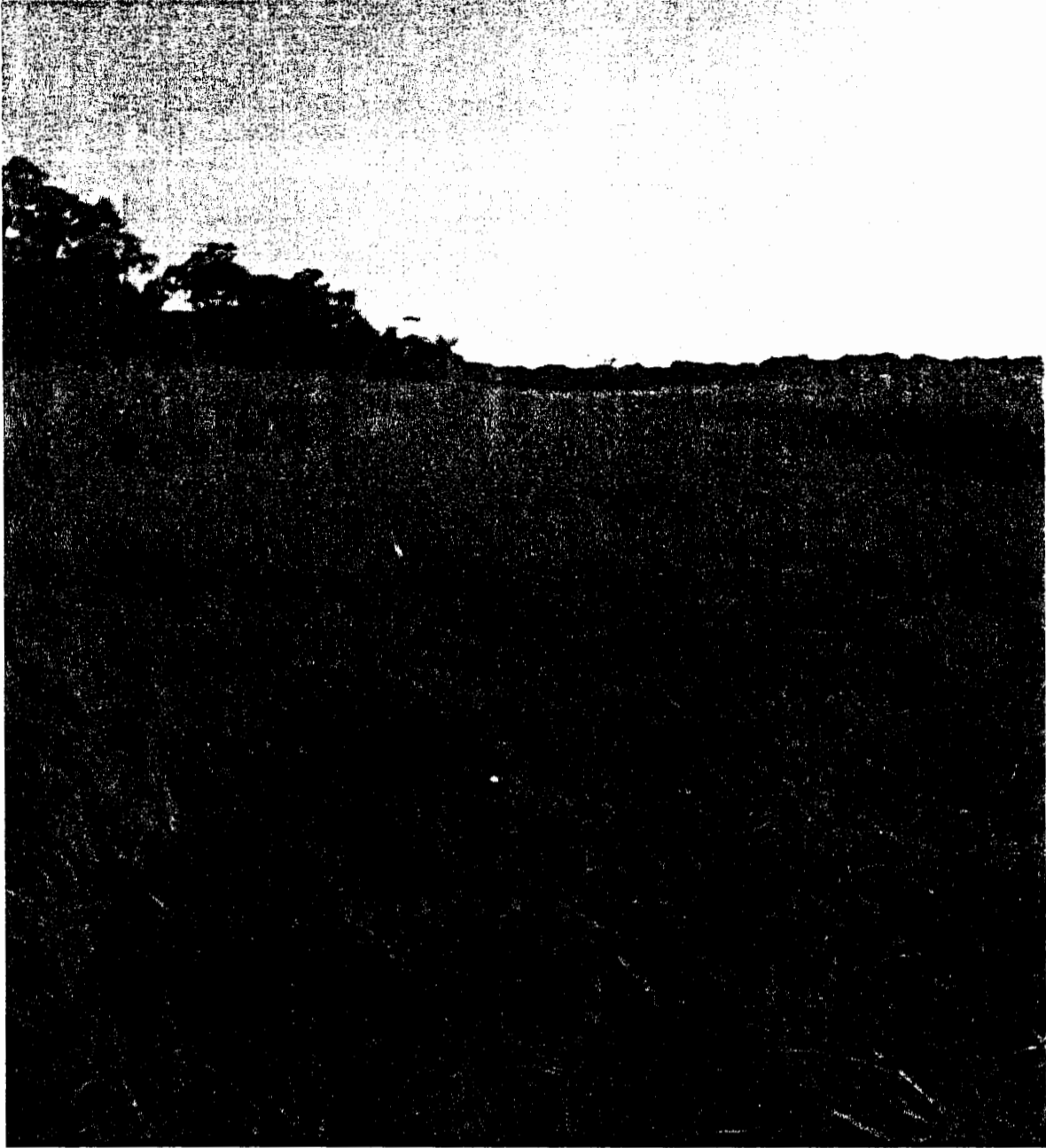
ONE OF THEIR MARKER



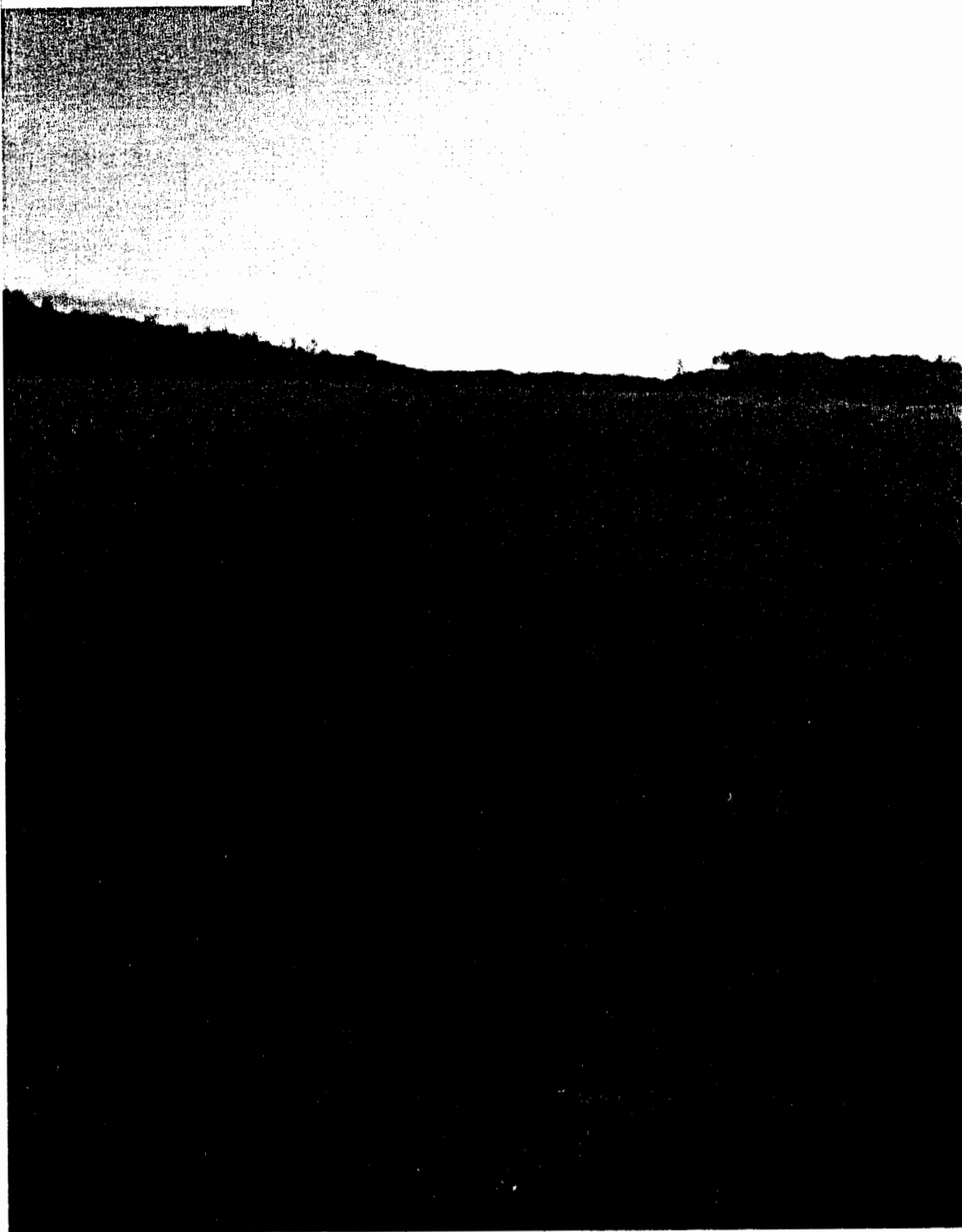
NORTHWEST VIEW OF THE RUNWAY

APPENDIX 7: AIRSTRIPS – ALPHA, BRAVO AND CHARLIE

AIRSTRIp ALPHA

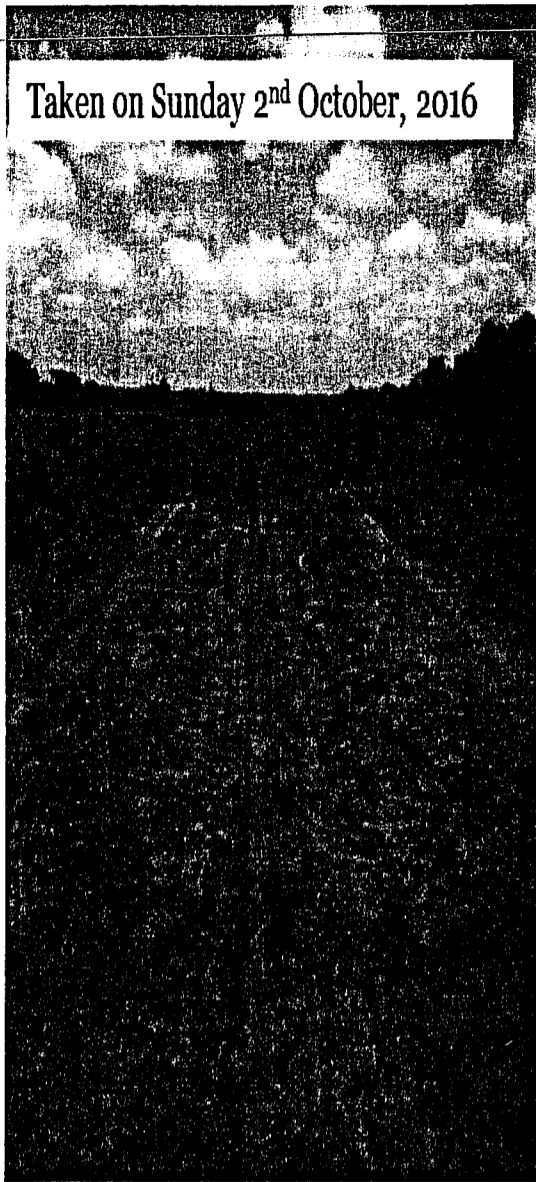


AIRSTrip BRAVO



AIRSTRIP CHARLIE





AIRSTRIP SEEN ON SUNDAY 2016-10-02 1200 HOURS
ALMOST 24 HOURS AFTER THE AIRCRAFT FLEW OUT
OF LETHEM TO GEORGETOWN AND 48 HOURS
AFTER IT FLEW TO LETHEM

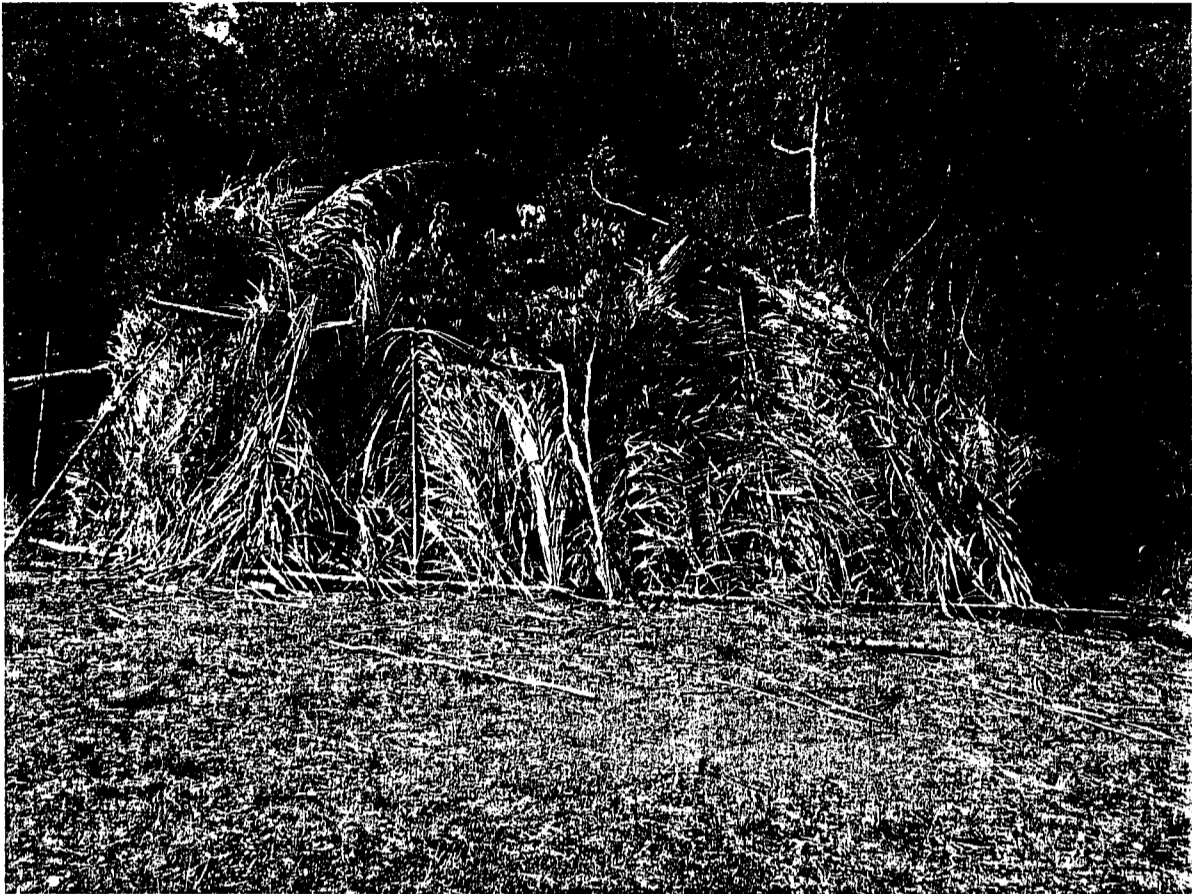
Note the Tire Marks. Photo Taken on
Sunday 23rd October, 2016



AIRSTRIP SEEN ON SUNDAY 23RD OCTOBER 2016 1600
HOURS; ALMOST 21 DAYS AFTER THE AIRCRAFT FLEW
OUT OF LETHEM TO GEORGETOWN AND 22 DAYS
AFTER IT FLEW TO LETHEM

Figure 4 to Appendix 7

APPENDIX 8: DRIED FOLIAGE COVERING THE AIRCRAFT



**APPENDIX 9: WRITTEN SUBMISSION FROM LT COL (RETD) EGBERT
FIELDS, DIRECTOR GENERAL GCAA**

21 October 2016

Brigadier (Ret'd)
Commissioner
Commission of Inquiry- Foreign Aircraft's Entry into Guyana's Territory
Ministry of the Presidency Annex
61 Hadfield Street
GEORGETOWN.

Dear Commissioner,

Re: Commission of Inquiry – Request for Information

I am pleased to attach for your consideration the information you requested on Thursday, October 20, 2016.

1. Payload of Aircraft

For the aircraft in question, the available payload with maximum fuel is approximately 533 lbs. The maximum payload is approximately 2291lbs. With additional fuel the payload reduces.

2. Capability Aircraft

The aircraft is ideal for a trip between Colombia and Guyana. To overfly the mountainous terrain that would be encountered flying directly from Colombia to Guyana requires a high performance aircraft of the calibre.

3. Analysis of screenshot of GPS

The attached photograph of a Global Positioning System (GPS) page has been sent to the GCAA to determine the location of the LAT/LONG coordinates shown on the screen. As the coordinates seemed inaccurate it was felt necessary to give a full analysis of the screen shot.

The analysis reveals the following:

1. The unit is likely to be Garmin GNS 400 or 500 Series GPS. The system may or may not be enhanced with Wide Area Augmentation System (WAAS).
2. The unit had been powered up for 2 minutes and 21 seconds when the screen shot was taken.

3. The selected communication frequency is 136.975 MHz
4. The selected navigation aid frequency is 117.9
5. The standby communication frequency is unreadable
6. The standby navigation frequency is 108.00 MHz
7. The screenshots is of the Satellite Status Page.

a) The concentric circles contain the identification (DI) numbers of the satellites that the system is interrogating. The highlighted numbers represent the satellites with sufficient signal strength and integrity to be included in the navigation solution. The ID numbers represent the relative location of the satellites being interrogated.

b) The bar graph shows the relative signal strength of each satellite received. The bars above 01 and 03 illustrate the signal strength of the two satellites with acceptable signal to noise ratio.

c) Auto Locate signifies the unit is still searching for sufficient satellites.

d) The location illustrate is N39 00.00'. This location corresponds to a point where Latitude North 39 intersects Longitude West 095, which is a point in the State of Kansas, USA.

8. Additional information on that page:

a) INTEG signifies that the satellite coverage/reception is insufficient to pass built-in integrity monitoring.

b) TERM NA signifies the built-in integrity monitoring determined insufficient to pass satellites are being received to determine current position.

c) ENR signifies the system has not confirmed it is in a terminal area and has defaulted to the Enroute range scaling for the Map page (not illustrated)

d) GPS signifies the system is set for GPS Navigation Mode as opposed to VOR (VHF Omni Range) or Heading Mode.

e) MSG signifies System Message available for viewing.

f) As the Satellite screen is not typical default Navigation page for the unit, it suggest after powering up the unit someone cycles through the pages and took pictures of the screen.

g) Very little can be concluded from this screen shot that would be helpful without having access to do a more detailed analysis by scrolling through the FPL (Flight Plan), If saved in the system. It is safe to conclude through, that the unit is in working order.

3. Notification of the GCAA

The Director – General, GCAA learnt of the discovery of the aircraft through the daily newspaper. It is important that communication protocols are established so that as the aeronautical authority, the GCAA is made aware of these matters in a more timely manner.

4. Labelling of Apparatus

As requested, a copy of what appears to be a fuel transfer apparatus is labeled and attached overleaf.

Please accept my best regards.

Yours Sincerely,

.....
Lt. Col. Egbert Field
Director General

APPENDIX 10: WEIGHTS AND BALANCE DOCUMENT

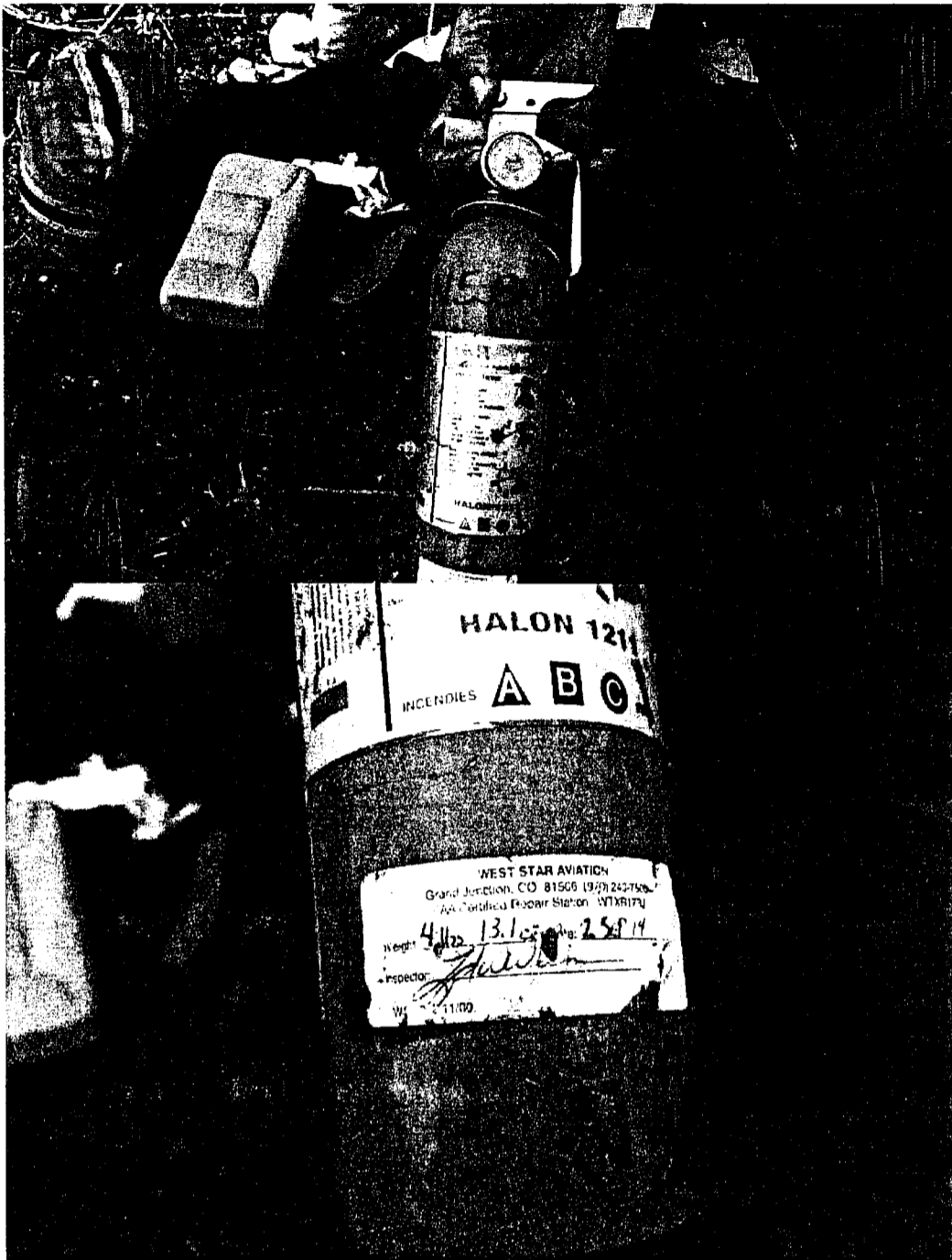


Figure 1. Showing West Star stamp dated 25th September 2014

TnStar Aviation, LLC
 782 Heritage Way
 Grand Junction, CO 81506
 970-255-1501

WEIGHT & BALANCE AND INSTALLED EQUIPMENT DATA

Date	Make & Model	Registration No.	Serial No.	Hobbs
4/15/2005	CESSNA 441	N533M	4410222	4652.50
Owner: TERRA DIAMOND INDUSTRIAL				

ITEM	WEIGHT	ARM	MOMENT
Weight and Balance Data: 11-17-04	6405.00	171.39	1097789.00
Removed the following equipment:			
Collins CTL-20 Com Control s/n 3439	-1.20	112.90	-135.48
CTL-30 Nav Control s/n 3136	-1.30	112.90	-146.77
VHF-20A Com Receiver s/n 18435	-6.40	33.60	-215.04
VIR-30A Nav Receiver s/n 20832	-6.10	33.60	-204.96
Bendix/King KLN90B GPS s/n X25205	-6.30	112.90	-711.27
KA-91 GPS Antenna s/n 14927	-0.30	148.00	-44.40
MidContinent MD41-328 Annun s/n 6616	-0.75	112.90	-84.68
Installed the following equipment:			
Garrmin GNS 530 GPS/Nav/Com TAWS s/n 8520045	6.90	112.90	767.72
Comant CI-405-28 Antenna s/n 4073901	0.30	148.00	44.40
TOTAL	6389.75	171.69	1097038.53

Gross Weight	6850.00	Signature of Authorized Individual
Empty Weight	6389.75	<i>[Signature]</i>
Useful Load	3460.25	Stevanie Bottom, N533M
C.G. (Arm)	171.69	

WEIGHT & BALANCE
SUPERSEDES
WEST STAR
SIGNATURE

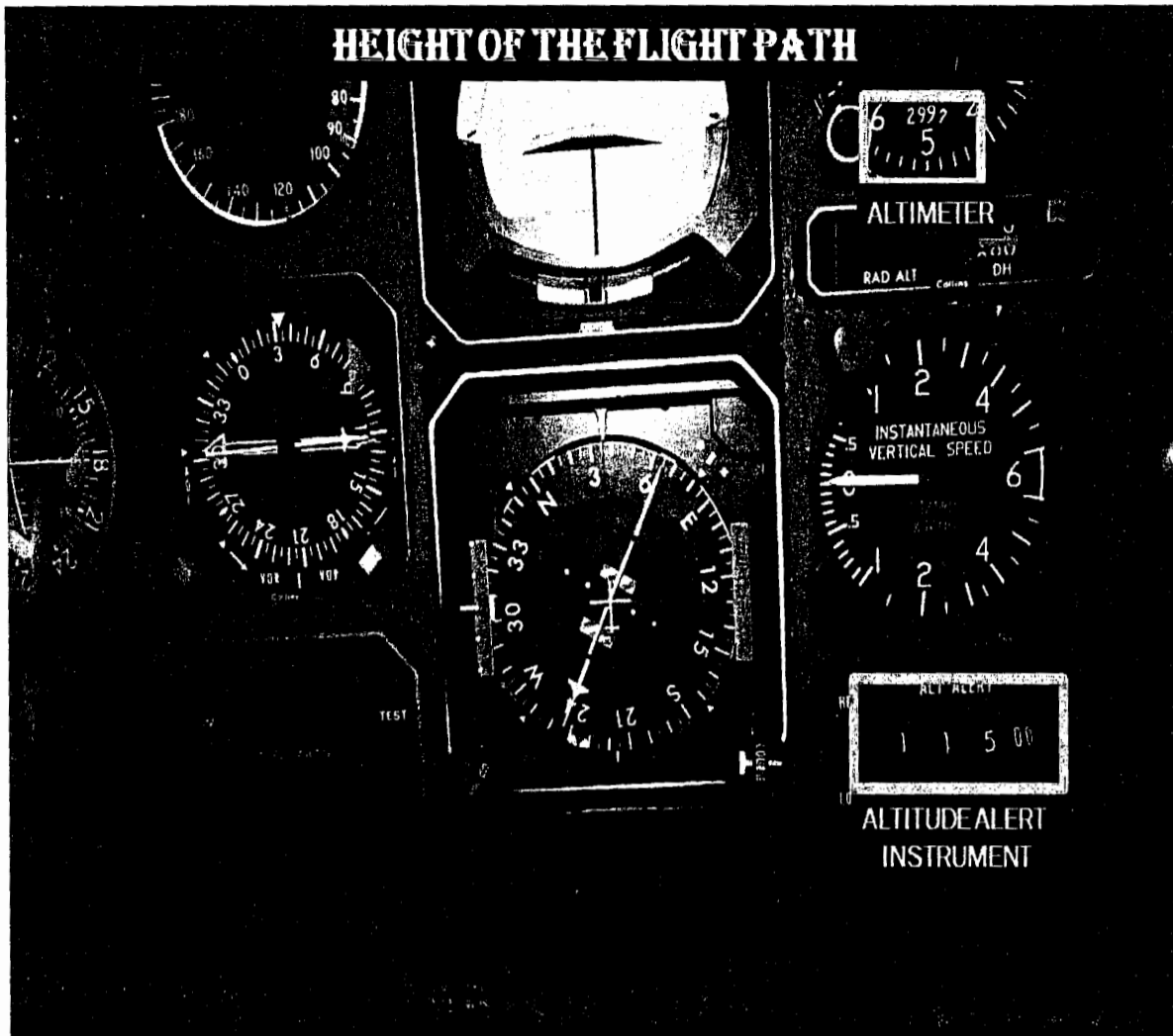
6389.75 171.69

Signature of Authorized Individual
[Signature]
 Stevanie Bottom, N533M
WEIGHT & BALANCE
SUPERSEDES
WEST STAR
SIGNATURE

BLOWN-UP STAMP

Figure 2: Showing the Weight and Balance Certificate dated 23rd May 2006

APPENDIX 11: ALTIMETER AND ALTITUDE ALERT INSTRUMENT



APPENDIX 12: GPS COORDINATES FOUND ON AIRCRAFT – KANSAS CITY, USA

Coordinates N39° 00.00' W095° 00.00'

This location corresponds to a point where Latitude North 39° intersects Longitude West 095°, which is a point in the State of Kansas, United States of America.

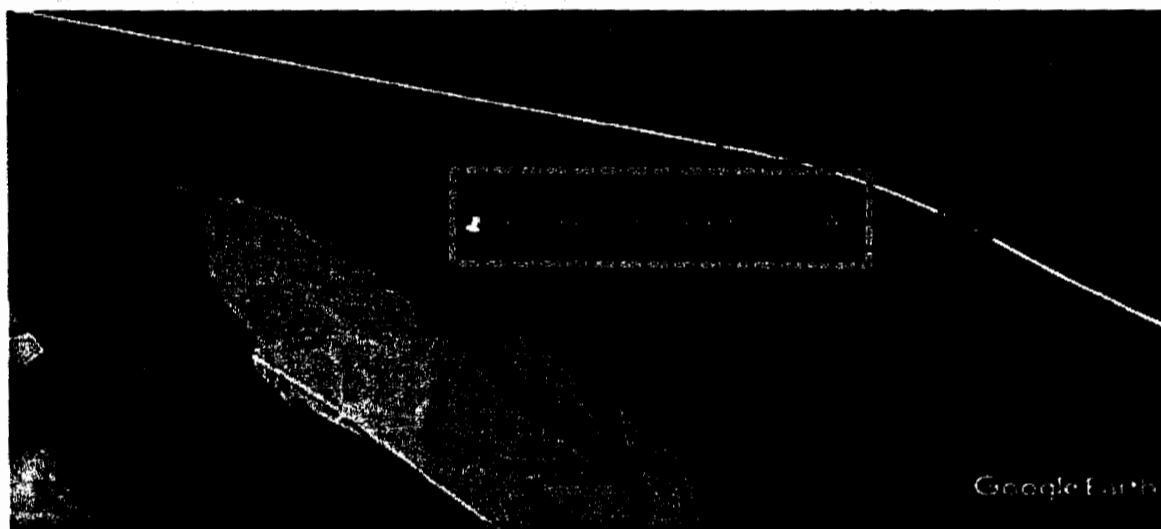
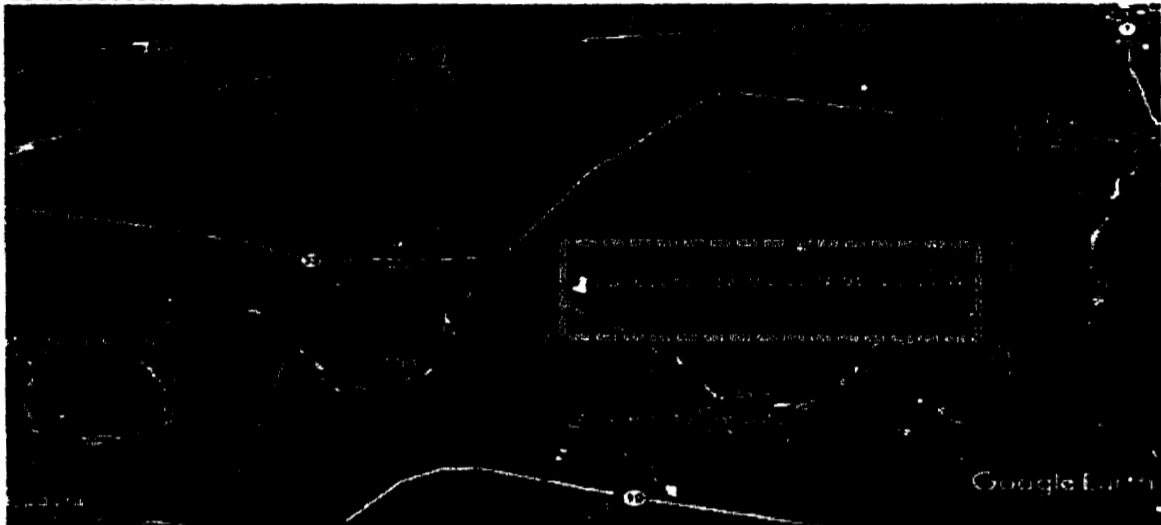


Figure 1: Appendix 12

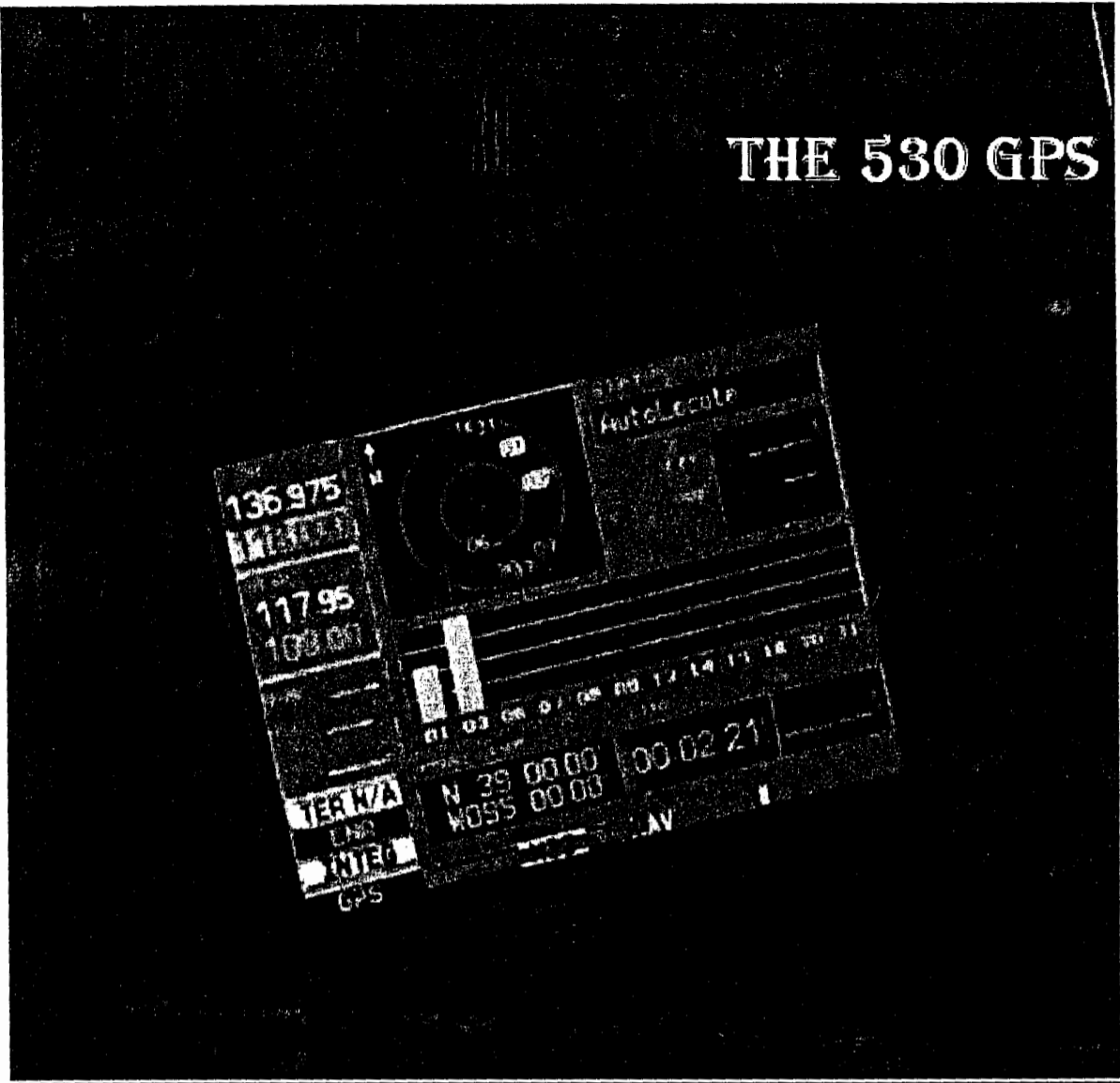


Figure 1: Appendix 12

APPENDIX 13: NAVIGATION AND COMMUNICATIONS DISPLAY

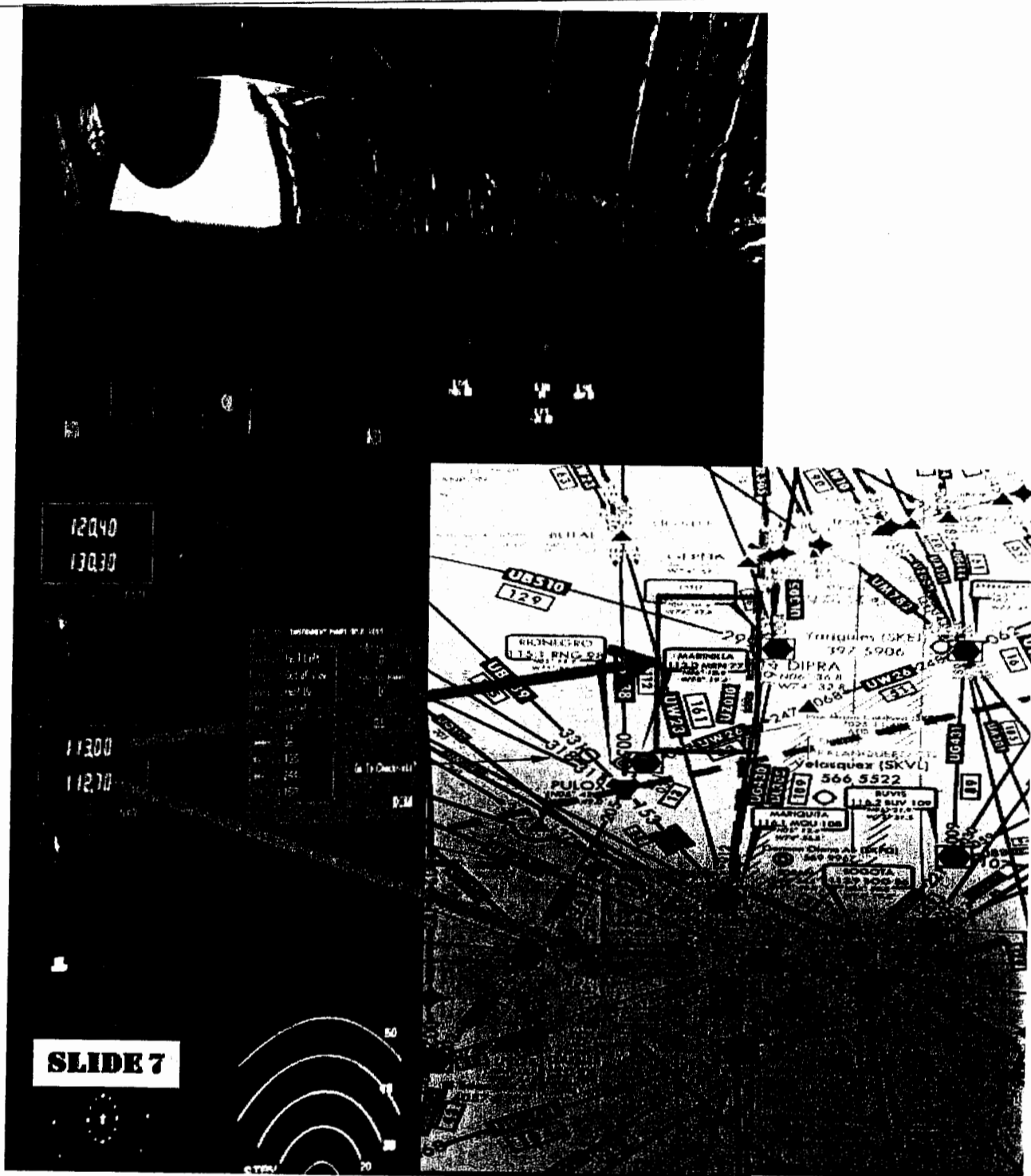


Figure 1: Appendix 13

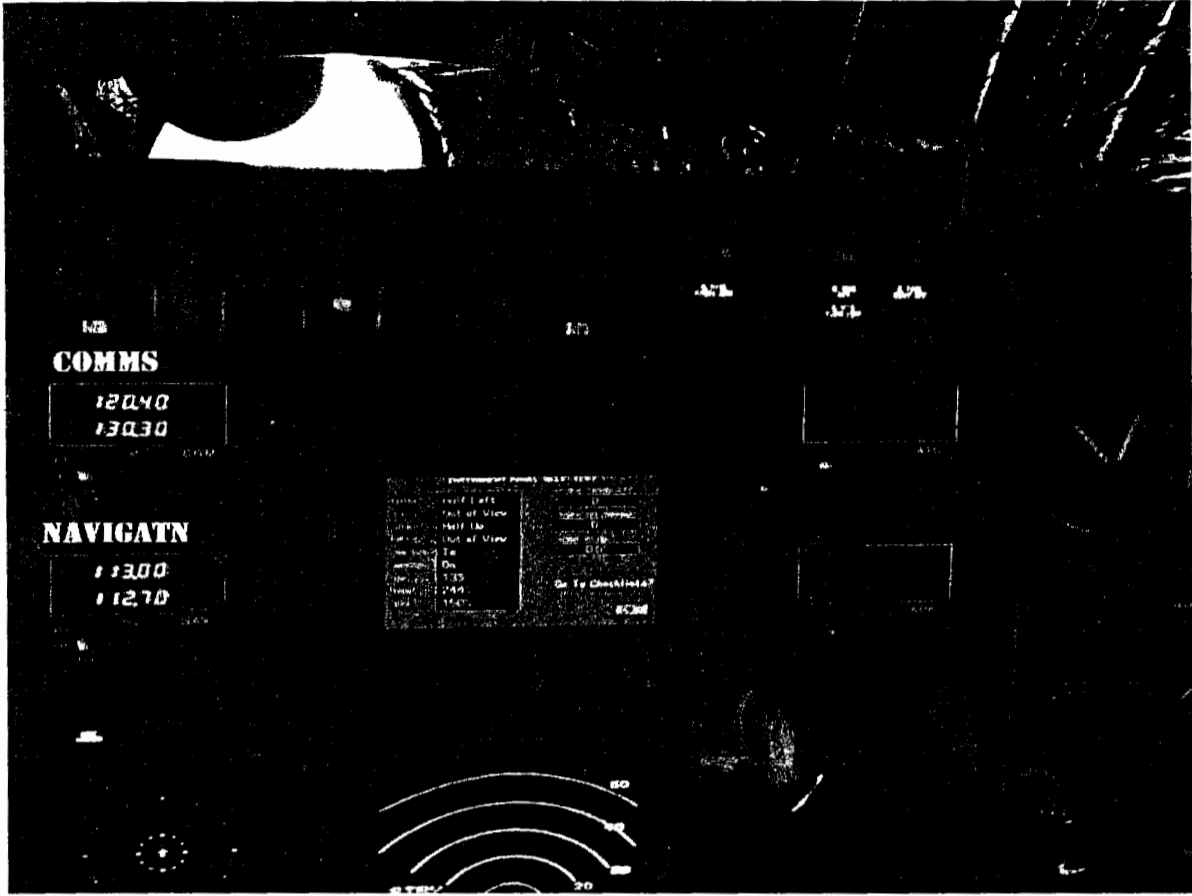
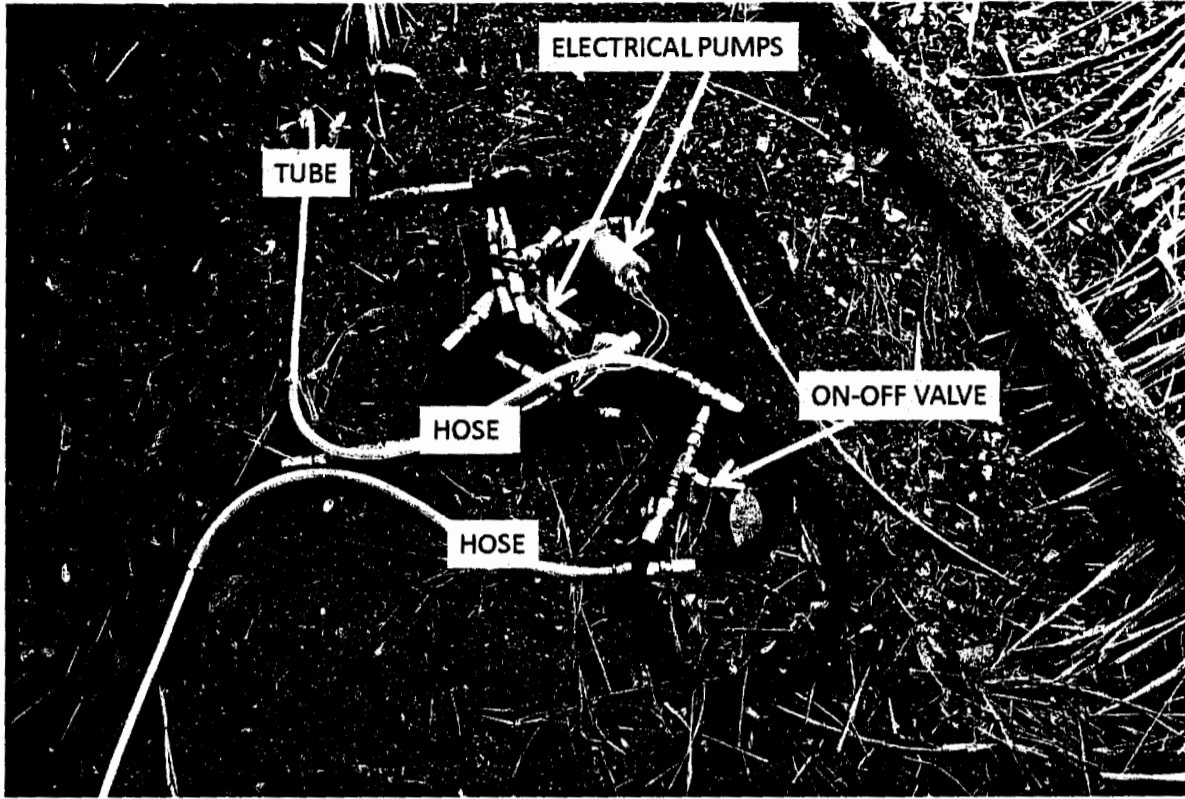


Figure 2: Appendix 13

APPENDIX 14: FUEL TRANSFER APPARATUS - HOSES AND PUMPS



FUEL TRANSFER HOSES AND ELECTRICAL PUMPS ELECTRICAL PUMPS

APPENDIX 15: AIRCRAFT MAUAL AND TORN-OUT PAGES

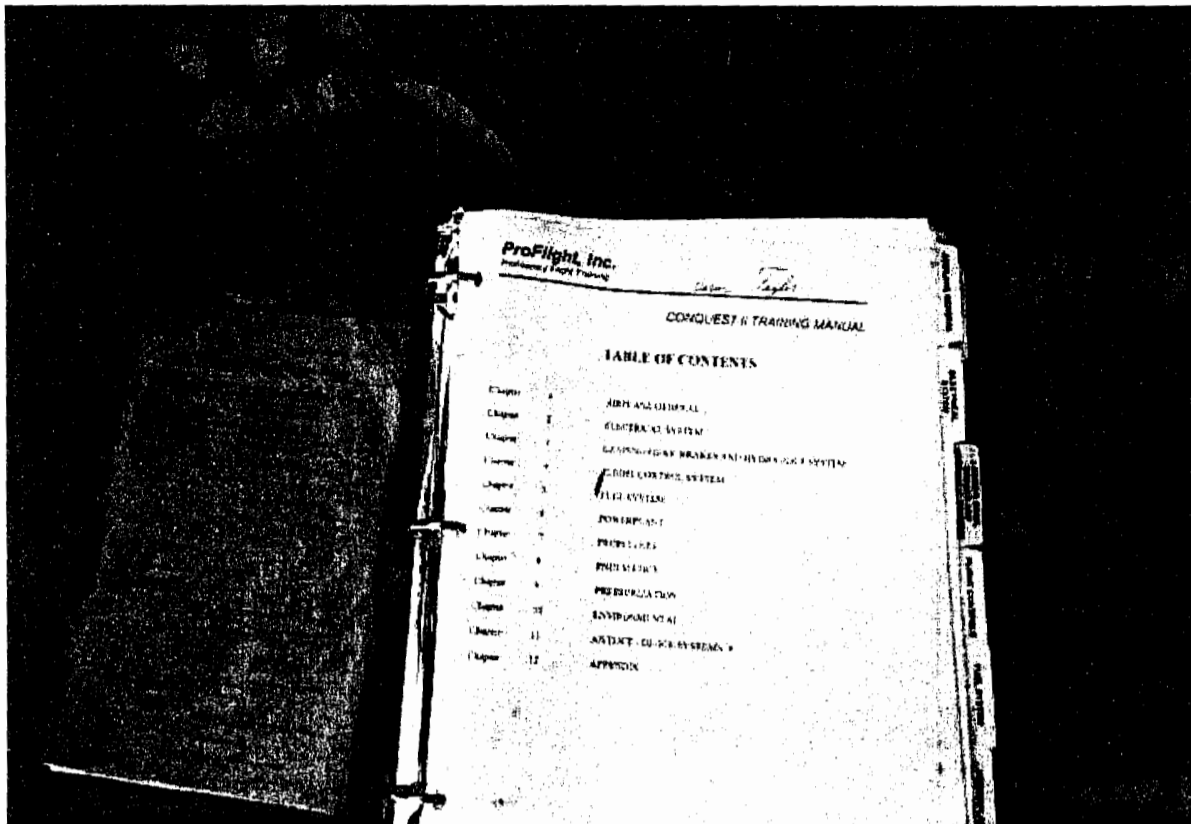


FIGURE 1: APPENDIX 15 SHOWING MANUAL

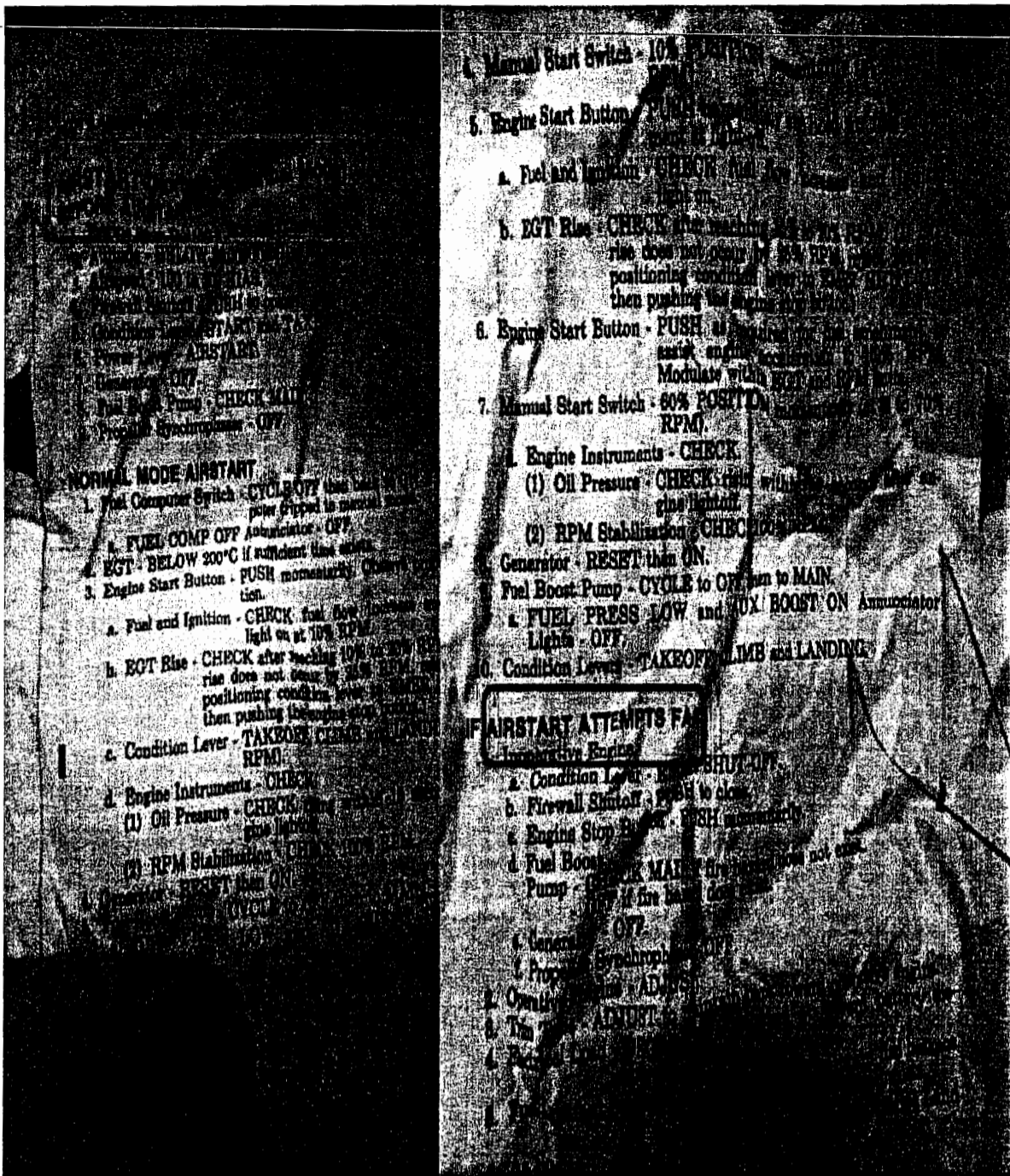


FIGURE 2: APPENDIX 15 SHOWING PAGES TORN OUT OF THE MANUAL

**APPENDIX 16: PATROL REPORTS AND PATROL PROGRAMMES
SUBMITTED BY LOCATION COMMAND**

①

**GUYANA DEFENCE FORCE
PATROL REPORT PROFORMA**

1 Date of report submission:

Yr	Mth	Day
2016	06	30

2 Type of Patrol:
 Anabasis
 Border
 Route Proving
 Internal Security
 Other
 Please specify:

3 Duration of Patrol
 From: Lethem To: Marakanata

Yr	Mth	Day	Time
2016	06	30	1400

→

Yr	Mth	Day	Time
2016	06	30	1800

4 Region(s) in which patrol was conducted:

5 Map Reference: Guyana South West Sheet

6 Patrol Composition

Ser	Number	Rank	Name	Unit	Patrol Appointment	Weapon Number	Ammunition	Remarks
01	999236	211	A Persaud	GPM	Commander	410638	90	
02	21387	Lcpl	D Trotman	GPM	Driver	-		
03	21989	Lcpl	I Brigadder	GPM	Rifle man	396526	90	
04	22837	Pte	O Jeune	GPM	Rifle man	413036	90	
05	22837	Pte	G Reynolds	GPM	Rifle man	398509	90	
06	24139	Pte	J McKenzie	GPM	Rifle man	26643	90	
07	23561	Pte	K Simmons	GPM	Rifle man	410155	90	

Is this as per MBR? 30 June 2016

7. **Mission: TO CONDUCT A VEHICLE PTL FROM CAMP KANAKU TO MAKANATA VILLAGE NLT 1330 HRS 30-06-2016 IOT ENSURE THE AREA REMAINS SECURE**

8. **Tasks** *→ When was the body discovered?*

Ser	Task	Remarks
01	Mobilize troops for patrol.	
02	To move from Camp Kanaku to Marakanata by vehicle.	
03	Move from Marakanata to Camp Kanaku by vehicle.	

9. **Route and Legs**

Ser	From		To		Mode of Tpt	Date	Travel Time	Distance	Type of Terrain	Remarks
	Location	Grid Ref	Location	Grid Ref						
1	BC Kunuku	189373	Marakanata	??	Vehicle	16/06/30	1400		Savannah type veg.	

10. **Infrastructures (Schools, Health Centres, Cell Towers, Police Outposts, etc)**

Ser	Type	Location / Grid Ref	Ownership	Functionality	Remarks
01	Wooden and Clay Houses		Local Residents		

11. **Foreign and Local Military and Civilian Activities**

Ser	Type of Activity	Description			Details of Activity	Remarks
		Str:	Grid Ref:	Wpn:		
	Foreign Military					
	Foreign Civilian					
	Foreign					

30 June

②③

Political	Amerindians			Farming and Cattle Ranching
Local Civilian				
Police	Str:	Grid Ref:	Wpn:	
Criminal and Illegal				

12. Physical Condition of the Patrol #5- Excellent
#1- Poor

Ser	Condition Type	Rate					Details	Remarks
		1	2	3	4	5		
01	Health					5		
02	Vehicle				4			
03	Weapons					5		
04	Kit and Equipment				4		Elephants on the boundary	
05	Special Equipment						Ref to 5/10	

13. Size and Composition of Villages along Patrol Route

Ser	Village name	Leader	Location / Grid	Population	Economic Activity	Remarks
01	Marakanata	Oscar Dorick		30	Farming and Cattle Ranching	

14. Declaration of Assets (On completion of patrol)

Ser	Asset	State/Amount Issued	State/Amount Returned	Functionality	Details	Remarks
01	Vehicle	01	01	Good	DFB 1487	
02	AKM	05	05	Good		
03	Ammunition	450	450	Good	7.62 x 39	
04	Magazines	15	15	Good	AKM Mag	

NR: VEHICLE Reled 4 but "Good" upon completion
 WEAPONS Reled 5 but some "Good" upon completion.
 EXPLAIN!!

30 June

15. **Conclusion:** This Patrol was a unsuccessful mission with no mishaps or problems encountered. Our objective was not achieved.

(14)

Patrol Commander

Number	Rank	Name	Unit	Appointment	Signature	Date
999236	2Lt	Anand Persaud	GPM	PL Comd		2016/06/30

SO2 S3 Comments:

.....

.....

.....

.....

Number	Rank	Name	Unit	Appointment	Signature	Date

CO Comments:

.....

.....

.....

.....

Number	Rank	Name	Unit	Appointment	Signature	Date

①

**GUYANA DEFENCE FORCE
PATROL REPORT PROFORMA**

1. Date of report submission:

Yr Mth Day

2016 07 15

2. Type of Patrol:

- Anabasis
- Border
- Route Proving
- Internal Security
- Other

Please specify:
.....
.....

3. Duration of Patrol

From: Lethem

To: Marakanata

Yr Mth Day Time

Yr Mth Day Time

[]

[]

4. Region(s) in which patrol was conducted:

9

5. Map Reference: Guyana South West Sheet

1:500,000

6. Patrol Composition

Ser	Number	Rank	Name	Unit	Patrol Appointment	Weapon Number	Ammunition	Remarks
01	999236	2Lt	A Persaud	GPM	Commander	410658	90	
02	21387	Lcpl	D Trotman	GPM	Driver	396526	90	
03	22873	Lcpl	S Bolders	GPM	Rifle man	411008	90	
04	21989	LCPI	I B. Gadder	GPM	Rifle man	396529	90	
05	22747	Pte	J Leitch	GPM	Rifle man	361399	90	
06	23352	Pte	C Robertson	GPM	Rifle man	372224	90	

①

**GUYANA DEFENCE FORCE
PATROL REPORT PROFORMA**

1. Date of report submission:

Yr Mth Day

2016 | 07 | 15

2. Type of Patrol:

- Anabasis
- Border
- Route Proving
- Internal Security
- Other

Please specify:

.....
.....

3. Duration of Patrol

From: Lethem

To: Marakanata

Yr Mth Day Time

Yr Mth Day Time

[]

[]

4. Region(s) in which patrol was conducted:

9

5. Map Reference: Guyana South West Sheet

1:500,000

6. Patrol Composition

Ser	Number	Rank	Name	Unit	Patrol Appointment	Weapon Number	Ammunition	Remarks
01	999236	2Lt	A Persaud	GPM	Commander	410658	90	
02	21387	Lcpl	D Trotman	GPM	Driver	396526	90	
03	22873	Lcpl	S Bollers	GPM	Rifle man	411008	90	
04	21989	LCPI	I B Gardner	GPM	Rifle man	396529	90	
05	22747	Pte	J Leitch	GPM	Rifle man	361399	90	
06	23352	Pte	C Robertson	GPM	Rifle man	378224	90	

2

15 July

7. **Mission: TO CONDUCT A VEHICLE PTL FROM CAMP KANAKU TO MAKANATA VILLAGE NLT 1330 HRS 13-02-2016 IOT ENSURE THE AREA REMAINS SECURE.**

8. **Tasks** *Mission has not completed yet*

Ser	Task	Remarks
01	Mobilize troops for patrol.	
02	To move from Camp Kanaku to Marakanata by vehicle.	
03	Move from Marakanata to Camp Kanaku by vehicle.	

9. **Route and Legs**

Ser	From		To		Mode of Tpt	Date	Travel Time	Distance	Type of Terrain	Remarks
	Location	Grid Ref	Location	Grid Ref						
01	BC Kunuku	189373	Marakanata		Vehicle	16/07/01	1000		Savannah type veg.	

10. **Infrastructures (Schools, Health Centres, Cell Towers, Police Outposts, etc)**

Ser	Type	Location / Grid Ref	Ownership	Functionality	Remarks
01	Wooden and Clay Houses		Local Residents		
02	Air Strip			Used for illegal landing	Air Strip appears to have being

Number	Rank	Name	Unit	Appointment	Signature	Date
999236	2Lt	Anand Persaud	GPM	Pl. Comd		2016/07/01
				of aircraft		maintained.
03	Camp		Memebers from The Aircraft	Used for resting after arrival at Markanata		Signs that a camp was setup and also a fire side was found

11. Foreign and Local Military and Civilian Activities

Ser	Type of Activity	Description			Details of Activity	Remarks
	Foreign Military	Str:	Grid Ref:	Wpn:		
	Foreign Civilian					
	Foreign Political					
	Local Civilian	Amerindians			Farming and Cattle Ranching	
	Police	Str:	Grid Ref:	Wpn:		
	Criminal and Illegal	Air strip			Evidence of the Air Strip being maintained was visible	

12. Physical Condition of the Patrol *5- Excellent

*1- Poor

Ser	Condition Type	Rate					Details	Remarks
		1	2	3	4	5		
01	Health					5		
02	Vehicle				4			
03	Weapons					5		
04	Kit and Equipment				4			
05	Special Equipment							

13. Size and Composition of Villages along Patrol Route

Ser	Village name	Leader	Location / Grid	Population	Economic Activity	Remarks
01	Marakanata	Oscar Dorick <i>Who is he?</i>		30	Farming and Cattle Ranching	

15 July

(4)

14. Declaration of Assets (On completion of patrol)

Ser	Asset	State/Amount Issued	State/Amount Returned	Functionality	Details	Remarks
01	Vehicle	01	01	Good	DFB 1487	
02	AKM	05	05	Good		
03	Ammunition	450	450	Good	7.62 x 39	
04	Magazines	15	15	Good	AKM Mag	

15. **Conclusion:** This Patrol was a successful mission with no mishaps or problems encountered. Our objective was achieved through careful planning and execution of the tasks at hand. In addition, to my estimation there were signs of the illegal air strip at Marakanata being maintained with marks of the aircraft wheels and also a small camp setup. While returning to Base Camp Kanuku saw a civilian on a motorbike wearing the Guyana Defence Force clothing headed back through the trail. We turned around and followed him and told him to stop but he took off with a speed and went off trail. We continue to follow him but found ourself stuck. The bike was bearing a Brazilian license plate which we were unable to make out because it had mud on it. The bike fled to a nearby village called Piara which it was too late and had to get permission to go into the village.

Piara??
 - Do you have to get permission to pursue?
 - Is it not HOT PURSUIT?

SO2 S3 Comments:

.....

July 2010 (3)

Number	Rank	Name	Unit	Appointment	Signature	Date

CO Comments:

.....

.....

.....

.....

Number	Rank	Name	Unit	Appointment	Signature	Date

15 July

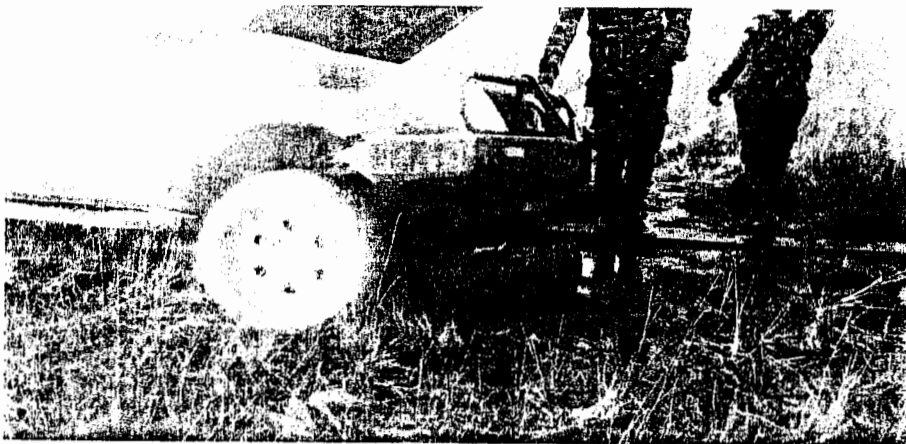
⑤

PHOTOS OF THE VEHICLE STUCK



15 July

(7)



**GUYANA DEFENCE FORCE
PATROL REPORT PROFORMA**

1. **Date of report submission:** Yr Mth Day

2016	07	01
------	----	----

2. **Type of Patrol:**

- Anabasis
- Border
- Route Proving
- Internal Security
- Other

Please specify

.....

.....

3. **Duration of Patrol**

From: Lethem **To: Marakanata**

Yr Mth Day Time Yr Mth Day Time

2016	07	01	1000
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g/2 Hours

2016	07	01	1230
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4. **Region(s) in which patrol was conducted:**

9

5. **Map Reference: Guyana South West Sheet**

1:500,000

6. **Patrol Composition**

Ser	Number	Rank	Name	Unit	Patrol Appointment	Weapon Number	Ammunition	Remarks
01	999236	2Lt	A Persaud	GPM	Commander	410658	90	
02	21387	Lcpl	D Trotman	GPM	Driver	396526	90	
03	22873	Lcpl	S Bollers	GPM	Rifle man	411008	90	

1 July 2016

(2)

04	22747	Pte	J Leitch	GPM	Rifle man	361399	90	
05	23352	Pte	C Robertson	GPM	Rifle man	398511	90	
06	23348	Pte	J Dos Santos	GPM	Rifle man	398224	90	

7. Mission: TO CONDUCT A VEHICLE PTL FROM CAMP KANAKU TO MAKANATA VILLAGE NLT 1330 HRS (13-02-2016) NOT ENSURE THE AREA REMAINS SECURE.

8. Tasks

Ser	Task	Remarks
01	Mobilize troops for patrol.	
02	To move from Camp Kanaku to Marakanata by vehicle.	
03	Move from Marakanata to Camp Kanaku by vehicle.	

What's the correct spelling?

9. Route and Legs

Ser	From		To		Mode of Tpt	Date	Travel Time	Distance	Type of Terrain	Remark
	Location	Grid Ref	Location	Grid Ref						
01	BC Kunuku	189373	Marakanata		Vehicle	16/07/01	1000		Savannah type veg.	

1 July 2012

2

10. Infrastructures (Schools, Health Centres, Cell Towers, Police Outposts, etc)

Ser	Type	Location / Grid Ref	Ownership	Functionality	Remarks
01	Wooden and Clay Houses		Local Residents		
02	Air Strip			Used for illegal landing of aircraft	Air Strip appears to have being maintained.
03	Camp		Members from The Aircraft	Used for resting after arrival at Markanata	Signs that a camp was setup and also a fire side was found

11. Foreign and Local Military and Civilian Activities

Ser	Type of Activity	Description			Details of Activity	Remarks
	Foreign Military	Str:	Grid Ref:	Wpn:		
	Foreign Civilian					
	Foreign Political					
	Local Civilian	Amerindians			Farming and Cattle Ranching	
	Police	Str:	Grid Ref:	Wpn:		
	Criminal and Illegal	Air strip			Evidence of the Air Strip being maintained was visible	

12. Physical Condition of the Patrol *5- Excellent

*1- Poor

Ser	Condition Type	Rate					Details	Remarks
		1	2	3	4	5		
01	Health					5		
02	Vehicle				4			
03	Weapons					5		

1 July 2016

(4)

04	Kit and Equipment						
Number	Rank	Name		Unit	Appointment	Signature	Date
999236	2Lt	Anand Persaud		GPM	PL Comd		2016/07/01
05	Special Equipment						

13. Size and Composition of Villages along Patrol Route

Ser	Village name	Leader	Location / Grid	Population	Economic Activity	Remarks
01	Marakanata	Oscar Dorick		30	Farming and Cattle Ranching	

14. Declaration of Assets(On completion of patrol)

Ser	Asset	State/Amount Issued	State/Amount Returned	Functionality	Details	Remarks
01	Vehicle	01	01	Good	DFB 1487	
02	AKM	05	05	Good		
03	Ammunition	450	450	Good	7.62 x 39	
04	Magazines	15	15	Good	AKM Mag	

15. **Conclusion:** This Patrol was a successful mission with no mishaps or problems encountered. Our objective was achieved through careful planning and execution of the tasks at hand. In addition, to my estimation there were signs of the illegal air strip at Marakanata being maintained with marks of the aircraft wheels and also a small camp setup.

(b)

SO2 S3 Comments:

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.....

Number	Rank	Name	Unit	Appointment	Signature	Date

CO Comments:

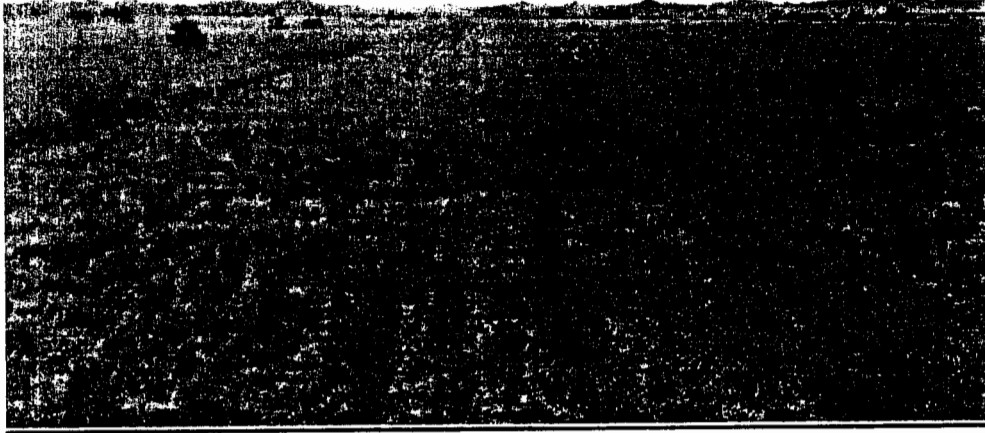
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Number	Rank	Name	Unit	Appointment	Signature	Date

(6)

1 July 1971

PHOTOS OF THE ILLEGAL AIRSTRIP AT MARAKANATA



From the tracks it is believed that a plane landed within that past ninety six (96) hours.

7

1 July 1967

PHOTOS OF THE CAMP AIRSTRIP AT MARAKANATA



1 July 2012

④

**PHOTOS OF ITEMS BEING USED BY PERSONS AT THE AIRSTRIP
AT MARAKANATA**



Burned Garbage, sneakers and a mosquito net found in a bag at camp site.

1 July 2015



Food stuff found at the camp

1 July 2017

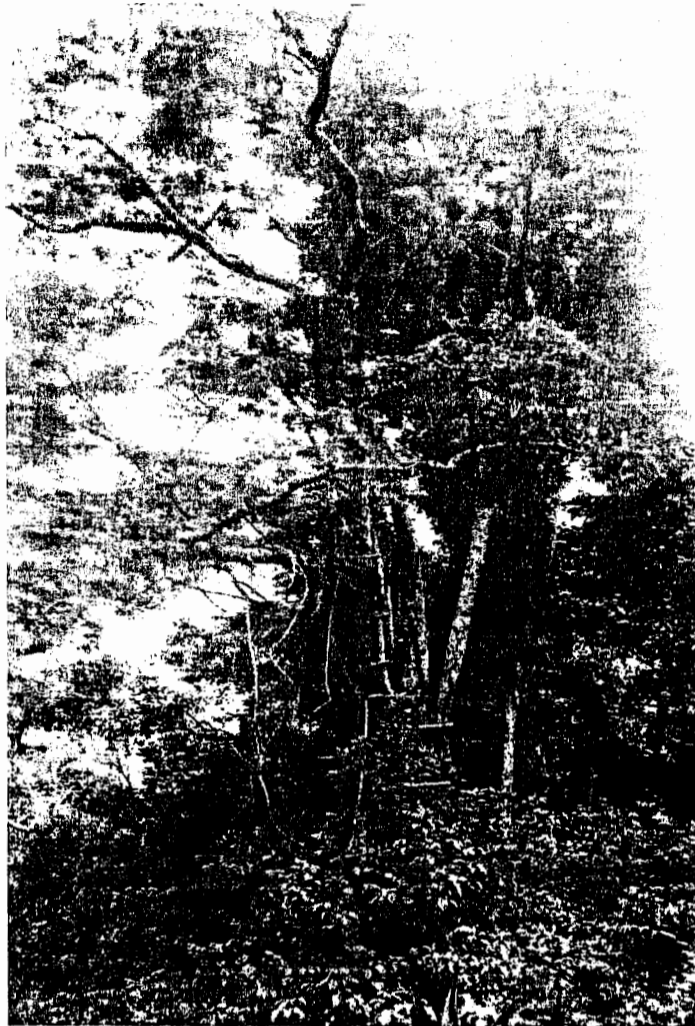
10

**PHOTOS OF AN IMPROVISED WATCH TOWER AT THE
AIRSTRIP AT MARAKANATA**



Ladder used to climb the tree

1 July 2016



Wood nailed across tree branches to make seats in the tree

1 July 1976

**PHOTOS OF WHERE THEY HIDE THE PLANE AT THE AIRSTRIP
AT MARAKANATA**



Branches are placed to the front to hide the plane in the area shown



How it looks from the front, also the plants shown in the picture were dig out and placed there

Yr Mth Day

1 **Date of report submission:**

2016	09	15
------	----	----

2 **Type of Patrol:**

- Anabasis
- Border
- Route Proving
- Internal Security
- Other

Please specify:

.....

.....

3 **Duration of Patrol**

From: Lethem

Yr Mth Day Time

2016	09	12	13:30
------	----	----	-------

To: Yupukari

Yr Mth Day Time

2016	09	13	1230
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4 **Region(s) in which patrol was conducted:**

9

5 **Map Reference: Guyana South West Sheet**

1:500,000

6 **Patrol Composition**

Ser	Number	Rank	Name	Unit	Patrol Appointment	Weapon Number	Ammunition	Remarks
01	999236	2Lt	A Persaud	GPM	Commander	410628	90	
02	999205	2Lt	K Sultan	GPM	2IC	400995	90	
03	21387	Lcpl	D Trotman	GPM	Driver	404654		
04	22873	Lcpl	S Bollers	GPM	Rifle man	411008	90	
05	21989	Lcpl	I Bijadder	GPM	Rifle man	396526	90	
06	22837	Pte	G Reynolds	GPM	Rifle man	393809	90	
07	23284	Pte	B Smith	GPM	Rifle man	3910766	90	
08	23501	Pte	K Simmons	GPM	Rifle man	410155	90	
09	23713	Pte	A Cemoran	GPM	Rifle man	397540	90	
10	23455	Pte	T Gillis	GPM	Rifle man	400989	90	
11	24040	Pte	G Mitchell	GPM	Rifle man	414504	90	
12	24139	Pte	J Mc Kenize	GPM	Rifle man	26643	90	

7. **Mission: TO CONDUCT A SERACH PTL FROM CAMP KANAKU TO YUPUKARI VILLAGE NLT 1530 HRS 13-09-2016 IOT ENSURE THE AREA REMAINS FREE OF ILLIGAL ACTIVITY.**

8. **Tasks**

Ser	Task	Remarks
01	Mobilize troops for patrol.	
02	To move from Camp Kanaku to Yupukari by vehicle.	
03	To move from Yupukari junction to air strip by foot	
04	To move from Air strip to Yupukari Junction by foot	
05	Move from Yupukari Junction to Camp Kanaku by vehicle.	

9. **Route and Legs**

Ser	From		To		Mode of Tpt	Date	Travel Time	Distance	Type of Terrain	Remarks
	Location	Grid Ref	Location	Grid Ref						
01	BC Kunuku	189373	Yupukari		Vehicle	16/09/13	5hrs		Savannah type veg.	
02	Yupukari Junction		Air Strip		Foot	16/09/14	4 hrs		Savannah type veg.	
	Air Strip		Yupukari Junction		Foot	16/09/14	Hrs		Savannah type veg.	
	Yupukari Junction		BC Kunuku		Vehicle	16/09/14	Hrs		Savannah type veg.	

10. **Infrastructures (Schools, Health Centres, Cell Towers, Police Outposts, etc)**

Ser	Type	Location / Grid Ref	Ownership	Functionality	Remarks
01	Wooden and Clay Houses		Local Residents		
02	Air Strip			Used for illegal landing of aircraft	Air Strip appears to have being maintained.
03	Air Craft			Unserviceable	Air Craft was coved at edge of

G-2 of 4

11. Foreign and Local Military and Civilian Activities

Ser	Type of Activity	Description			Details of Activity	Remarks
	Foreign Military	Str:	Grid Ref:	Wpn:		
	Foreign Civilian					
	Foreign Political					
	Local Civilian	Amerindians			Farming and Cattle Ranching	
	Police	Str:	Grid Ref:	Wpn:		
	Criminal and Illegal	Air strip			Evidence of the Air Strip being maintained was visible 1x Air Craft was phycally on ground	

12. Physical Condition of the Patrol *5- Excellent

*1- Poor

Ser	Condition Type	Rate					Details	Remarks
		1	2	3	4	5		
01	Health					5		
02	Vehicle			3				
03	Weapons					5		
04	Kit and Equipment				4			
05	Special Equipment							

13. Size and Composition of Villages along Patrol Route

Ser	Village name	Leader	Location / Grid	Population	Economic Activity	Remarks
01	Yupukari				Farming and Cattle Ranching	

14. Declaration of Assets(On completion of patrol)

Ser	Asset	State/Amount Issued	State/Amount Returned	Functionality	Details	Remarks
01	Vehicle	01	01	Good	DFB 1487	
02	AKM	05	05	Good		
03	Ammunition	450	450	Good	7.62 x 39	
04	Magazines	15	15	Good	AKM Mag	

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15. **Conclusion:** This Patrol was a successful mission with no mishaps or problems encountered. Our objective was achieved through careful planning and execution of the tasks at hand. In addition, to my estimation there were signs of the illegal air strip at Yupukari being maintained and maned and the discovery of an illegal Aircraft.

Patrol Commander

Number	Rank	Name	Unit	Appointment	Signature	Date
999236	2Lt	Annand Persaud	GPM	PL Comd		2016/09/14

SO2 S3 Comments:

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.....

Number	Rank	Name	Unit	Appointment	Signature	Date

CO Comments:

.....
.....
.....
.....

Number	Rank	Name	Unit	Appointment	Signature	Date

CONFIDENTIAL

15. **Conclusion:** This Patrol was a successful mission with no mishaps or problems encountered. Our objective was achieved through careful planning and execution of the tasks at hand. In addition, to my estimation there were signs of the illegal air strip at Yupukari being maintained and maned and the discovery of an illegal Aircraft.

Patrol Commander

Number	Rank	Name	Unit	Appointment	Signature	Date
999236	2Lt	Annand Persaud	GPM	PL Comd		2016/09/14

SO2 S3 Comments:

.....

.....

.....

.....

Number	Rank	Name	Unit	Appointment	Signature	Date

CO Comments:

.....

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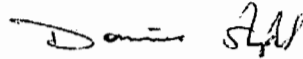
Number	Rank	Name	Unit	Appointment	Signature	Date

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LEGEND

RARIA – Report Anti rustling and Illegal Act.
RIA – Report Illegal Acts.
RMA – Report Mining Act.
REA – Report Enemy Act.

3. Submitted for your consideration and approval.



D SHEPHERD
Captain
SO3 S2/S3 (ag)

CONFIDENTIAL

PATROL PROGRAMME OP AXEL/03 2016

SEPT 2016

Ser	Purpose	Type	From	To	Remarks
(a)	(b)	(c)	(d)	(e)	(f)
01	RARIA	Veh/Foot	LETHEM	AISHALTON/MARUDI MT/ACHIWIIB/ADELAIR/WAKADANAWA	
02	RIA	Veh	LETHEM	MARAKANTTTA	Standing Patrol
03	RIA	Veh	LETHEM	MERETEREZO	
TOTAL					

OCT 2016

Ser	Purpose	Type	From	To	Remarks
(a)	(b)	(c)	(d)	(e)	(f)
01	RARIA	Veh	LETHEM	NAPPI/PARISHARA/HIOWA/WOWETTA/ANNAI/APOTERI	
02	RIA	Veh	LETHEM	MARAKANTTTA	Standing Patrol
03	RIA	Veh	LETHEM	MERETEREZO	
TOTAL					

NOV 2016

Ser	Purpose	Type	From	To	Remarks
(a)	(b)	(c)	(d)	(e)	(f)
01	RARIA	Boat	LETHEM	RIVER MOUTH	
02	RIA	Veh	LETHEM	MARAKANTTTA	Standing Patrol
03	RIA	Veh	LETHEM	MERETEREZO	
TOTAL					

SUMMARY

Ser	Month	Amount
(a)	(b)	(c)
01	Sept 2016	3
02	Oct 2016	3
03	Nov 2016	3
GRAND TOTAL		9

LEGEND

RARIA – Report Anti rustling and Illegal Act.
 RIA – Report Illegal Acts.
 RMA – Report Mining Act.
 REA – Report Enemy Act.

3. Submitted for your consideration and approval.

PATROL PROGRAMME OP AXEL/01 2016

MARCH 2016

Ser (a)	Purpose (b)	Type (c)	From (d)	To (e)	Remarks (f)
01	RARIA	Veh/Foot	LETHEM	AISHALTON/MARUDI MT/ACHIWUIB/ADELAIR /WAKADANAWA	
02	RIA	Veh	LETHEM	MARAKANTTTA	Once Weekly
03	RIA	Veh	LETHEM	MERETEREZO	
TOTAL					

APRIL 2016

Ser (a)	Purpose (b)	Type (c)	From (d)	To (e)	Remarks (f)
01	RARIA	Veh	LETHEM	NAPPI/PARISHARA/HIOWA/WOWETTA/ANNAI/APO TERI	
02	RIA	Veh	LETHEM	MARAKANTTTA	Once Weekly
03	RIA	Veh	LETHEM	MERETEREZO	
TOTAL					

MAY 2015

Ser (a)	Purpose (b)	Type (c)	From (d)	To (e)	Remarks (f)
01	RARIA	Boat	LETHEM	RIVER MOUTH	
02	RIA	Veh	LETHEM	MARAKANTTTA	Once Weekly
03	RIA	Veh	LETHEM	MERETEREZO	
TOTAL					

SUMMARY

Ser (a)	Month (b)	Amount (c)
01	March2016	3
02	April 2016	3
03	May 2016	3
GRAND TOTAL		9

LEGEND

RARIA – Report Anti rustling and Illegal Act.
 RIA – Report Illegal Acts.
 RMA – Report Mining Act.
 REA – Report Enemy Act.

3. Submitted for your consideration and approval.

CONFIDENTIAL

ANNEX D TO
1100/1408
DATED 2015-11-

ROUTINE PATROL PROGRAMME

December 2015 - February 2016

Sl. No.	Date	Type	From	To	Remarks
(a)	(b)	(c)	(d)	(e)	(f)
01	December	Veh	LETHEM	Monkey Mountain	Report Anti rustling and Illegal A
02	December	Veh	LETHEM	Achiwib/ Marudi	Report illegal Act
03	January	Veh	LETHEM	Nappi/Parihara/Hiowa/Wowetta/Annai/Apoteri	Report illegal Act
04	January	Veh	LETHEM	Sauriwau river	Report Anti rustling and Illegal A
05	Dec - Feb	Veh	LETHEM	Marakanatta	Report Anti rustling and Illegal A

D - 1
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Commanding Officer
2nd Infantry Battalion (Reserve)

Wed 2015-07-

ROUTINE PATROL PROGRAMME – LETHEM FOR SEPTEMBER TO DECEMBER 2015

1. Sir, please find listed below the propose patrol programme for Lethem for September to December 2015.

SEPTEMBER 2015

Ser (a)	Purpose (b)	Type (c)	From (d)	To (e)	Remarks (f)
01	RARIA	Veh/Foot	LETHEM	AISHALTON/MARUDI MT/ACHIWIIB/ADELAIR /WAKADANAWA	
02	RARIA	Veh	LETHEM	NAPPI/PARISHARA/HIOWA/WOWETTA/ANNAI/APOTERI	
03	RMA	Veh	LETHEM	TOKA/KARASABAI	
04	RARIA	Veh	LETHEM	NAPPI/PARISHARA/HIOWA/WOWETTA/ANNAI/APOTERI	
05	RARIA	Boat	LETHEM	SAURIWAU RIVER	
06	RARIA	Boat	LETHEM	RIVER MOUTH	
07	RARIA	Veh	LETHEM	MARAKANATTA	to be done weekly
TOTAL					

OCTOBER 2015

Ser (a)	Purpose (b)	Type (c)	From (d)	To (e)	Remarks (f)
01	RARIA	Veh	LETHEM	MONKEY MOUNTAIN	
02	RARIA	Veh	LETHEM	NAPPI/PARISHARA/HIOWA/WOWETTA/ANNAI/APOTERI	
03	RMA	Veh	LETHEM	TOKA/KARASABAI	
04	RARIA	Veh	LETHEM	NAPPI/PARISHARA/HIOWA/WOWETTA/ANNAI/APOTERI	
05	RARIA	Boat	LETHEM	SAURIWAU RIVER	
06	RARIA	Boat	LETHEM	RIVER MOUTH	
07	RARIA	Veh	LETHEM	MARAKANATTA	to be done weekly
TOTAL					

NOVEMBER 2015

Ser (a)	Purpose (b)	Type (c)	From (d)	To (e)	Remarks (f)
01	RARIA	Veh/Foot	LETHEM	AISHALTON/MARUDI MT/ACHIWIIB/ADELAIR /WAKADANAWA	

02	RARIA	Veh	LETHEM	NAPPI/PARISHARA/HIOWA/WOWETTA/ANNAI/AP OTERI	
03	RMA	Veh	LETHEM	TOKA/KARASABAI	
04	RARIA	Veh	LETHEM	NAPPI/PARISHARA/HIOWA/WOWETTA/ANNAI/AP OTERI	
05	RARIA	Boat	LETHEM	SAURIWAW RIVER	
06	RARIA	Boat	LETHEM	RIVER MOUTH	
07	RARIA	Veh	LETHEM	MARAKANATTA	to be done weekly
TOTAL					

DECEMBER 2015

Ser	Purpose	Type	From	To	Remarks
(a)	(b)	(c)	(d)	(e)	(f)
01	RARIA	Veh	LETHEM	MONKEY MOUNTAIN	
02	RARIA	Veh	LETHEM	NAPPI/PARISHARA/HIOWA/WOWETTA/ANN AI/APOTERI	
03	RMA	Veh	LETHEM	TOKA/KARASABAI	
04	RARIA	Veh	LETHEM	NAPPI/PARISHARA/HIOWA/WOWETTA/ANN AI/APOTERI	
05	RARIA	Boat	LETHEM	SAURIWAW RIVER	
06	RARIA	Boat	LETHEM	RIVER MOUTH	
07	RARIA	Veh	LETHEM	MARAKANATTA	to be done weekly
TOTAL					07

SUMMARY

Ser	Month	Amount
(a)	(b)	(c)
01	September 2015	7
02	October 2015	7
03	November 2015	7
04	December 2015	7
GRAND TOTAL		28

LEGEND

RARIA – Report Anti rustling and Illegal Act.
 RIA – Report Illegal Acts.
 RMA – Report Mining Act.
 REA – Report Enemy Act.

3. Submitted for your consideration and approval.

[Handwritten signature]

PATROL REPORT PROFORMA

1. **Date of report submission:** Yr Mth Day

2016	03	05
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2. **Type of Patrol:**

- Anabasis
- Border
- Route Proving
- Internal Security
- Other

Please specify:

.....

.....

3. **Duration of Patrol**

From: Lethem **To: Meretezero**

Yr Mth Day Time Yr Mth Day Time

2016	03	05	0815
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2016	03	05	1311
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4. **Region(s) in which patrol was conducted:** 9

5. **Map Reference: Guyana South West Sheet** 1:500,000

6. **Patrol Composition**

Ser	Number	Rank	Name	Unit	Patrol Appointment	Weapon Number	Ammunition	Remarks
01	999130	Lt	R Marshall	GPM	Commander	405100	90	
02	20003	Lcpl	G Campion	GPM	Driver		90	
03	21440	Cpl	C Sandy	GPM	2IC	393972	90	
04	23710	Pte	K Benjamin	GPM	Rifle man	61103	90	
05	24314	Pte	M John	GPM	Rifle man	27131	90	
06	23661	Pte	R Boodhoo	GPM	Rifle man	3929729	90	

7. **Mission: TO CONDUCT A VEHICLE PTL FROM KANAKU TO MERETEZERO NLT 1530 05-03-2016 IOT ENSURE THE AREA REAMAINS SECURE.**

8. Tasks

Ser	Task	Remarks
01	Mobilize troops	
02	Move from Camp Kanaku to Mereterezo by vehicle	
03	Move to Camp Kanaku from Mereterezo by vehicle	

9. Route and Legs

Ser	From		To		Mode of Tpt	Date	Travel Time	Distance	Type of Terrain	Remarks
	Location	Grid Ref	Location	Grid Ref						
	BC Kanaku	189373	Meretezero		Vehicle	16/02/13	1030		Savannah type veg.	

10. Infrastructures (Schools, Health Centres, Cell Towers, Police Outposts, etc)

Ser	Type	Location / Grid Ref	Ownership	Functionality	Remarks
01	Wooden and Clay Houses		Local Residents		
02	Factory		Local Resident	Rice factory provides employment for locals	

11. Foreign and Local Military and Civilian Activities

Ser	Type of Activity	Description			Details of Activity	Remarks
		Str:	Grid Ref:	Wpn:		
	Foreign Military					
	Foreign Civilian					
	Foreign Political					
	Local Civilian	Amerindians			Farming and Cattle Ranching	
	Police	Str:	Grid Ref:	Wpn:		

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12. Physical Condition of the Patrol *5- Excellent

*1- Poor

Ser	Condition Type	Rate					Details	Remarks
		1	2	3	4	5		
01	Health					5		
02	Vehicle			3				
03	Weapons					5		
04	Kit and Equipment				4			
05	Special Equipment							

13. Size and Composition of Villages along Patrol Route

Ser	Village name	Leader	Location / Grid	Population	Economic Activity	Remarks
01	Meretezero			25	Farming and Cattle Ranching	

14. Declaration of Assets(On completion of patrol)

Ser	Asset	State/Amount Issued	State/Amount Returned	Functionality	Details	Remarks
01	Vehicle	01	01	Good	DFB 1487	
02	AKM	05	05	Good		
03	Ammunition	450	450	Good	7.62 x 39	
04	Magazines	15	15	Good	AKM Mag	

15. **Conclusion:** This Patrol was a successful mission with no mishaps or problems encountered. Our objective was achieved through careful planning and execution of the tasks at hand. No signs of illegal activities were detected. Area appeared calm throughout the duration of this patrol.

Patrol Commander

Number	Rank	Name	Unit	Appointment	Signature	Date
999130	Lt	Rohan Marshall	GPM	PL Comd		2016/03/05

Ser	Task	Remarks
01	Gather info on illegal activities in area of op.	
02	Gather all other info of importance e.g. Village Committee, Culture, Social Issues etc.	
03	Map the entire patrol route.	
04	Report on the activities of foreign Military/Civilian if possible.	
05	Estab communication with BC (Kanakanu) or HQ GPM using cellular network so as to have a communication map of where cellular coverage is located.	

8. Route and Legs

Ser	From		To		Mode of Tpt	Date	Travel Time	Distance	Type of Terrain	Remark
	Location	Grid Ref	Location	Grid Ref						
01	BC Kunuku	189373	Shulinab		Vehicle	16/03/14	0830		Savannah type veg.	
02	Shulinab		Quiko	203394	Vehicle	16/03/14	0900		Savannah type veg.	
03	Quiko	203394	Meriwau		Vehicle	16/03/14	0930		Savannah type veg.	
04	Meriwau		SandCreek	219310	Vehicle	16/03/14	0940		Savannah type veg.	
05	SandCreek	219310	Rupunau	192341	Vehicle	16/03/14	1035		Savannah type veg.	
06	Rupunau	192341	Shea		Vehicle	16/03/14	1100		Savannah type veg.	
07	Shea		Marurarau		Vehicle	16/03/14	1130		Savannah type veg.	
08	Marurarau		Awarewaunau		Vehicle	16/03/14	1215		Savannah type veg.	
09	Awarewaunau		Ashalton	241274	Vehicle	16/03/14	1240		Savannah type veg.	
10	Ashalton	241274	BC Kanuku	189373	Vehicle	16/03/14	1505		Savannah type veg.	
11	BC Kanuku	189373	Katoka	245393	Vehicle	16/03/15	1345		Savannah type veg.	
12	Katoka	245393	Semonie	236320	Vehicle	16/03/15	1545		Savannah type veg.	
13	Semonie	236320	Hiowa	245393	Vehicle	16/03/15	1630		Savannah type veg.	
14	Hiowa	245393	BC Kanunu	189373	Vehicle	16/03/15	1800		Savannah type veg.	
15	BC Kanuku	189373	Nappi	213378	Vehicle	16/03/16	0630		Savannah type veg.	
16	Nappi	213378	Parishara	215383	Vehicle	16/03/16	0845		Savannah type veg.	
17	Parishara	215383	Karasibai	215383	Vehicle	16/03/16	0945		Savannah type veg.	
18	Karasibai	215383	TigerPond	224448	Vehicle	16/03/16	1250		Savannah type veg.	
19	TigerPond	224448	BC Kanuku	189373	Vehicle	16/03/16	1315		Savannah type veg.	

9. Infrastructures (Schools, Health Centres, Cell Towers, Police Outposts, etc)

Ser	Type	Location / Grid Ref	Ownership	Functionality	Remarks
01	Wooden and Clay Houses		Local Residents	Living accomodations	
02	Nursery School, Primary Schools	Quiko, Rupunau, Sand Creek, Ashalton, Marurarau, Hiowa, Nappi, Karasibai	Government	Educational Purpose	
03	Secondary Schools	Sand Creek, Ashalton	Government	Educational Purpose	
04	Medical Outpost	Sand Creek Ashalton Quiko	Government		
05					
06					

10. Foreign and Local Military and Civilian Activities

Ser	Type of Activity	Description			Details of Activity	Remarks
	Foreign Military	Str:	Grid Ref:	Wpn:		
	Foreign Civilian					
	Foreign Political					
	Local Civilian	Amerindians			Farming and Cattle Ranching	
	Police	Str:	Grid Ref:	Wpn:		
	Criminal and Illegal					

12. Physical Condition of the Patrol *5- Excellent

*1- Poor

Ser	Condition Type	Rate					Details	Remarks
		1	2	3	4	5		
01	Health					5		
02	Vehicle			3				
03	Weapons					5		
04	Kit and Equipment				4			
05	Special Equipment							

					Ranching	
02	Quiko	Derrick Adolph	203394	140	Farming and Cattle Ranching	
03	Meriwau	Dominic Charlie		131	Farming and Cattle Ranching	
04	SandCreek	Derick David	219310	868	Farming and Cattle Ranching	
05	Rupunau	Larenteno Gamon	192341	319	Farming and Cattle Ranching	
06	Shea	James Agustus		434	Farming and Cattle Ranching	
07	Marurarau	Patrick Gomes		805	Farming and Cattle Ranching	
08	Awarewaunau	Gebevie Thomas		646	Farming and Cattle Ranching	
09	Ashalton	Douglas Casmiero	241274	1043	Farming and Cattle Ranching	
10	Katoka	Desmond Micheal	245393	705	Farming and Cattle Ranching	
11	Semonie	Samuel Jacobs	236320	225	Farming and Cattle Ranching	
12	Hiowa	Iatn David	245393	450	Farming and Cattle Ranching	
13	Nappi	Walter Henrico	213378	678	Farming and Cattle Ranching	
14	Parishara	Edward Buckley	215383	429	Farming and Cattle Ranching	
15	Karasibai	Micheal Pio	215383	650	Farming and Cattle Ranching	
16	TigerPond	Simone Davis	224448	391	Farming and Cattle Ranching	

14. Declaration of Assets(On completion of patrol)

Ser	Asset	State/Amount Issued	State/Amount Returned	Functionality	Details	Remarks
01	Vehicle					Vehicle provided by CDC
02	AKM	04	04	Good		
03	Ammunition	360	360	Good	7.62 x 39	
04	Magazines	12	12	Good	AKM Mag	

15. **Conclusion:** This Patrol was a successful mission with no mishaps or problems encountered. Our objective was achieved through careful planning and execution of the tasks at hand.

Patrol Commander

Number	Rank	Name	Unit	Appointment	Signature	Date
999130	Lt	Rohan Marshall	GPM	PL Comd		2016/03/23

CONFIDENTIAL

SO2 S3 Comments:

.....
.....
.....
.....

Number	Rank	Name	Unit	Appointment	Signature	Date

CO Comments:

.....
.....
.....
.....

Number	Rank	Name	Unit	Appointment	Signature	Date

GUYANA DEFENCE FORCE
PATROL REPORT PROFORMA

1. **Date of report submission:** Yr Mth Day

2016	02	29
------	----	----

2. **Type of Patrol:**

- Anabasis
- Border
- Route Proving
- Internal Security
- Other

Please specify:

.....

.....

3. **Duration of Patrol**

From: Lethem **To: Marakauata**

Yr Mth Day Time Yr Mth Day Time

2016	02	29	1035
------	----	----	------

2016	02	29	1315
------	----	----	------

4. **Region(s) in which patrol was conducted:**

9

5. **Map Reference: Guyana South West Sheet**

1:500,000

6. **Patrol Composition**

Ser	Number	Rank	Name	Unit	Patrol Appointment	Weapon Number	Ammunition	Remarks
01	999130	Lt	R Marshall	GPM	Commander	405100	90	
02	20003	Lcpl	G Campion	GPM	Driver		90	
03	23298	Pte	C King	GPM	Rifle man	401254	90	
04	23438	Pte	K Rose	GPM	Rifle man	377540	90	
05	23741	Pte	L Headley	GPM	Rifle man	416430	90	
06	23618	Pte	J Simon	GPM	Rifle man	395187	90	

Ser	Task	Remarks
01	Mobilize troops for patrol.	
02	To move from Camp Kanaku to Marakanata by vehicle.	
03	Move from Marakanata to Camp Kanaku by vehicle.	

9. Route and Legs

Ser	From		To		Mode of Tpt	Date	Travel Time	Distance	Type of Terrain	Remarks
	Location	Grid Ref	Location	Grid Ref						
01	BC Kunuku	189373	Marakanata		Vehicle	16/02/06	1101		Savannah type veg.	

10. Infrastructures (Schools, Health Centres, Cell Towers, Police Outposts, etc)

Ser	Type	Location / Grid Ref	Ownership	Functionality	Remarks
01	Wooden and Clay Houses		Local Residents		
02	Air Strip			Used for illegal landing of aircraft	Air Strip appears to have being maintained.

11. Foreign and Local Military and Civilian Activities

Ser	Type of Activity	Description			Details of Activity	Remarks
		Str.	Grid Ref.	Wpn:		
	Foreign Military					
	Foreign Civilian					
	Foreign Political					
	Local Civilian	Amerindians			Farming and Cattle Ranching	
	Police	Str.	Grid Ref.	Wpn:		
	Criminal and	Air strip			Evidence of the Air Strip being maintained	

CONFIDENTIAL

12. **Physical Condition of the Patrol** *5- Excellent

*1- Poor

Ser	Condition Type	Rate					Details	Remarks
		1	2	3	4	5		
01	Health					5		
02	Vehicle			3				
03	Weapons					5		
04	Kit and Equipment				4			
05	Special Equipment							

13. **Size and Composition of Villages along Patrol Route**

Ser	Village name	Leader	Location / Grid	Population	Economic Activity	Remarks
01	Marakanata	Joesph Dorick		30	Farming and Cattle Ranching	

14. **Declaration of Assets(On completion of patrol)**

Ser	Asset	State/Amount Issued	State/Amount Returned	Functionality	Details	Remarks
01	Vehicle	01	01	Good	DFB 1487	
02	AKM	05	05	Good		
03	Ammunition	450	450	Good	7.62 x 39	
04	Magazines	15	15	Good	AKM Mag	

15. **Conclusion:** This Patrol was a successful mission with no mishaps or problems encountered. Our objective was achieved through careful planning and execution of the tasks at hand. In addition the area in which the illegal airstrip is situated seems to be calm and quite.

Patrol Comntander

Number	Rank	Name	Unit	Appointment	Signature	Date
999130	Lt	Rohan Marshall	GPM	PL Comd		2016/02/29

CONFIDENTIAL

SO2 S3 Comments:

.....
.....
.....
.....

Number	Rank	Name	Unit	Appointment	Signature	Date

CO Comments:

.....
.....
.....
.....

Number	Rank	Name	Unit	Appointment	Signature	Date

APPENDIX 17: LOCATION BRIEF SUBMITTED BY SECOND LIEUTENANT KEVIN SULTAN ON TUESDAY 1ST NOVEMBER, 2016

GENERAL

1. I am 999205 Second Lieutenant Kevin Sultan, Platoon Commander of One (1) platoon of 254 Company Guyana's People Militia. I reside at 15-16 Co-ops Lane New Amsterdam Berbice. I was commissioned on the 10-02-2015 and I have one (1) year service to date. This is my first (1st) border deployment.

ORIENTATION TO GROUND

This is the general direction of north, this is the general direction of Brazilian border, this is the general direction of the Lethem air strip

AIM

The aim of this brief is to give a clear and concise understanding of the operation and functionality of Base Came Kanuku.

PERIOD COVERED

2. This brief cover the period 24-09-2016 to present I took command of this location on the 2016-09-24 to present, I took over this location from 999236 Second Lieutenant Annand Persaud of 254 Company Guyana's People Militia.

BOUNDARIES

3. The location boundaries are:
 - a. **North** - Apoteri to Surama on a bearing of 300⁰ for a distance of approximately 54km. Surama to Monkey Mt. on a bearing of 315⁰ for a distance of approximately 66km. Monkey Mt to Waramik on a bearing of 270⁰ for a distance of approximately 30km which overs a total of 150 km.
 - b. **South** - Boundary Marker #20 along international boundary to Chodikar River.
 - c. **East** - Left Bank of Chodikar River, Left Bank of Sipu River, Left Bank Essequibo River to Apoteri.
 - d. **West** - Ireng River from Waramik into Takutu River up to Boundary Marker #20.

MISSION

4. TO DEFINE AGGRESSION WITHIN BOUNDARIES.

What is defining aggression? Is to ensure that the monitoring of a situation which will not escalate the situation at the same time monitoring it to ensure it does not escalate and ensuring information is passed to higher HQ

STRENGTH AND DISPOSITION

2Lt	SGT	CPL	LCPL	PTE	TOTAL
1	01	-	04	25	31

TASKS

ESSENTIAL TASK

Those are the task that have to be done IOT achieve my Mission

1. Prevent incursions and other acts of aggression within bdrys.
2. On orders, conduct ptls as programmed.
3. Conduct rehearsals of the contingency plan, by day and night.
4. Conduct rehearsals of the airstrip def. plan, by day and night.

ASSIGNED TASK

Those tasks that contribute to the administration of the location

1. Monitor and report all ptls in and out of the loc and record the registration number, colour, number of passengers and type of cargo.
2. Enforce the maintenance schedule for all generators, brush cutter, 4 x 4 pick up and charging engines/appliances. All equipment including the location vehicle must only be used with the authority of the Location Commander for operational and administrative purposes only.
3. Ensure the efficient management of the warrant provided for the loc. All expenditures must be in keeping with the stipulated financial regulations. Warrant returns must be submitted monthly. Request to purchase must be done weekly and sent to Coy HQ for approval.
4. Monitor and report on the development of villages in your AOR.

5. Maintain accurate records and ensure strict accountability for all stores, goods, POL etc received and issued.
6. Maintain 45gals of reserve fuel which must only be used with the authority of Coy Comd.
7. Maintain a Hotel Accn Ledger for persons authorize to be accommodated at any Hotel at the GDF expense.
8. Maintain Log Books detailing all records of usage of all location equipment.
9. Be prepared to conduct any other task that may be directed by Coy HQ from time to time.

SPECIFIED TASK

Those tasks that list especially how to embrace SOPs of the GDF and is listed under specified task in the brief

1. Ensure that all sldrs are confined to barracks by 1800hrs unless otherwise instructed by Coy HQ.
2. Cultivate and maintain a kitchen garden.
3. Practice fire drills once every week.
4. Report immediately all breaches of Standing Orders.
5. Report truthfully all disciplinary matters immediately.
6. Ensure compliance with all Loc and Unit Standing Orders.
7. Ensure that no mining, logging or trading is done by members of the Guyana Defence Force.
8. Ensure that you or no rank under your command visits bordering countries without the permission of Bn HQ.
9. Participate in community development project after approval from Coy HQ.
10. Ensure that no swimming, floatation or any other unauthorized water borne activity is done in the river or any other body of water.

11. Ensure that you or no other rank under your command leaves the location unless on operation or administrative duties relative to the smooth functioning of your location. All other requests must be channeled through Sector HQ.
12. Ensure that you or no other rank leaves the loc in civilian attire unless otherwise instructed by Coy HQ. All ranks leaving the confines of the location must be appropriately and neatly attired.
13. Ensure that you or no other rank under your command visits and pubs, bar, disco or night club while on development at Lethem.
14. Maintain an accurate telephone register of all outgoing and incoming calls.
15. Accurately maintain all other books and records required at your location.

11. **Security-** To ensure maximum security a 24hrs guard system of str 9 is maintained and stand-to drills are rehearsed regularly to ensure the troops are always alert, focused and ready to carry out their mission. All arms and ammunition are kept clean and serviceable. Security of the keys for the arms store is the responsibility of the guard commander and the Location Sgt. While the keys for the ammunition depot is kept by the Location Commander and the Location Second in Command.

- a. Location- The location has nine (9) defensive positions which are manned as part of the stand to drills. Stand to is indicated by three whistle blasts and stand down by a long whistle blast.
- b. Airstrip- The airstrip is defended by 2 x 14.5 anti-aircraft guns. However there are no personnel man these gun at this location.
- c. Communication- The location is equipped with one telephone for daily use and a HF radio which is used for communication DHQ AND HQ GPM. Troops are allowed to use the telephones to make contact with family members with permission of the location commander.
- d. Serviceability of Weapons- Personal weapons on this location are serviceable.

12. **Training-** Training was conducted in the following areas:

- a. Skill-At-Arms
- b. Physical Training

Camp Development - Since taking over this location the base was weeded twice with area cleaning being conducted daily and white washing of trees and the bricks and the outer perimeter fence of the front of the location. Our daily routine includes stand to, flag raising and camp development.

Lethem Administration

Lethem is the Administrative headquarters of the Rupununi, it has a physical size of 10.5km and it is a growing area since the opening of the Takutu Bridge which links Guyana and Brazil and the introduction of the "Commercial Zone" and became a township on 21-10-2015, with appointment the Mayor Mr. Carlton Beckles

Patrolling- During the reporting period a joint patrol was lunched to locate an illegal aircraft and airstrip in near the village of Yupukari on 13-09-2016. This illegal airstrip and aircraft was located on 14-09-2016 and a standing patrol was established the standing patrol was stood down on the 28-09-2016. The standing patrol that was established at Marakanata on 22-06-2016 was stood down on 07-10-2016. A revised patrol program is being awaited from the Sector Commander.

Foreign Civilians Activities

Brazilians continue buying and selling of goods and services within Lethem however there has been a reduction in trade since there was a change of government which has the Brazilian economy in a minor recession. The relationship between the local civilians and the foreigners is one of mutual understanding and respect. Foreigners use the local air and bus services to travel to and from Georgetown. It should also be mentioned that the locals of Bon Fim have contested local government elections on the 2nd October, 2016 which saw the election of a new mayor Jonas Chages, this election is contested on a two year basis.

6. **Foreign Military Activities** - Troops from the 7th Infantry Jungle Brigade of the armed forces of Brazil are based at three (3) locations along the border of Brazil and Guyana. The Brigade Headquarters is located in Boa Vista. The Brigade Commander is General Algacir Antonio Polsin.

These locations are as follows:

a. **NORMANDIA**

- i. **Location** - West of Goodhope
- ii. **Strength** - 2& 65
- iii. **Commander** - TenAlaide
- iv. **Dress** - Brazilian camouflage, DMS boots and bush cap
- v. **Changeover** - the Officers and SGT changeover annually. Majority of the OR's live in Normandia with their families.
- vi. **Weapons** - FAL rifle for the OR's and Berretta and 9mm pistol for the Officers.

- vii. **Transport** - 1xtruck, 1 x ½ tone land rover with trailer and 1 x Ambulance.
- viii. **Morale** - High
- ix. **Activities** - Agriculture

b. **BONFIM**

- ii. **Location** - Approximately 6 miles west of Lethem
- iii. **Strength** - 2& 60
- iv. **Commander** - Ten Ribeiro
- v. **Dress** - Brazilian camouflage, DMS boots and bush cap
- vi. **Changeover** - the Officers and SGT changeover annually. Majority of the OR's live in Bonfim with their families.
- vii. **Weapons** - FAL rifle for the OR's and Berretta and 9mm pistol for the Officers and some other ranks.
- viii. **Transport** - :1 x1/2 ton Land rover and 1 x truck.
- ix. **Morale** - High
- x. **Activities** - Sporting Activities (Football, Volleyball) and Agriculture.

c. **UIRAMUTA**

- i. **Location** - West of Kato Mountain
- ii. **Strength** - 2& 65
- iii. **Commander** - Capt Marcolino
- iv. **Dress** - Brazilian camouflage, DMS boots and bush cap
- v. **Changeover** - Changeover twice annually.
- vi. **Weapons** - FAL rifle for the OR's and Berretta and 9mm pistol for the Officers.
- vii. **Transport-** 1 x 1/2 ton land rover and 1 x truck.
- viii. **Morale** - High
- ix. **Activities** - Agriculture at subsistence level.

FOREIGN /MILITARY COOPERATION

The relationship between the two groups is of mutual respect. Reason being, most of the soldiers are resident of Bon Fim and the surrounding areas and are respected for the high level of professionalism portrayed to the locals. The relationship between the troops and the locals is one of mutual respect and understanding.

7. **Local Civilian Activity**

15. Most of the locals are employed by the regional authorities and businesses across the region which comprises of approx. 2,500 persons, however, many locals still migrate to neighboring Brazil to seek employment. For the celebration of Amerindian heritage month there was a heritage celebration held at the Bennabe in St Ignatus with various activities, including cultural dances displays of foods art and craft the was also a pageant held on the last night of the heritage. On the 24-09-2016 there was a visit done by Minster of Natural Resources Raphael Trotman and Minister of Infrastructure David Patterson discussing the plans of development of roads and bridges in the area.

CIVILIAN/MILITARY COOPERATION

A high level of professionalism will be expressed whenever assisting the general public in whatever means possible. The military also participate in a variety of sports such as football and cricket.

Policing Activity

16. There are presently seven (6) Police Stations and two (2) Checkpoints within our area of operation. The police also operate out of the Multi Complex located in the vicinity of the Takutu Bridge. Details on the stations are as follows:

a. **Lethem HQ Lethem Police Station**

- i. Location- Lethem
- ii. Comd - DSP Johnson
- iii. Str - 1x Officers, 2x Sgts; 3x Cpls 7 13xConst.
- iv. Wpn - SLR and .38 revolver
- v. Morale - High

b. **Annai Police Station**

- i. Location- North Rupununi
- ii. Comd - CPL Francis & 3 x Const
- iii. Str - 04
- iv. Wpn - SLR and .38 revolver
- v. Morale - High

c. **Aishalton Police Station**

- i. Location- South Rupununi
- ii. Comd - Cpl Joseph & 2 x Const
- iii. Str - 03
- iv. Wpn - SLR and .38 revolver
- v. Morale - High

d. **Monkey Mountain Police Station**

- i. Location- North Pakaraimas
- ii. Comd - LCpl Fraser & 2x Const
- iii. Str - 03
- iv. Wpn - SLR and .38 revolver
- v. Morale - High

e. **Orinduik Police Station**

- i. Location- North Pakaraimas
- ii. Comd - 1x Sgt; 1x Cpl George & 2x Const
- iii. Str - 04
- iv. Wpn - SLR and .38 revolver
- v. Morale - High

f. **Karasabai Police Station**

- i. Location- North Pakaraimas
- ii. Comd - 1x LCpl & 2x Const.
- iii. Str - 03
- iv. Wpn - SLR and .38 revolver
- v. Morale - High

- g. **Kurupukari Police Check Point**
- | | | | |
|------|-----------|---|-----------------------|
| i. | Location- | | North Rupunni |
| ii. | Comd | - | 1 x LCpl & 1 x Const. |
| iii. | Str | - | 02 |
| iv. | Wpn | - | SLR and .38 revolver |
| v. | Morale | - | High |

- h. **Cork Wood Check Point**
- | | | | |
|------|----------|---|-----------------------|
| i. | Location | - | North Rupunni |
| ii. | Comd | - | 1 x LCpl & 1 x Const. |
| iii. | Str | - | 02 |
| iv. | Wpn | - | SLR and .38 revolver |
| v. | Morale | - | High |

SENIOR LOCATION COMMANDERS-During the reporting period there was only one Senior Location Commanders as Part of the Joint Service Operation DRAGNET to heighten Border security which is Capt Ricardo Singh.

COMMISSION OF INQUIRY

A Commission of inquiry was also lunched in the area to by The President to inquire into the circumstances in which a foreign aircraft entered into the territory of Guyana and was discovered on the ground near the village of Yupukari on the 14-09-2016, the commissioners appointed is Brigadier (ret'd) Edward Collins.

AIR SERVICES

There are three (3) air services in the area and these are as follows:

- | | | | |
|----|----------------------|--------------|--------------------------------|
| a. | Trans Guyana Airways | | |
| | i. | Agents | - Mathew and Jude Abraham |
| | ii. | Aircraft | - (8R GHS, 8R GHG 8R GHT) |
| | | Contact info | - 772-2202, 772-2167, 667-9565 |
| b. | Air Services Limited | | |
| | i. | Aircraft | - (8R GET ,8R ASL 8R GFT) |
| | | Contact info | - 772-2313, 6233039 |
| c. | Air Guyana | | |
| | i. | Agents | - A.Ramsarran |
| | ii. | Aircraft | - (8R WAL) |
| | | Contact info | - |

- d. There is also a privately owned aircraft stationed at this location. It is a six seated Cessna 206 Registration # N58514 which belongs to and is operated by Rural Area Medical Services (RAMS). Its main focus is to conduct medical evacuations from the remote areas of the region.

ADMINISTRATION AND QUARTERING

Accommodation

The Admin Building and the barrack provided adequate housing for troops however there is currently a shortages of five (5) mattresses. The barrack room is currently under construction and is slated to be complete by Thursday 20-10-2016 with minor electrical works to be completed in and around the building, despite the current construction soldiers still sleep in the barracks.

Messing

The main cook on the location is currently PTE Ryan Willison with the Cooking being done at the base kitchen and meals being served at the Mess Hall

Water

Drinking water is pumped into tanks at the messhall from a water well on the base, the white house however is supplied with water from the GWI which is not consumable.

Medical

There was no medical issues reported during this period

Discipline

There are no acts of indiscipline during the reporting period.

Transportation

There is one (1) 4 x 4 pickup stationed at this location, which is currently serviceable however requires a lift side brakes rotor and a rear break stabilizer.

Kit and Eqpt

Soldiers are responsible for the serviceability of the kit and equipment.

Salaries

This is paid through the soldier's Bank account monthly.

Welfare

There was one reported welfare matter during the reporting period, PTE Eon Simple reporting his girlfriend was seriously ill.

~~Sports Troops are actively involved in sports among themselves and foreign military counterparts with some six (6) soldiers joining the Gladiator's Football Club.~~

Entertainment

There is one television set on the location and a satellite receiver which receives subscribed signals from Sky TV Brazil.

Electricity

The location receives 24hrs electricity supplies from the Lethem Power Company.

Resupply

This is done on a weekly basis through the warrant system. However during the reporting period I was supplied twice with ration from Georgetown. The last resupply has been done on 2016/10/19.

CHALLENGES - Some of our greatest challenges are as follows-

- i. **Vehicle-** At this location one vehicle was provided and this has been a poorly maintained by previous commanders since maintenance in this area is difficult due to the availability of parts.
- ii. Administrative duties were hard to perform and patrols were also affected in this area.

- i. **Patrolling Equipment-** Patrol equipment should be sent to the location before departing on a patrol. Such as when setting up an Observation Post. One major problem was the lack of radio signal to make contact with patrols. Equipment should include : tents
mosquito repellants
man pack radio

Recommendations

18. a. Additional Support troops to man the anti-aircraft guns, since this is our main air defense and the current troops are incapable of manning these guns.
- b. A computer for Ops Room.
- c. All-Terrain Vehicles should be attached to the location in order to conduct patrols since the terrain does not permit movement by the current vehicle at various areas and seasons.
- e. There should be a base station for the vehicle to facilitate long distance patrol.

f. Two more handheld radios should be provided for this location.

g. Serviceable toilet facilities for accommodation and guard room as the current facility is unserviceable.

Conclusion

16. The platoon has been achieving its tasks during the reporting period despite the challenges. Troops will continue to demonstrate a high level of professionalism and discipline. There were no breaches of security during the reporting period.

Lieutenant

Commander

**Kevin Sultan
Second**

Location



APPENDIX 18: LIST OF AIRSTRIPS IN REGION 9

Below is a List of the AUTHORISED AIRSTRIPS in Region 9 as obtained from the GCAA and the Remote Area Medical Service (RAMS):-

DEEP SOUTH RUPUNUNI

1. Gunns Strip Village
2. Achiwuib Village
3. Karudanawa Village
4. Village
5. Awariwauna Village
6. Maruranau Village
7. Shea Village

SOUTH CENTRAL RUPUNUNI.

8. Rupunau Village
9. Sand Creek Village
10. Dadanawa Ranch
11. Wichabai Ranch
12. Potarinau Village
13. Mountain Point

CENTRAL RUPUNUNI

14. Lethem town
15. Manari Ranch
16. Parishara Village
17. Mandakara
18. Meritizero
19. Karinambo Ranch
20. Katoka Village
21. Good Hope

NORTH RUPUNUNI

- 22. Toka Village
- 23. Yakarinta Village
- 24. Rewa Village
- 25. Apoteri Village
- 26. Surama Village
- 27. Fair View Village
- 28. Annai Village

SOUTH PAKARIMAS

- 29. Karasabai Village
- 30. Taushida Village
- 31. Tiperu Village
- 32. Rukumata Village
- 33. Yurong Paru Village

The under mentioned are the **ILLEGAL AIRSTRIPS:**

DEEP SOUTH RUPUNUNI

- 34. Bashaidrun Village
- 35. Wakadanawa
- 36. Tamton
- 37. Manwar

SOUTH CENTRAL RUPUNUNI.

- 38. Sand creek Village (Santa Cruz)
- 39. Sawariwau Village (Crystal Spring)

CENTRAL RUPUNUNI.

- 40. Yupukari Village (Awarikuru creek)

APPENDIX 19: CAPTAIN DOMINIC SHEPHERD'S REPORT

PRELIMINARY REPORT ON THE JOINT SERVICES OPERATIONS FOR THE RECOVERY OF AN AIRCRAFT AT FLY HILL YUPUKARI.

SYNOPSIS

1. The Joint Services received information on Tue 2016-09-13, that an Aircraft was at an illegal Airstrip at Fly Hill/Yupakuri Savannah area and was being secured by armed personnel as such a patrol was launched to confirm the authenticity of these reports while curbing other illegal activities.

AIM

1. The aim of this report is to apprise the Commandant of the Guyana People's Militia on the activities surrounding the discovery of an Aircraft at Fly Hill/Yupakuri Savannah

SEQUENCE OF EVENTS

3. a. On Tue 2016-09-13, at approximately 1430 hrs Location Commander Camp Kanaku 2Lt Anand Persaud receive a request for assistance from Deputy Superintendent Rudolph Banwarie to investigate reports of an Aircraft at an illegal Airstrip at Fly Hill/Yupakuri Savannah area. Permission was sought from the Commandant Guyana People's Militia Colonel Patrick West to deploy a Patrol in support of the Guyana Police Force. At 1440 hours orders were issued to 2Lt Kevin Sultan incoming Location Commander and 2Lt Anand Persaud to deploy on the Patrol in support of the Guyana Police Force with a Strength of 2& 10. The Joint Patrol departed Lethem at 1450 hrs for Fly Hill/Yupakuri Savannah area in Guyana Police Force vehicle PVV 662 and DFB 1487. The composition of the Patrol were as follows : Police DSP R Banwarie, Detective Sergeant Seetaram, Constable Weeks and Constable Gentle , Special Branch Corporal Paul, Guyana Defence Force 2Lt Kevin Sultan, 2Lt Anand Persaud , LCPL Seon Bollers, LCPL Isaiah Bijadder, LCPL Donald Trotman , PTE Bruce Smith, PTE Glenrick

Reynolds, PTE Joesph Mckenzie, PTE Tony Gillis, PTE Kemo Simmons, PTE Nigel Earle, PTE Goodwin Mitchell and PTE Amosiche Cameron, Civilian Mr. Walker .

b. On Tue 2016-09-13, the Patrol arrived at Yupakari at 1700hrs and conducted a search of the area and then camped overnight.

c. On Wed 2016-09-14, at approximately 0730 hrs whilst conducting a search of the area an open area was discovered which appeared to be an Airstrip that run from North to South further checks reveal a similar area about 100 meters from the first both Airstrip had no recent sign of activity. The patrol continued searching the area and at approximately 0900 hrs another open area was discovered and what appears to be an Airstrip running from North to South to the southern end of the Airstrip the Patrol observe some dry bushes and branches blocking an object, further investigation revealed an Aircraft white in colour bearing registration number N767Z (GPS Coordinates N 03 32' 29" W 059° 22' 33") and marked conquest11. The Aircraft was photograph and search by members of the Guyana Police Force. The Joint Patrol then separated into two (2) groups 2Lt Kevin Sultan along with Seven (7) soldiers and one (1) Police Constable was responsible for securing the area and provide close security for the Aircraft and the second team with DSP Banwarie and 2Lt Anand Persaud departed the area to report on the discovery.

d. On Wed 2016-09-14, 0940 2Lt Kevin Sultan whilst searching the area found a satellite phone #870-776-472-409 and called Captain D Shepherd SO2S3(ag) GPM and related that the aircraft white in colour bearing registration number N767Z and marked conquest11 was found at an illegal Airstrip approximately 700 meters in length coordinates start of the Runway N3° 32'52" W 059 ° 22' 46" end of the runway N03° 32' 33" W 059° 22' 33"), this information was then related to the Commandant of the Guyana People's Militia.

e. On Wed 2016-09-14, at 1100hrs Captain D Shepherd was tasked to conduct a Joint Patrol to the area to determine the circumstances surrounding

the discovery of the Aircraft. The composition of the Patrol were as follows: GDF Captain Dominic Shepherd GPM, Captain Avinash Deonarine G2 Branch and LCPL Shawn Prince MCID, CANU Lyndon Thompson, Rickford Sancho, GPF Inspector Dellon Elexey and CPL Lionel Sookra, Ministry of the Presidency Gomatie Gangadin and Orlando Woodman. The Patrol less the attach persons from MOTP departed Timehri for OGLE at 1507 hrs. The Patrol then departed OGLE for Yupukari at 1535 hrs via the GDF Skyvan. On arrival at Yupukari the skyvan conducted an aerial recce of the surrounding area and made two attempts to land at the Airstrip and were unsuccessful, the plane then departed for Karanambo Airstrip which is the closest Airstrip to Yupukari. The Patrol arrived at Karanambo at 1735 hrs and establish camp for the night.

f. On Thu 2016-09-15, the team was extracted from Karanambo Ranch at 1105 hrs via Truck GVV4429 and was taken to Yupukari however, at approximately 1350 hrs the truck developed mechanical problems and was unable to proceed further. A request for a mechanic and parts was made to a civilian mechanic at Lethem. The mechanic arrived at 1549 without the parts and advised that the truck needs to head back to Lethem to effect repairs.

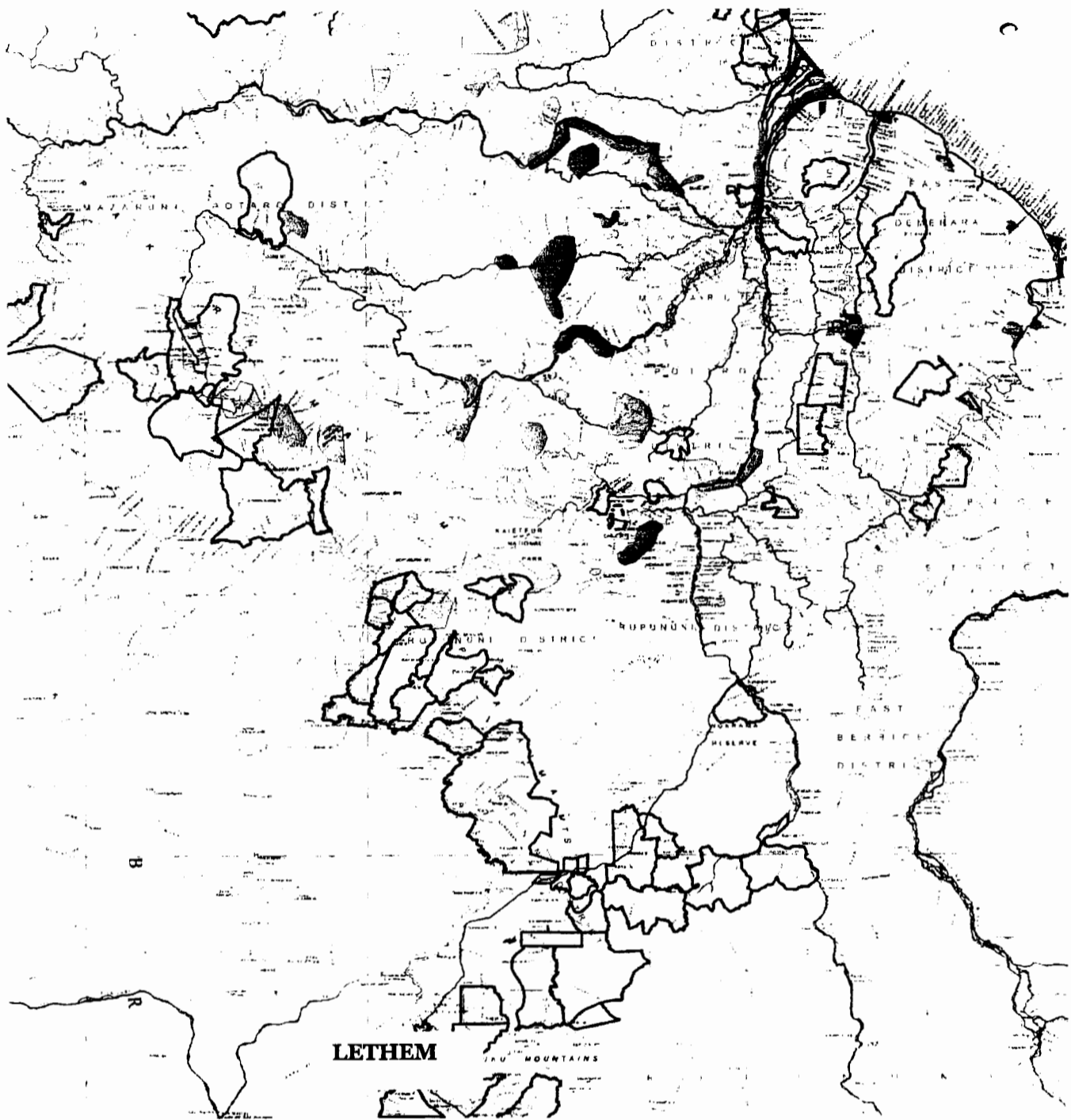
g. On Thu 2016-09-15, at 1745 hrs Captain D Shepherd requested from the Regional Executive Officer of Region nine (9) Mr. Karl Parker for the use of the Region Tractor and requested from Mayor Carlton Beckles the use of a chain saw to aid in cutting of trees that prevented the Skyvan from landing at Yupukari. At 1850 hrs Captain D Shepherd receive a call from 2Lt Sultan Prince that three (3) Amerindian males were seen in the vicinity of the Aircraft at Yupukari and there was an exchange of gunfire at approximately 1135 hrs and 23384 PTE Bruce Smith returned fire but no one was injured and the Amerindian men managed to flee and evade capture. A Contact report was sent to the Commandant Guyana People's Militia.

h. On Fri 2016-09-16, the Joint Services patrol then mobilise and departed Lethem for the area at 0100 hrs. The Joint Services patrol was transported by the Region nine (9) Tractor driven by Civilian Lawrence Pedro to reinforce and investigate the circumstances surrounding the exchange of gunshots between members of the Joint Services and civilians at Yupukari.

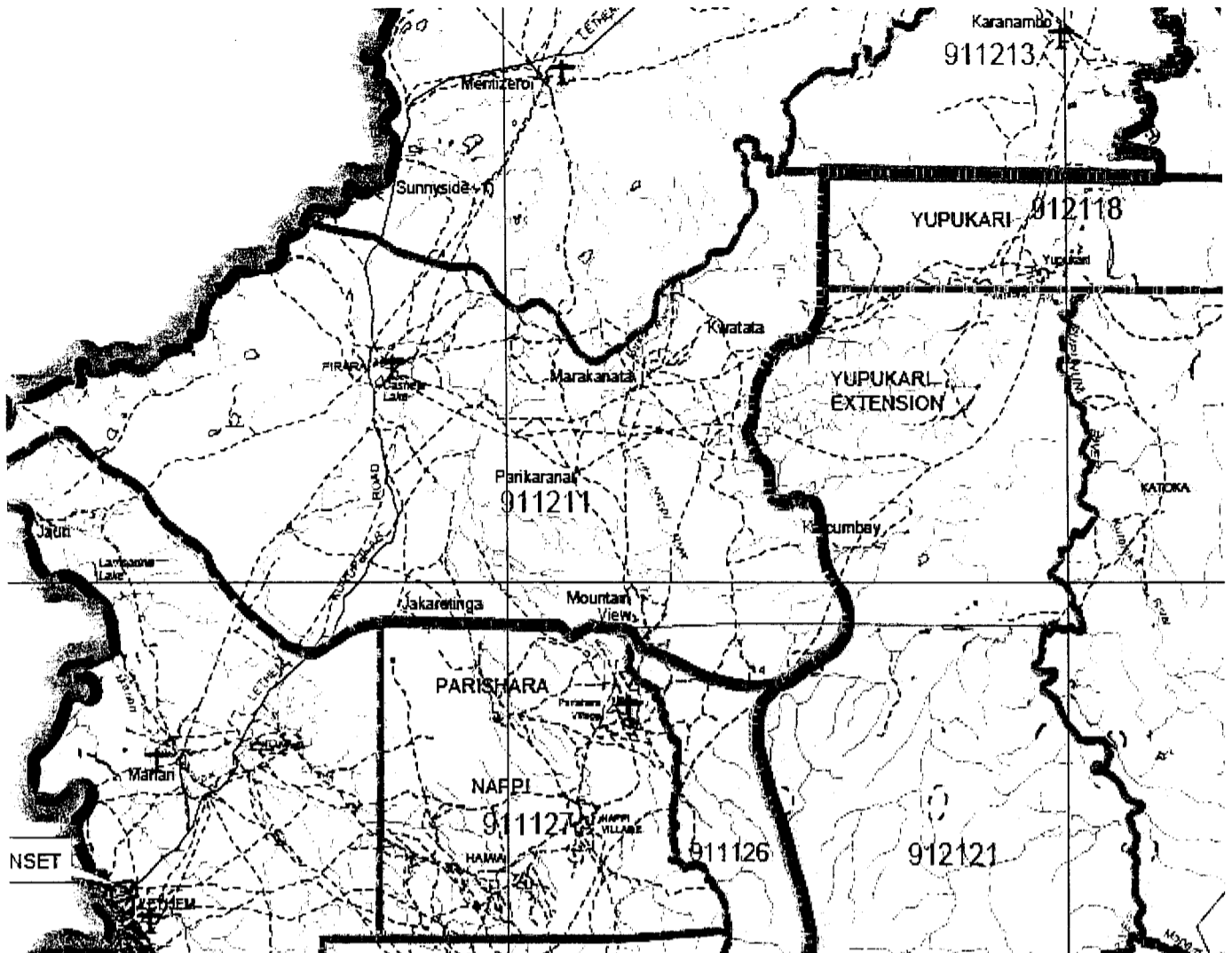
i. On Fri 2016-09-16, 0700 hrs the Joint Services arrived at the Airstrip and commenced investigation. Members of the Guyana Police Force CID commenced dusting of the Aircraft for finger prints and CANU conducted several field test of items found on the Aircraft for narcotics, statements were then taken from the ranks involved in the exchange of gunfire and the investigation continued. A Changeover was conducted with the Ranks that was tasked to provide security for the Aircraft and Airstrip. The Joint Services patrol then departed at 1300 hrs for Lethem.

j. The Joint Services Patrol was debriefed at 1900hrs by Captain D Shepherd and was extracted via Aircraft on Sat 2016-09-17 between 1130 hrs and 1500 hrs.

SKETCH OF THE PATROL ROUTE LETHEM TO YUPUKARI



Map of Region #9



CHALLENGES

4.

Ser	Type of Challenge	Details	Remarks
(a)	(b)	(c)	(d)
01	Information security	The patrol was affected in that persons appeared to know of the details of the Patrol and used several means to evade capture and inform persons involved.	
02	Lack of Adequate Ground transporting capabilities by the Joint Services stationed at Lethem	The Joint Services is deficient of adequate ground transporting vehicles to aide in Joint patrols to most areas in Region Nine and eight. At Present the Guyana Defence Force has one (1) vehicle that is not equip to go off road. The Guyana Police Force only has one (1) vehicle that can go off road and only over certain terrain.	
03	Lack of coordination between Air and ground transport teams.	Troops were transported to Karanambo Airstrip and even though it was the closest Airstrip to Yupukari ground transport was required from Lethem to Transport the Patrol to the Area of Operation and this delayed the Patrol arriving at the Area of Operation in a timely manner.	

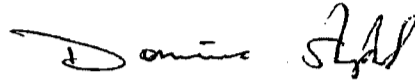
RECOMMENDATIONS

5.

Ser	Recommendation	Remarks
(a)	(b)	(c)
01	Efforts should be made to improve the ground transportation capabilities of the Joint Services stationed at Region Eight and Nine.	
02	A more comprehensive brief should be conducted with persons being deployed on Operation so as to achieve better coordination.	
03	An aerial surveillance plan should be developed for the Region eight and nine areas so as to prevent incursion into our air space of foreign Aircraft.	
04	Joint Services needs to develop a more robust vehicle and foot patrol plan to access abandon airstrips and savannah areas that can be used to construct and airstrip .	
05	There is a need for better intelligence sharing among different state agencies in efforts to curb illegal activities.	

CONCLUSION:

6. The Joint patrol provided an opportunity for members of the Joint Services and CANU to foster a closer Inter Agency collaboration at the same time instilling confidence in the General populace and helping to curb illegal activities.



D SHEPHERD

Captain

SO3 S2/S3 (ag)

APPENDIX 20: POLICE DEPLOYMENT IN REGION 9

There are presently seven (6) Police Stations and two (2) Checkpoints within THE Police Sub-Division. The police also have a presence at the Multi Complex located in the vicinity of the Takutu Bridge. The GPF is deployed within the Region as follows:

a. **Lethem HQ Lethem Police Station**

vi.	Location-	Lethem
vii.	Comd	- DSP Johnson
viii.	Str	- 1x Officers, 2x Sgts; 3x Cpls 7 13xConst.
ix.	Wpn	- SLR and .38 revolver
x.	Morale	- High

b. **Annai Police Station**

vi.	Location-	North Rupununi
vii.	Comd	- CPL Francis & 3 x Const
viii.	Str	- 04
ix.	Wpn	- SLR and .38 revolver
x.	Morale	- High

c. **Aishalton Police Station**

vi.	Location-	South Rupununi
vii.	Comd	- Cpl Joseph & 2 x Const
viii.	Str	- 03
ix.	Wpn	- SLR and .38 revolver
x.	Morale	- High

d. **Monkey Mountain Police Station**

vi.	Location-	North Pakariamas
vii.	Comd	- LCpl Fraser & 2x Const
viii.	Str	- 03
ix.	Wpn	- SLR and .38 revolver
x.	Morale -	High

e. **Orinduik Police Station**

- vi. Location- North Pakaraimas
- vii. Comd - 1x Sgt; 1x Cpl George & 2x Const
- viii. Str - 04
- ix. Wpn - SLR and .38 revolver
- x. Morale - High

f. **Karasabai Police Station**

- vi. Location- North Pakaraimas
- vii. Comd - 1x LCpl & 2x Const.
- viii. Str - 03
- ix. Wpn - SLR and .38 revolver
- x. Morale - High

g. **Kurupukari Police Check Point**

- vi. Location- North Rupunni
- vii. Comd - 1 x LCpl & 1 x Const.
- viii. Str - 02
- ix. Wpn - SLR and .38 revolver
- x. Morale - High

h. **Cork Wood Check Point**

- vi. Location - North Rupunni
- vii. Comd - 1 x LCpl & 1 x Const.
- viii. Str - 02
- ix. Wpn - SLR and .38 revolver
- x. Morale - High

MAP OF GUYANA SHOWING LOCATION OF
POLICE STATIONS IN REGION 9



Figure 1: Appendix 20



Figure 2: Appendix 20