

## **NEEM - SITREP no. 4, Sunday May 18, 2008.**

This SITREP covers the period May 12 – May 18, 2008 (inclusive).

### **Movement of personnel:**

- May 12: Hans Christian Florian (GRL) from CPH to SFJ by Air Greenland. Sarah Harvey (US from KSCH to SFJ by 109<sup>th</sup> New York Air National Guard (NYANG) LC-130.
- May 15: Claus Bang (DK), Hans Christian Florian (GRL) and Sarah Harvey (US) from SFJ to NEEM by NYANG LC-130.
- May 17: Sebastian Simonsen (DK) from SFJ to NEEM by NYANG LC-130.

### **Movement of Cargo:**

- May 12: 2220 kg; One pallet camp food from KSCH to SFJ by NYANG LC-130.
- May 13: 6282 kg; Snow blower, tents, beds and plywood from SFJ to NEEM by NYANG LC-130.
- May 14: 6513 kg; PistenBully track vehicle, 16kW generator from SFJ to NEEM by NYANG LC-130.
- May 15 9525 kg; PB crane, 16 drums Jet-A1, food, garage parts from SFJ to NEEM by NYANG LC-130.  
7269 kg; Red dome tent, PB-Blade/Tiller, plywood from SFJ to NEEM by NYANG LC-130.  
27 kg; chains, connectors, straps from NEEM to SFJ by NYANG LC-130.
- May 16 6304 kg; Lumber and Jet-A1 from SFJ to NEEM by NYANG LC-130.  
1451 kg; Empty pallets, from NEEM to SFJ by NYANG LC-130.
- May 17 6758 kg; Lumber, chain hoists, ladders from SFJ to NEEM by NYANG LC-130.  
850 kg; empty pallets, nets, chains, hooks from NEEM to SFJ by NYANG LC-130.

### **Activities:**

It has been a busy week, with 6 successful LC-130 missions to NEEM and more than 42.000 kg airlifted to the site.

Camp activities during the whole week focused on preparing for/and receiving the airplanes.

First mission was troubled by wind 45 degrees to the ski way and the grooming was not deep enough.

The landing revealed a series of deep rollers that were very hard and the plane needed a number of take off attempts. The rollers on the ski way were very hard on the airplanes landing gear. The crew in camp struggled to even the ski way during the week in order level out the rollers.

This was not possible and the 109<sup>th</sup> therefore could not certify the ski way for heavy loads. The ski way though improved significantly during the week. The camp received a new PistenBully 300W and it is

expected that this vehicle has the capacity to work the ski way to a better standard the next couple of weeks.

Due to the condition of the ski way and less payload than hoped for, an extra mission was needed to get enough construction material to the camp in order to be able to construct the drill trench.

Construction of the science trench is postponed to after next flight period when the rest at the construction wood should go to the camp. Thus increased labor will be put into the finish of the drill trench if possible.

The first flight in was used to test the rebuilding of a German traverse sledge into a multiple pallet (T-2, T-3) receiving sledge with rollers in order to offload/load three pallets at a time direct into the airplane.

This worked fine and four times the sledge was in action.

Loading and unloading the PistenBully into/from the LC-130. with a clearance of 1 inch went fine without the tracks, blade and tiller (rotations grooming device attached to the rear of the PB) only minor items needed to be removed from the vehicle, which was winched onboard. Offloading the vehicle went smooth in less than one hour. Not having any lifting equipment it was some of a challenge to mount first the 3 ton crane then the 2.5 ton belts.

Unfortunately the camp suffered a strike of bad luck as they were about to mount the crane. As the PistenBully was pulled under the crane, some hoses needed to be moved from crane. For unknown reasons, the crane suddenly began to move all by itself. Nobody was at the controls of the crane. The result was that the crane arm bent down and smashed the hydraulic control system. Luckily nobody was hurt. The crane is now out of function.

The PistenBully was later mounted the tracks and is now fully operational.

The cargo line was moved out of the snow and reorganized

Four weather ports were built during the week and a total of six is now erected. One of them will be used as heated storage for non freeze food etc.

The camp crew has been able to move from sleeping pads on the snow surface in the tents to bunk beds in the weather port. This together with an arriving cook, a medical doctor and two more crewmembers life in camp has become easier.

Sunday, construction of overwintering structures began. A 2m hill was made for a red dome tent, and the floor laid out. Also construction of the snow hill and arches for the first garage has begun.

#### **Constructions this week:**

4 weather ports

Rebuilt cargo sledge

Moved cargo line

Assembling PistenBully (without crane)

Flagged ski way.

Powered heated weather port.

Positioned hills for garage and red dome

Grooming skiway several times.

One PB 100 Flexmobile developed an oil leak and needs a complicated repair when garage tent is erected.

#### **Operational equipment at site:**

PB 300 W (new), no crane

PB 100 Flexmobile (black shovel)

Toyota Mattracks Landcruiser

Four Lynx Yeti V-800 Snowmobiles

Two Yanmar snow blowers  
One Mase 16 kW generator (gasoline)  
Two Hatz 5 kW generators (diesel)  
One Honda 4.5 kW generator (gasoline)

**Weather:** Except for the crosswind Tuesday and a small weather delay Wednesday due to light snow. The weather was perfect for air operations; Blue sky, -31 C to -13 C, winds at 0 – 8 m/s mostly from S and SE

**Camp population:** 9

In Kangerlussuaq 19 cargo pallets were built and shipped to camp. We have been receiving and reorganizing cargo and food into our SFJ freezer. Tuesday our two forklifts broke down (broken key and exploded tires) and a puncture on the borrowed CPS (former VECO) bobcat gave a little setback time wise. But thanks to the local GLV-garage and CPS crew, both vehicles got repaired during the day. Nice weather and temperatures about 0 to +15 C

First sign of mosquito activity in water ponds...  
(Heavy mosquito season expected due to the large amount of snow and melt water this year)

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