

TO EGRIP STEERING COMMITTEE MEMBERS, DANISH AND GREENLANDIC AUTHORITIES.

Expedition Permit C-18-5 EGRIP – SITUATION REPORT (SITREP) no.02, Sunday 06 May 2018

This SITREP covers the period April 29 – May 06, 2018 (inclusive).

Movement of personnel:

30. April Thomas Hedegaard (DK), Trevor Popp (US/DK), Marius Simonsen (DK), Sune Rasmussen (DK) from CPH to SFJ by AirGreenland.

04. May John Paden (US), Daniela Jansen (D), Lucas Kandora (D), Ståle Rønning (N), H.C. Steen-Larsen (N), Alexandra Zuhr (D), Thomas Hedegaard (DK), Trevor Popp (US/DK), Marius Simonsen (DK), Sune O. Rasmussen (DK) from SFJ to EastGRIP by 109th.

Movement of cargo:

30. April

(AWB 631-2744-7910) / 1 cll / 1 kg / Last kitchen equipment from Brønnum

01. May

(AWB 631-2744-7910) / 6 cll / 135 kg / CIC field equipment

04. May

(AWB 631-2744-8326) / 98 cll / 1774 kg / various field equipment:

- CIC / DH26352 / 5 kll / 187 kg / 0,855 cbm
- AWI / Foam boxes / DH26488 / 66 kll / 594 kg / 13,543 cbm
- AWI / Field equipment / DH26491 / 26 kll / 945 kg / 6,112 cbm
- UNI East Anglia /DH26487 / 1 kll / 48 kg / 0,288 cbm

04. May- SFJ to EastGRIP by 109th / 2775 kg Cargo / 1xAF pallet + loose load

04. May- EastGRIP to SFJ by 109th / 220 kg Cargo / 2x empty AF pallets

EGRIP camp activities:

Work in camp has been hampered by very cold and unstable weather. High wind and blowing snow made it difficult to erect weatherports; but by the end of the week, weatherports 1, 3, 4, 7, 8 and 9 were built and outfitted giving camp a total number of 30 beds. Work was also affected by waiting for planes that did not come due to weather cancellations. LC-130 (planned for Tuesday) arrived on Friday with reduced load due to bad weather in Kangerlussuaq. The German Basler (also planned for Tuesday) did not make it this week.

The skiway, taxiway and apron were groomed several times, as blowing snow ruined the grooming several times. Skiway markers were revised.

The main dome became fully operational on Monday (water systems, heating, dish washer). The 3m satellite dish was mounted and satellite based internet connection made. The

ceilometer was installed and put into operation. Access to trenches were made through the ramp tunnel and trenches were inspected and re-measured. The cook's freezer was opened and the food was organized.

With the arrival of new people on Friday, activities in the trenches could begin. Some ventilation in the drill trench was set-up, and the tower, winch and drill surface unit were test and o.k. Levelling of the trench floor is in progress. Some ice cores from last year in the top shelves that were wedged in by the low ceiling were removed. A scaffold over the drill tower was constructed in preparation of cutting a slot in the ceiling to accommodate a longer drill.

Setting up water vapour sampling site is in progress.

EGRIP Camp Population: 19

EGRIP iridium numbers:

Primary no.: +8816 7776 2837	Iridium Openport
Secondary no.: +8816 7776 2838	Field leader, handheld satellite phone
Third no.: +8816 7776 2839	handheld satellite phone

3 m satellite dish installed, and camp has access to LAN and the web.

Webcam up and running: <http://alice.egrip.camp/>

Weather at EGRIP:

Weather of this past week has been unusual as the wind and the weather systems have been coming in and unusual way. In has been unusually cold too, with Monday and Tuesday temperatures at -26 °C to -40 °C. From Wednesday and onwards, several snowstorms passed through, and the only real flight weather window on Friday was effectively used for a flight. Temperatures Wednesday to Sunday -19 °C to -28 °C, 10 to 24 kt mostly from Northern and Eastern directions.

We do not think temperatures at -40 °C during put-in have been encountered before.

Kangerlussuaq activities:

Planning of cargo for the second EGRIP flight, building a T2 pallet (double AF pallet) with the antenna wings for the AWI Bassler and building one AF pallets with field + drill equipment. The planned EGRIP flight on May 1 was postponed due to bad weather and as more cargo arrived from CPH, there was time for building one more AF pallet. However, as the weather did not improve upon the planned 109th departure to NY, negotiating had to be initiated to get them to stay an extra day. This was a success and one C130 stayed and two were send home to NY on May 3rd. Two Norlandair Twin Otters with Skis were planned as SAR backup for the 109th. Finally, May 4th as predicted, a short weather window occurred at EGRIP and the EGRIP flight succeeded. Unfortunately, due to bad weather in Kangerlussuaq and at the 109th backup airfield Raven, half of the cargo had to be left behind in Kangerlussuaq, also the Bassler antenna wings. That also meant repacking of the pallets and making new flight paperwork.

Weather in Kangerlussuaq/SFJ:

Generally lower temperatures and light snowfall mostly during the night hours meant still snow covered ground. Still variable weather with overcast and cold days, but also warmer days with blue sky. Temperatures between -2 °C to – 17 °C.

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