



Commanders Action Line
Call 3400 if you have questions or comments about Thule.

The Month of Madness – Well Done Team Thule

A BIT OF HISTORY On Greenland

Inside this issue:

<i>Commanders Forum</i>	2
<i>Cops Corner</i>	3
Heavy Rains	4
FLOOD UPDATE	5
<i>Services/Recreation</i>	6
<i>Personnel Tidbits</i>	7
A BIT OF HISTORY	8-9
STORM SEASON	10
<i>Sod Hut</i>	11
62nd Builds Bridge	14
<i>Safety</i>	17
<i>Thule Life</i>	19

Polar Bear Swim

If you have something to sell, donate, offer or are looking for something specific submit your classified add!

Adds must include item description and contact information.

The Thule Times reserves the right not to print adds not conforming to published criteria. This is a free service and the Thule Times shares no responsibility with the lister, nor are any guarantees honored by the Thule Times.

HOW DO YOU TOP OFF A THULE SUMMER...WITH AN ARCTIC SUNRISE

By MSgt Ric Evans

It has been said that prior planning prevents poor performance and Team Thule exemplified the good in that statement 100% with the recent events surrounding the visit of the Greenpeace flagship, the Arctic Sunrise. Members throughout the community were active in the coordination process with the Danish and United States' Embassies, Headquarters, USAF, Space Command, 21st Space Wing and the Danish Police Headquarters in Copenhagen and Nuuk in preparation for the preannounced arrival and protest of the international environmental group. The collective efforts saw the employment of Danish and Greenlandic Police Officers to protect the outlying areas of the bay and BMEWS as well as support from the 21st Space Wing JA and Public Affairs Offices.

On Tuesday, 31 Jul, the Arctic Sunrise entered North Star Bay and made the presence of Greenpeace known. Almost immediately, they dropped a small inflatable boat into the bay and "zoomed" about to see what we would do. Within hours, they stowed the small crafts and departed the bay and headed north for Qaanaaq. There, they

had hoped to add new members to their Greenland cause of returning Dundas Village back to the Home Rule and the limitation of the radar enhancements at the BMEWS site that they refer to as the new "Star Wars." Their visit at Qaanaaq was not a warm one and the support they had hoped to gain fell by the wayside. To add to their misery, and ours, the worst rains in recent history hit both areas limiting their travel and recruitment.

August 6th rolled around and so did the Arctic Sunrise. Throughout their four-day stay, they attempted to gain publicity and each time they were met by the Danish Police and stopped almost immediately. They succeeded in placing a banner on Dundas Mountain and got a picture for their web site. Within minutes, the DPI formally demanded that the banner be removed and the bearers return to their boats... They complied as requested. Earlier in the week, three members of the crew were placed ashore some 50 kilometers from Thule and were to make their way to Thule. They too were spotted, and in their case arrested about two miles from Phase Shack 7. The three-man team was cold and tired and offered no resistance. Their two-day hike garnered them a night in the "poky" and numerous interviews by the Danish authorities. They also received a court date in the Nuuk Courts to answer their trespassing charges.

On the morning of August 9th they made one last attempt to contact the Thule Senior Leadership by bringing a letter to the tugboat pier for delivery. Once the document was handed to the Danish Authorities, the protesters returned to the Arctic Sunrise. They



Banner on Dundas Mountain

Commander's Forum

Col Craig C. Whitehead
12 SWS/CC

"The Commander's Action Line, x-3400, is your direct link to me. It provides an avenue for you to voice your concerns over unsolved problems, share good ideas or provide some constructive criticism. As a reminder, the Action Line is not a replacement for using your chain of command or raising concerns directly with the office or activity that is the source of your concern. Commander's Action Line questions and comments can help make Thule Air base and the 12 SWS a better place to live and work."

QUESTION: I was under the impression the 5:30 opening time for the Base Gym would be a 2 month trial period. This was to see if usage would justify permanent opening hours of 5:30. I was told by staff that the usage in the morning was great and that money is the problem not usage. The Base community was not given an explanation, only that the hours have gone back to normal 6:30. Is this a money problem or usage? If this is about money, will the hours return when money becomes available.

ANSWER: We're currently working out the details to allow active duty personnel to access the fitness center outside its normal operating hours. Keys will be available for people to sign out from the security forces' law enforcement desk. The test period was authorized for only two months due to a limitation of funds. I believe there should be no roadblocks to fitness and for the upcoming fiscal year we may consider looking into permanently changing the opening hours if that is the best solution. In the meantime, we will implement the key-sign-out procedures as soon as possible.

The Month of Madness – Well Done Team Thule

We are probably all glad to see August 2001 behind us. I have heard it referred to as the "Month of Madness." And, it definitely earned the recognition. To commemorate the month, the night shift of the Crisis Response Element put a certificate together that will be presented to everyone at Commander's Call. In the future, when you look at the certificate I hope you remember some of the challenges we faced and the outstanding way Team Thule met every challenge. Here is a list of some of the challenges as recorded in the Crisis Response Element log:

- Disaster Flood Waters
- Emergency request for commercial helicopter lift to conduct crew changeover for 15 military and civilian ops crews and workers at BMEWS
- Flight line closed due to flooding
- NAVAIDS inoperative
- Primary power outage at BMEWS and Det 3—seamless transfer to backup capabilities resulted in no mission capability loss
- Loss of water line to main base – mission essential use and conservation implemented



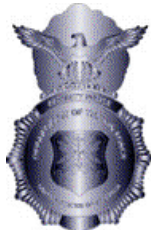
- Fire response to smoke in bldg 577
- Potential fuel spills (responded 4 times – no reportable spills)
- Closure of flight line operations
- Emergency purge of two 16" and one 4" pipelines to prevent a 150,000 gallon fuel spill if bridge lines break
- Develop plan via gravity drain from tank farm to 5,000 gallons trucks for over-the-road fuel supply to fighter cluster to support BOXTOP/Brilliant Ice operations
- Emergency repair of BMEWS road to facilitate crew changeover & winter prep
- Emergency repair of Water/Comm lines to BMEWS/Det 3
- Water contamination possible – boiling required (2 Times)
- Possible delay of BOXTOP and Brilliant Ice if 4" line not complete
- Contractor stop-work order required by law--no ambulance/fire fighting capability
- Suspicious package found in dormitory
- Chiefs of Defense (Denmark, Sweden, Germany) & Spouses request two-day visit
- PA announcements via TV, radio, newspapers in support of flood and Greenpeace activities
- Greenpeace intrusion on two occasions to Thule Defense Area
- Dam break at Lake Crescent (base water supply)
- Rich US businessman attempts to use Thule AB for jet landing/docking of ship (Turmoil) w/o Pentagon approval
- Six C-17s for deployment of Army bridge
- Greenwave arrives in port for annual resupply
- Paul Buck & Mar tankers arrive in port to off load 382,000 barrels – delay cost big \$\$\$
- C-17s providing Army bridge lift experience weather/break down delays
- Small compressor fire – fire response
- 130 IFE due to #4 engine failure
- Billeting/Dining Support for 100+ BOXTOP Brilliant Ice teams
- Open bay billeting and extended dining hours for 40+ army personnel at hospital
- Deployment/Redeployment of combined 40-person Danish/Greenlandic police force for Greenpeace billeting on main base and in BMEWS storm dorm to minimize response time
- Power arching on power line due to excessive rain, fire response and inspection
- Potential unexploded ordnance (UXO) found – EOD support requested
- Attempted suicide of SF TSgt – emergency ambulance response – CISM activated
- BOXTOP operations severely hampered due to weather/aircraft problems 97 of 137 missions flown.

Continued page 12

Cops Corner

The Security Forces Flight is located in Bldg 363, across from the Recreation Center.

TSgt William B. Schaal
12 SWS/SFA



Force Protection Tip:

TSgt Donald Harazak
12 SWS/SFAC

Awareness critical for package bomb threats

Using your security container

Store all classified in locked container unless someone is present in the room that is authorized access.

- Fill out SF 702 (Security Container Check Sheet) each time you:
 - Open,
 - Close, or
 - Check the container. [SF 702 not required under NISPOM.]
 - Change your combination:
 - When you first put the container into use.
 - When someone who knows the combination leaves the office (transfer, extended absence, etc.).
 - When the combination is compromised.
 - When there is an open container security violation.

End of the day security check

- Check the entire work area for classified materials.
 - Check the container to ensure it is locked.
- Record this check on SF 701 (Activity Security Checklist). [701 not required under NISPOM.]
- Perform the above steps if you work with classified materials during non-working hours.

Tips to look for when receiving packages:

- An unusual or unknown place of origin.
- No return address.
- An excessive amount of postage.
- Abnormal or unusual size.
- Oily stains on the package.
- Wires or strings protruding from or attached to an item.
- Incorrect spelling on the package label.
- Differing return address and postmark.
- Appearance of poorly legible handwriting.
- Peculiar odor. (Many explosives used by terrorists smell like shoe polish or almonds.)
- Unusual heaviness or lightness.
- Springiness in the top, bottom or sides.

If you receive a suspicious package:

- Never cut tape, strings or other wrappings on a suspect package or immerse a suspected letter or package in water. Either action could cause an explosive device to detonate.
- Never touch or move a suspicious package or letter.
- Report any suspicious packages or mail to Security Forces immediately - use 911 or 3234.



In the event you require emergency Police/Fire/Medical assistance, call 911.
For routine matters, call one of the following numbers:

Security Forces: 3234
 Medical Appointments: 3409
 Fire Department: 2860

LETTER AND PACKAGE BOMB INDICATORS

The diagram illustrates various indicators for suspicious letters and packages. For a letter, indicators include restrictive markings, being mailed from a foreign country, excessive postage, misspelled words, being addressed to a title only, being rigid or bulky, being badly typed or written, having a wrong title with name, no return address, and a strange odor. For a package, indicators include protruding wires, being lopsided, and having oily stains on the wrapping.

Heavy rains threaten Thule mission

By Staff Sgt. Gino Mattorano
21st Space Wing Public Affairs



THULE AIR BASE, Greenland -- Unseasonably heavy rains have dumped more than five times the normal amount of rainfall on Thule Air Base in the last 36 hours.

Flood water has disrupted fuel and water supply lines to the base and are threatening the power supply to the 12th Space Warning Squadron radar site, but so far there has been no operational mission impact, according to Col. Craig C. Whitehead, 12th SWS commander.

"Much of our base utilities cross over the river that runs through the base," said P.E. Sorensen, Site Manager for the Greenland Contractors responsible for maintaining the base infrastructure and facility management. "The rising flood waters have disrupted our water supply lines and are threatening our fuel lines to the flight line and base power and heating plant as well as the electrical lines that power the Ballistic Missile Early Warning System radar."

Despite the disruptions, the base is still fully ready to perform its missile warning mission.

"Due to the outstanding support of our Greenland Contractors and the redundancy of the systems we have in place, all of our operational priority resources are 100 percent mission capable," said Whitehead. "However, the rains have had a significant impact on the base infrastructure and utilities and as a result, our flight line operations have been restricted to mission essential operations."

The base water supply and several of the roads that lead to different areas of the base have been cut off by rising floodwaters. Without a water supply, the base has initiated strict rules on water use.

"We have a limited supply of water in storage tanks," said Sorensen. "We have closed down all non-essential services such as the fitness center and laundry facility and the club, until water service has been restored."

In addition, several of the roads and bridges on the base are closed due to flood damage, including the road to BMEWS, which has forced the base to come up with an alternative method of relieving personnel at the site.

"Thanks to the helicopter support we have from Greenland Air, we are able to transport our people to the site and maintain 24-hour operations," said Whitehead. "The helicopter enables us to relieve our space warning crews and contractors until the floodwaters subside and the roads are repaired."

According to Phillip Eddy, Thule Weather Station chief, this much rain is extremely unusual.

"This part of Greenland is considered a high arctic desert," said Eddy. "The average rainfall for July is .6 inches. This July we had 2.96 inches of rain and so far in August, we've had 1.5 inches already. We've already exceeded the monthly average by .9 inches.

According to Eddy, rains are expected to continue through early Saturday, but should be decreasing in intensity.



FLOOD UPDATE

By Staff Sgt. Gino Mattorano
21st Space Wing Public Affairs

THULE AIR BASE, Greenland – Extensive cleanup operations have begun at Thule Air Base, Greenland, following last week's flooding that disrupted the base water supply and threatened operations at the base.

Heavy rains combined with melting polar ice wiped out roads and bridges and threatened to overwhelm the base's utility services Aug 1-3.

"The significant efforts of our military members and civilian contractors have enabled us to restore all utilities and services to the base," said Col Craig Whitehead, 12th Space Warning Squadron commander. "In addition, we've maintained 100 percent of operational mission capability throughout and we've had no report of injuries or accidents."

As a result of the flooding, fuel lines that could have been affected were drained and re-routed to prevent the possibility of environmental impact in the event a fuel line had been damaged.

"Re-routing the fuel enabled us to support re-supply missions to Thule as well as other Greenland and Canadian bases that use our airfield," said Whitehead. "It's critical to bring in supplies at this time of the year to enable us to maintain operations throughout the winter months."

While road and bridge repair are well on their way, some of the work required assistance from outside sources. The 62nd Engineering Battalion, from Fort Hood, Texas, and members of the 21st Civil Engineer Squadron, Peterson AFB, Colo., quickly responded to the base and are assessing the damage and planning needed repairs.

"We're very grateful to the Army, the 21st Space Wing and higher headquarters for responding so quickly to the dilemma," said Whitehead. "Their assistance, coupled with the heroic effort of all base personnel, should have the base back to normal relatively soon."

Despite the repairs made to Thule's roads, they will require additional work to prevent future flooding.

"Currently, the roads to our missile warning radar site and to our fuel storage areas have been temporarily repaired," said P.E. Sorensen, Site Manager for the Greenland Contractors, who are responsible for maintaining the base infrastructure and facility management. "We have requested the assistance from civil engineer experts from Copenhagen, Denmark to take the lead on assessing the extent of the damage and helping us to prevent future flooding of Thule."

Long-term fixes will include the repair of minor damage to communications cables and additional culverts to divert water from roads and bridges.



U.S. Air Force Photo by MSgt Michael Shapiro, 12th SWS, Thule AB, Greenland



U.S. Air Force Photo by MSgt Michael Shapiro, 12th SWS, Thule AB, Greenland

Cops



DPI & Security Forces Receiving Certificates for a job well done during the GreenPeace invasion.

Bowling Center

Monday: Closed
 Tuesday: 1530-2215 Open Bowling
 Wednesday: 1530-2215 Non Smoking Bowling
 Thursday: 1530-2215 Open Bowling
 Friday: 1530-2215 Red Pin Bowling (Win free games)
 Saturday: 1030-2115 Half Price Bowling (look for flyers)
 Sunday: 1030-2115 Open Bowling (look for flyers)

Hobby Shop

Monday - Friday: 1600 to 2200
 Saturday & Sunday: 1000 to 1900
 Tuesday: Closed

Thule Air Base Library

Monday: Closed
Tuesday – Friday: 1400 – 2200
Saturday & Sunday: 1100 – 2200
Holiday: 1100 – 2200

We Provide:
 Books
 Magazines
 Periodicals
 Videotapes
 Music CD
 CD Rom



Personnel Tidbits...

Hails & Farewells

TIDBITS:

The Thule Times would like to welcome the following to the *Top Of The World*:

Lt Crow, Shirley	12 SWS/LG
MSgt Lewis, Scott	12 SWS/CE
TSgt Abraham, Jeanette	DET 3
TSgt Allen, Thomas	12 SWS/SG
TSgt Cook, Kenneth	12 SWS/CCX
TSgt Martella, John	12 SWS/SE
TSgt Schultz, Patrick	12 SWS/FM
TSgt Vanhouten, Timothy	12 SWS/DOP
TSgt Whipple, Kelly	12 SWS/DOP
SSgt Collison, Patrick	12 SWS/SF
SrA Wilson, Duane	12 SWS/DO
SrA Runkle, Michael	12 SWS/DO
SrA Layton, James	12 SWS/SF

Farewell and good luck to the following:

Lt Gardner, Eric	12 SWS/LG
TSgt Schaal, William	12 SWS/SF
TSgt Harazak, Donald	12 SWS/SF
TSgt Hoffman, William	DET 3
SSgt Smith, Landon	12 SWS/SF
SSgt Faglier, Keith	12 SWS/DO
SrA McMillan, Greer	12 SWS/SF
SrA Davenport, Amy	12 SWS/DO (TDY)
A1C List, Michael	12 SWS/DO (TDY)

Promotions:

To SrA

Matthew A. Pease	SF	5 Aug
Carl V. Pratt, II	SF	5 Aug

To SSgt

James M. Layton	SF	1 Sep
Linwood G. King, Jr.	SF	1 Sep (Gain)

The Thule Times would like to wish the following people a Happy Birthday!

A1C Michael Lopez	2 Sep	SF
A1C Nathaniel Leyba	7 Sep	SF
A1C Jesse McKee	7 Sep	SF
SrA Stacy Leblanc	10 Sep	CCQ
TSgt Timothy Grosskopf	13 Sep	SF
MSgt Curtis McClain	15 Sep	DOP
SSgt Jeffrey May	16 Sep	SF
Capt Randal Shackelford	19 Sep	MAO
Maj Darrell Clark	23 Sep	HC
MSgt John Lilley	23 Sep	MAO
A1C Rebekah Logue	23 Sep	SF
A1C Conrado Notyce	25 Sep	APO
SrA Jason Remy	26 Sep	SF
SrA Amanda Cordova	28 Sep	IM



Dental Team. A dental team will visit Thule from 20-27 Sep 01. They will review dental records and schedule appointments as necessary. Anyone can be seen by the dentist. Please call 3409 for an appointment.

- The Arctic Start Newcomer's briefing is held the last Monday of each month in Hq Bldg (461) Conference Room @ 0800hrs unless unwise announced. Briefing is MANDATORY FOR ALL MILITARY PERSONNEL. Contact the Orderly Room for any questions at ext 3125.

- To ensure compliance with DFAS 7073-2, C7.1.2.6.6., leave numbers will be obtained by the member's supervisor or Information Manager (IM). Leave numbers will be issued No Earlier Than (NET) 14 days prior to the start of leave.

HQ AFPC has revised the Overseas Returnee Equal List for personnel with a DEROS of Nov, Dec, Jan. The listing can be accessed at www.afpc.randolph.af.mil. DO NOT use AMS to update your assignment selections. Just stop by the orderly room and we will assist you in updating your choices in PC-III. Your selections must be input prior to 6 Sep 01.

- Please stop by the Orderly Room in the event of changes in marital status, dependent info or address changes or you can simply stop by to say hi.



A BIT OF HISTORY

By Ted A. Morris LTC, USAF, Retired

When World War II began in 1939, Greenland was a very bleak place under the sovereignty of Denmark and is again today. From April 1940 when the Germans overran Denmark and throughout WW-II, the United States took over the protection and administration of Greenland for Denmark until 1946.

In the years following the 1913 sinking of the liner TITANIC after its collision with an iceberg, several nations banded together to form the International Ice Patrol. Its purpose was to locate these mountains of ice, and to keep track of them as they entered the North Atlantic Ocean shipping lanes until they melted after encountering the warm waters of the Gulf Stream.

The United States became the major nation responsible for this Patrol. It selected the United States Coast Guard as its active duty force for this arduous task. It assigned its largest ships, called Coast Guard Cutters (CGC), to patrol the shipping lanes, tracking these huge icebergs, transmitting radio reports and warnings to all ships traveling the shipping lanes as to the location and probable drift of these giant travelers.

Where do these ice bergs come from? You guessed it. One of its major exports, the icebergs come from Greenland! The flat topped mesa type bergs come from the east coast, while the mountainous type bergs come from the west coast. During the years leading up to World War II, the Coast Guard surveyed quite a bit of Greenland's east and west coasts. It surveyed these areas each year to determine how many and how large these ice bergs would be. It can take a couple of years after the bergs break off the Greenland Ice Cap before they break free of the storis ice pack that surrounds Greenland and begin their trip south to the shipping lanes. The U.S. Coast Guard International Ice Patrol continues today, using aircraft to do the patrolling rather than the cutters of the past.

In 1940 the United States began the North Atlantic Ocean Neutrality Patrol with Coast Guard and Navy warships to protect U.S. interests and ships carrying vital supplies to Britain. During this time, several U.S. Navy destroyers were torpedoed and one was sunk by German U-boats.

Because much of the weather affecting Europe begins (you guessed it!) over the Greenland Ice Cap

and North Atlantic Ocean, ocean Weather Stations (OWS) were established. One such OWS designated OWS ABLE was located east of Greenland and to the north of Iceland. These were, like the International Ice Patrol, the responsibility of the U.S. Coast Guard.

In 1941 OWS ABLE was manned by the 240-foot CGC MODOC. This ship and crew witnessed the 24 May 1941 running sea battle between the British warships PRINCE OF WALES, SUFFOLK and NORFOLK and the German Battleship BISMARCK. Diverted from its survey duties, the smaller 125-foot CGC GENERAL GREEN also rescued twenty-nine men from the torpedoed ship MARCONI during the celebrated chase.

After Denmark's fall to German forces in 1940, the United States took over the administration and protection of Greenland. The U S Coast Guard was tasked to survey Greenland to locate sites for airfields, emergency air strips, ship harbors, weather stations and other establishments for wartime military use.

The US Army Air Force engineers developed airfield sites at Narssarasuaq; code named BLUIE West One (or BW-1) near the southern tip, and Sondre Stromfjord, code named BLUIE West Eight (or BW-8) just above the Arctic Circle, both on the west coast. An emergency strip was at Angmagssalik as BLUIE East 2 on the east coast. Harbor facilities were also established at BW-1 and BW-8. Facilities were improved at the capital city Godthab and at the cryolite (a vital mineral in the manufacture of aluminum) mine at Ivigtut. A Coast Guard Loran Station at Fredericksdaal and many Aids to Navigation (ATON) markers together with a weather station near the village of Thule (which is south of the current Thule AB) were all part of this construction.

The Germans were also busy, on the east coast especially, attempting to establish several weather stations. The CGC NORTHLAND and NORTHSTAR captured the first German ship and its' crew in WW-II when the German-captured Norwegian vessel BUSKOE was taken on 12 Sep 41. In July 1944 the CGC NORTHLAND captured twenty-eight Germans from the ship KEHDINGEN near Great Koldewey Island after a 70 mile chase through the storis pack ice. On 4 Oct 44 the brand new CG ice breakers EASTWIND and SOUTHWIND captured twelve Germans at their weather station at Little Koldewey. On 15 Oct 44 they also captured the German ship EXTERNSTEINE after a running gun battle through the storis ice pack.. The EXTERNSTEINE became the US Navy ship CALLO.

A BIT OF HISTORY

My first introduction to Greenland began in 1940 when my father's ship the 240-foot CGC MOJAVE participated in some of the early ice surveys and Ice Patrols, and manning the Ocean Weather Stations ABLE and BAKER.

In August 1944 I was assigned to the Greenland Patrol (then designated as Task Force 24.8 of the Atlantic Fleet) as a signalman aboard the 125-foot CGC FAUNCE. The cutter had been built in 1927 to serve during the Prohibition War of 1924-1934. The FAUNCE, based at BW-1, had a crew of forty-five men, one 3-inch cannon, two 20mm cannons and ten 300-pound depth charges. Our job was to provide escort for supply vessels serving the U.S. Army Air Force bases, and the Coast Guard Radio Station at SIMIUTAK, code name BW-3, including the High Frequency Direction Finding Station (vital for tracking German U-boat radio signals) on the Norwegian JAN MAYEN ISLAND north of Iceland. The duty was arduous. The seas always rough, we were more often wet than dry, always cold, and frequently seasick. I was 17 years old and had served seven months with the Greenland Patrol when the Coast Guard decided I had to be 18 to serve in a combat area. I was transferred back to the States, arriving on my 18th birthday.

I was assigned to the CGC MAGNOLIA in the Gulf of Mexico until we were sunk in the closing days of WW-II.

Following WW-II, I stayed in the Coast Guard and became an Aviation Machinist Mate. Once again in December 1946 I was performing duty in Greenland. Our home base was at Naval Air Station Argentia, Newfoundland. We operated two B-17G aircraft for the International Ice Patrol and two PBV-5A amphibian aircraft for resupply missions to isolated Loran/Radio stations in Newfoundland, Labrador and Greenland. At times we operated from BW-1 and BW-8 in support of the Army Air Force weather stations at Crystal 1 and 2, River Clyde, Frobisher Bay and Resolute on Baffin Island, Alert on Queen Elizabeth Islands, and Thule Greenland. We also made ice surveys for the International Ice Patrol.

One last Coast Guard assignment and I'll let you go.

In early spring 1947 the Danish government was reestablishing its' sovereignty over Greenland. At that time, operating from BW-1 and BW-8, we were tasked to transport these Danish officials to remote villages along

each coast. When sufficient storis pack ice had opened at these sites, we would fly to the villages in our amphibious PBV-5A aircraft, land in the open sea and nose onto the beach or anchor off-shore. While the officials and village leaders conducted their business on land, the aircrew remained with the aircraft, eating C-rations furnished by the Army as in-flight meals. Remaining overnight on several occasions, we slept aboard the aircraft despite the cold.

The Danish government continued their policy of keeping the natives isolated from outsiders to prevent any diseases from being transmitted to either side. However, the village would often have a "banquet" for everyone and include the aircrew members. One main dish they always seemed to serve was "whale blubber" which the natives really enjoyed. I'm afraid it was not one of my favorite items. Protocol deemed that we had to try everything, so I would take the smallest piece possible. However, it seemed the more you chewed it, the bigger it got. The fat juices would dribble out of your mouth and you finally had to swallow it. Not to do so would have been an affront to the hosts.

The natives always got a great laugh out of our trying to eat "Whale Blubber". Which, by the way, you didn't cut on your plate. Rather, you would be served a large slab of whale blubber which you bit into, slicing off your bite with a razor sharp curved knife, all the while trying not to get your nose or lips in the way.

Since those days, anytime I have gotten a job that seemed to get larger the longer you worked on it, it becomes my "Whale Blubber Project."

STORM SEASON

By TSgt Riter Diann 12SWS/CE

The official storm season begins 15 Sept thru 15 May, but storms can happen prior to or after these dates. During storm season, obey the following rules:

- During this period all off-base recreational activities stop but normal work week activities continue as specified by the storm conditions
- Arctic gear is required for travel and HILLTOP must be notified of you departure, arrival and return to base via radio channel 3 or phone at ext 2719

Storm Conditions—these are conditions that take into consideration wind speed, visibility and wind chill index. As a minimum, 2 of 3 conditions must exist for an Arctic Storm Condition to be declared.

Some handy terms to become familiar with:

- Storm Normal – This is the normal mode of operation – no severe weather is forecasted.
- Storm Condition alert – severe weather is forecasted and possible (Storm Alert and Storm Condition One are declared by base weather)
 - Notification is made by public address, channel 4, and FM 97.1
- Storm One – winds 20 to 30 knots, visibility ½ to ¾ of mile and chill factor is –40 degrees F or lower
 - Non-essential personnel are restricted to base. The buddy system will be used – travel two or more on foot and in non-radio equipped vehicles
- Storm Two – winds 31 to 50 knots, visibility ¼ to ½ mile and chill factor –40 degrees F or below
 - Storm Operations Center (SOC) will be activated at the direction of the 12SWS/CC or designated rep IAW Thule O-Plan 32-1 Annex B (Storm 2 and 3 declared by the Commander)
 - All movement is coordinated thru the SOC – Essential personnel will remain at their duty station to include DET 3 and BMEWS

- Non essential personnel will be transported to their quarters and report to their dorm manager who will account for them and report to the SOC
 - All roads will be closed to normal traffic in effected areas except for emergency vehicles
 - Storm Three – winds greater than 50 knots, visibility is ¼ mile or less, chill factor is –40 or greater
 - Personnel will be restricted to the building they are located in, except to board emergency vehicle, and only emergency rescue efforts will be accomplished during this condition.
 - For any questions during Storm 2 or 3, contact the SOC at 2763/4
1. Storm Shelters
- There are 15 shelters located off-base; 11 on BMEWS Road, 2 on each North and South Mountain Roads. Distance varies from .4 the 3.8 miles
 - Reflective arrows on the side of the road point to the shelters location
 - Shelter will be stocked with rations, bed, blankets, candles with matches, oil heat stove, shovel and telephone
 - Shelters do not have lighting so use of flashlight or candle will be needed
 - Rescue by the ground rescue team will be directed by the SOC
 - Instructions in Danish and English are available in each storm shelter.
 - Storm shelters are checked weekly during storm season by GC and Disaster Preparedness.
 - Newly arriving personnel will be given hands-on storm shelter training during their Arctic Start Briefing.

Sod Hut

Lena Tarpgaard Madsen GC/QAA

An Insignificant Cultural Resource En uanseelig kulturskat

On the peninsula below Mount Dundas, the Inuit village of Uummannaq was once located. When walking along the shore today, you can still see some of the vulnerable sod huts. På bredden neden for Dundasfjeldet lå der engang en fangerboplads ved navn Uummannaq. Går man i dag en tur langs vandet, kan man stadig se et par af bo-pladsens forfaldne tørvehytter

It was the Eskimos from Uummanaaq that the Danish arctic explorer, Knud Rasmussen, met on his first visit to Mount Dundas around 1900. Judging from the many historical findings that have been made in the area, Eskimos have been living in the area for several thousands years.

Winter Settlement/Vinterbopladsen

The sod huts represent the Eskimos' original housing, which can be traced all the way back to the early Greenlandic cultures. Tørvehytter er en af polareskimoernes oprindelige byggeformer, der kan spores helt tilbage til de tidlige grønlandske kulturer.

Around 500 BC, the so-called "Dorset I" culture lived in small square huts with walls constructed from sod and stones during the winters. The roofs were made of skin covered by sod, and whale ribs were used as rafters.

Later it became common to use driftwoods as construction material for roof and walls. The sod huts in Uummannaq are thus boarded with wood on the inside and insulated on the outside with a thick layer of sod.

The sod huts were one-room family houses. They were constructed according to the size of the family, making sure that it was always crowded which was necessary for everybody to stay warm. The smokeless train-oil lamp was the most important source of heat. The floors were sunk below the surface of the earth in order to preserve the heat inside the hut.

Animal intestines were used as "window glass" in the small window holes, which ensured light in the room.

However, to begin with the Eskimos only used the sod huts in the winter. The strong winter houses were

built in a good hunting area and it was used as a permanent base during the dark winter. In the spring and summer, the Eskimos lived in igloos or tents so that they could follow the animals they were hunting.

"The Thule Case""Thule-sagen"

Uummannaq was inhabited until the summer of 1953, immediately after Uummannaq var beboet frem til sommeren Thule Air Base was established on the Pituffik plain on the other side of the bay. The then 116 inhabitants were relocated in the Qaanaaq area. 1953, umiddelbart efter at Thule Air Base blev opført på Pituffik-sletten på den anden side af bugten. De daværende 116 beboere blev flyttet og genhuset i Qaanaaq-området.

This relocation of the Inuits in Uummannaq has become one of the great Danish/Greenlandic conflicts in modern times. A number of cases concerning civil rights and liability are still being tried on the basis of the events, which took place about the time of the relocations in 1953.

Preserved Cultural Resources Fredede fortidsminder

When visiting the vulnerable sod huts in Dundas today, it may be hard to see that one is actually standing in front of an important cultural resource. Very few of the old Greenlandic sod huts still remain and the huts in Uummannaq, which are estimated to be several hundred years old, are cultural resources protected by Greenland Home Rule regulations on ancient and historic sites. Besøger man i dag de forfaldne tørvehytter i Dundas, kan det være svært at se, at man faktisk står over for en kulturskat. Ganske få gamle grønlandske tørvehytter er bevaret, og hytterne i Uummannaq, der vurderes at være adskillige hundrede år gamle, er fredede fortidsminder under den grønlandske Landstingslov.

Actually the whole area around Mount Dundas is a historic important place. The area has been (and still is) full of historic and prehistoric findings e.g. flint and iron tools, small articles for every-day use and artifacts of bones and soapstone etc. as well as indications of settlements.

All driving in the Dundas area must be limited to already existing roads. The sod huts are badly damaged and by virtue of the preservation disturbing and entering the huts are prohibited.

For further information on the cultural history of the area, visit the library and borrow books and other materials! Vil du vide mere om områdets kultur-historie? Læg turen forbi Biblioteket og lån bøger og materiale!

Continued on Page 12

Continued page

Continued how to top off a Thule Summer

remained in the harbor for the remainder of the day. At approximately 2100 they made one final pass in front of DeLong Pier and Mt Dundas, and then departed North Bay to the south. Their visit added immensely to the cleanup efforts that were already underway due to the floods and rain.

The Thule senior leadership, including the Boss, the Danish Liaison Officer and the Danish Police Inspector express nothing but "job well done" kudos to all the participants for the outstanding efforts that Team Thule put forth. This was a great opportunity for the Danish, Greenlandic, American, Canadians, contractors and military to come together as one to support the freedoms that we fight for as well as keep our community safe from those who may wish to disrupt.



Green Peace Heading out to Dundas



DPI Speaking with Green Peace on Dundas

Continued Month of Madness

The challenges didn't end when the log did. Repair activities continued and long-range repairs were identified. The Operational Readiness Inspection took place as planned and we did a tremendous job. Add to all of this, two days of snow and a lot more rain to give us mud almost every day.

Through it all, we handled everything efficiently and professionally while maintaining 100% operational capability. Most significantly, we did it with no accident or injury. Team Thule really came together and we should be very proud of how we responded in the face of adversity. Our contractor support was outstanding and we received tremendous support from the 21st Space Wing and Air Force Space Command.

In the future, when one of your grandchildren ask, "what's this certificate for?" You can tell them about August 2001 at Thule AB, Greenland with a great deal of pride because although it was the "Month of Madness," it was also one of our finest moments—WELL DONE TEAM THULE.

Continued Sod hut Story from page 9

Are you going on a trip?

Help us look out for:

- Old Greenlandic artifacts such as tools, weapons, clothing or indication of settlements
- Large amounts of waste, underground storage tanks and indications or smell of invisible pollutants
- Rare and endangered wild life and plants

Call GC Environmental Engineering, ext. 2698 or 3319 and tell where and what have been found.



A rock or a Sod Hut?

DV Visitors



Col Whitehead, Commander Soegaard and Chiefs of Defense visit damaged bridge from recent flood



Col Whitehead, Commander Soegaard and Chiefs of Defense visit damaged bridge from recent flood

62nd Builds Bridge at Thule



62nd Engineer Battalion, Ft. Hood, Texas building a bridge to north POL



62nd Engineer Battalion, Ft. Hood, Texas finished product

Continued page14

62nd Builds Bridge at Thule

Members of the 62nd Engineer Battalion, Ft. Hood, Texas, recently deployed to Thule Air Base, Greenland, to build a temporary bridge while the permanent bridge is being re-built, following its destruction during the recent floods.

The bridge ensures access to fuel at the north fuel storage-tank farm. Access to fuel is critical to Thule AB, Canadian Forces Station Alert and Station Nord's abilities to operate during the winter.

The 62nd Engineer Battalion mission is rapid deployment, mobility, countermobility, survivability, and sustainment engineering to any theater of operation.

Three members of the battalion's advance team arrived at Thule AB Aug. 6 and recommended erection of a medium-girder bridge. Thirty-five members of the 62nd and equipment arrived later that week on five C-17s from Charleston AFB, S.C. The C-17s transported the 50,000-pound bridge, 5 common bridge transporters (each with a truck pulling a trailer that uses the palletized load system) and pallets of supplies and equipment.

Once all personnel and equipment arrived at Thule, they finished the bridge in less than seven hours.

The rapid erection of the girder bridge allowed the Thule teams to safely offload 382,000 barrels of fuel from the tanker ships to the north tank farm, ahead of schedule.

During the past two months, Thule exceeded its annual precipitation average. From Aug 1-3, 1.87 inches of rain fell, wiping out roads and resulting in the loss of the bridges to the installation fuel farm.

Speed was critical since August is Thule's busiest month, with several air and sea resupply missions taking place simultaneously. Operations Pacer Goose, Brilliant Ice and Boxtop resupply Thule AB, Station Nord and Canadian Station Forces Alert, respectively.

Due to the severe arctic climate, Thule's port is only open in July and August. With two tankers scheduled to arrive on Aug 11, the temporary bridge would provide vehicle access to the installation's fuel reserves.

"Thule AB and its personnel have faced numerous challenges during the short summer season," said Col. Craig Whitehead, Thule AB commander. "Greenpeace posed a threat to the Thule Defense Area on two occasions. The worst flood in 10 years wiped out roads and bridges and threatened the water and fuel supplies, which challenged Thule's ability to support Operations

Brilliant Ice and Boxtop."

"Nonetheless, the missions of the 12th Space Warning Squadron and Detachment 3 of the 22nd Space Operations Squadron remained at 100 percent operational capability, with zero injuries and fuel spills," he said. "Additionally, uninterrupted flight line and port operations remained at 100 percent."

Greenland Contractors and Pilegaard were also instrumental in repairing most of Thule's flood damage. Significant accomplishments included restoration of the Ballistic Missile Early Warning System road and returning water to normal operations. Power was restored, critical communication lines maintained and an alternate and redundant fuel flow was established to support Operations Brilliant Ice and Boxtop. And, GC and Pilegaard constructed the bridge site in preparation for the Army's bridge.

Additionally, the permanent steel bridge was stabilized and the Dundas Bridge is now passable by emergency equipment. Although Thule still has numerous flood recovery projects underway, planning is underway on long-term fixes.

"Thule is grateful for the support received from the 62nd Engineer Battalion, and our own team of contractors," Whitehead said. "Thule received a rare opportunity to work alongside the Army's finest in preserving the operational capability of the United States Armed Forces."

"We also witnessed the great team we have here at Thule between our military personnel and our host country support and contractors. It has been an amazing summer of building partnerships"



Army enjoying a little time off
After building a bridge

CUSTOMS AND COURTESIES = RESPECT & TRADITION

By TSGT GEORGE HINOJOS
21SW/CCCE

Most forms of military customs and courtesies have some counterpart in the civilian sector. Throughout our history, young men and women were taught to say "Sir" and "Ma'am" to their fathers, mothers, and other elders. This tradition is still carried on and it is considered good manners for a younger man or woman to say "Sir" or "Ma'am" when speaking to an older man or woman. These simple but so important traditions aid in maintaining discipline and promoting sound conduct within the military. To illustrate, let's take a few examples and see how they have transitioned from the past to the present:

The salute:

PAST: Military customs and courtesies date back to medieval knights. When a knight would pass his king, he would raise his visor with his left hand to let his face be known. This was seen as a sign of respect, and grew into tradition over time.

PRESENT: Today, when an enlisted airman salutes an officer, we are respecting the authority and recognizing the chain of command. Without this sort of respect, and without establishment of a chain of command, our armed forces would be nothing more than people running around giving orders and nobody following them. By saluting that officer, we prove and state that we believe in the system and its hierarchy and that we are willing to lay our life on the line if our country needs us.

The position of honor:

PAST: Men fought for centuries with swords, and, because most men were right handed, the heaviest fighting occurred on the right. The shield was carried on the left arm, and the left side became defensive. Men and units that fought were proud of their fighting ability, and considered the right of a battle line to be a post of honor.

PRESENT: Today, the place of honor continues to be on the right. Airmen junior in rank walk, sit, and ride on the left of senior officers. In the same manner noncommissioned officers junior to you walk or sit on your left as a sign of respect.

These are but a few examples but each is equally important. Whether it is standing when a senior NCO or officer enters the room or paying the

proper respect to our flag, customs and courtesies offers us the opportunity to remain the best Air Force in the world. From coin checks to reasons we salute our stars and stripes; it is now YOUR responsibility to continue these lessons...take time and educate and correct deviations from our customs and courtesies.

DV Visits

1. Chiefs of Defense, 9-10 Aug 01 (Site Visit)
Gen & Mrs. Hvidt, Danish Chief of Defense
Gen & Mrs. Kujat, German Chief of Defense
Gen & Mrs. Hederstedt, Swedish Chief of Defense
2. Colonel Jens Friis Autzen, Chief of Staff, Tactical Air Command, 13-14 Aug 01, (Site Visit)
3. Boxtop DVs, 15-17 Aug, (attended 1 Air Movements Squadron 50th Anniversary Banquet on 16 Aug)
Lt Col J.W. Kerr, Deputy Wing Commander, 17 Wing, Winnipeg
Honorary Colonel Ron MacLean. Honorary Colonel VanRuiten
4. Colonel Charles Bateman, 21 SW Director of Staff, 16-21 Aug, Investigated contractor fatality



Col Whitehead, Commander Soegaard and Chiefs of Defense visit damaged bridge from recent flood

Polar Bear Swim



Safety Info

Don't kill your chance of sur-

By SSgt. Amy Parr Air Force Print News

WASHINGTON -- Despite the fact that the annual 101 Critical Days of Summer campaign is winding down for another year, Air Force officials are stressing a single message to airmen stationed around the world: Don't let your guard down -- safety is a 24-hour-a-day, 365-day-a-year proposition.

That is the word at the Pentagon as the number of Air Force fatalities reached new levels this year. More Air Force people have lost their lives in 2001 -- 53 airmen to date -- than either of the previous two years. The majority of fatal accidents have occurred in off-duty vehicle accidents.

As the 101 Critical Days of Summer campaign enters its last few weeks, Air Force officials are reminding people that safety should be practiced year-round, both on and off duty.

Gen. Michael Ryan, Air Force chief of staff, is urging commanders to focus attention on protecting airmen and their families.

"Our troops are our most vital asset," he said. "You can have the most modern and reliable equipment, but without people, it is merely machinery. Motor vehicle operations and recreational activities are our top killers and leading causes of serious injuries. We need to focus our efforts to avoid dangerous driving and recreational risk environments."

"Any accident is one accident too many," Ryan said. "And while accidents do happen, more can be done to prevent them."

The primary causes of death include drinking and driving, failure to wear seatbelts, excessive speed for conditions and violation of traffic laws.

"While we can't control the other guy, we can make sure we do the right thing," Ryan said. "Follow basic common sense guidelines -- wear your seatbelt, drive defensively, and if you're going to drink, don't drive."

This year's 101 Critical Days of Summer campaign has also seen an increase in on-duty deaths. Four airmen have lost their lives while on the job.

Chief Master Sgt. of the Air Force Jim Finch said it is important to not only look out for one's own personal safety, but that of others as well.

"Our people make us the best Air Force in the world. It's important that we take care of them," he said. "Watch over your buddies. Make sure they follow proper safety procedures and that they're OK. "Accidents do happen and sometimes they're caused by humans," Finch said. "If there is an accident, do your best to make sure the human error wasn't yours."

It is also important for people to exercise caution during the summer heat and not overextend themselves, safety officials said. Drink plenty of water and watch others for warning signs of heat-related illnesses.

A little caution now could save a life, maybe even your own, officials said.

For more information on historical and summer season mishap information, visit <http://safety.kirtland.af.mil>

Spectators on the Airfield and Flight line awareness

We are seeing an increasing number of individuals gathering around aircraft. This activity interferes with fire response units and ground crews operations and is not authorized. Unless you have business working in and around the aircraft please remain off the flight line.

Also the Flight line is a designated no hat area. With winter months and winds approaching everyone needs to be aware of FOD (foreign object debris) and use caution when operating on and around the flight line or walking to and from aircraft.

Please pass the word and thanks for your cooperation

Water, Water everywhere, and not a drop to drink!

**By Eddy Phil
GC Contractor**

The last two months have been among the wettest that Thule has ever experienced. To illustrate this, I'll first give a little climatology (history).

Normally in June we receive 0.2" of rain. In July we normally receive around 0.6" of rain and the same in August and September. During 2000, we received zero rain in June and double the normal in July, August, and September. This year we received almost zero in June again, and FIVE times the normal in July. So far in August we have received over 5 inches (EIGHT times normal again!!). Much of September's precipitation comes in the form of snow, so if we follow the trend, we could get up to 35 inches of snow during September. At least the ground will start freezing, along with the mud.

So, what does this mean for our upcoming Winter Storm Season? We haven't had a Storm Three on Thule Main-base for three years, so we are VERY overdue. Off-base Storms, however, have been near normal for the past several years.

Of course, it will be hard to beat the '95-'96 Storm Season – we had 15 On-base Storm 3's and 33 Off-base Storm 3's!!

For September, our average temperature is 28° F (-2° C), with extremes of 50° F (10° C) and -5° F (-21° C). We normally get 4.1" of snow, with an extreme total of 11" – Winter's on it's way!!



Contact Us

MSgt William Kelley—Editor 3613
SrA Gregory Morris—Assistant Editor 3234

Articles for the Thule Times and requests to be added to the email list should be submitted to: thuletimes@thule.af.mil

Next issue scheduled for 1 October 2001

COMPUTER INFO

**BY SrA MARSHA D. PATILLO
12 SWS/SF**

Beware you are NOT authorize to load any software to a Government computer, this includes screensavers, add-ons to Internet Explorer, Netscape, any chat software, anything that comes with music CDs, etc. Software request should be submitted on an AF Form 3125)

A Few things to remember:

-Whenever you get up from your workstation to "CNTRL-ALT-DEL" to lock workstation.....(this includes just for a few minute)

-log-out of the network when you leave for the day and power down the system on the weekends

-do NOT write passwords down but if you MUST do NOT leave it laying around or under keyboards, mouse pads, in desk drawers, etc

-do not give your password to anyone else

-do NOT remove the "Consent to Monitor" stickers that are placed on the CPUs, monitors, and printers

-and finally report any computer incidents to YOUR IM.



Disclaimer

Opinions expressed herein are those of the contributors to this paper and are not to be considered an official expression by the 12th Space Warning Squadron, Department of the Air

Thule Life

SPENDING TIME AT THULE

Gray Rinehart

Some people do ceramics
They make those little polar bears
Some sit at the bar at the TOW Club
And while away their cares

Some people spend hours in the gym
Chasing their lost youth
And some folks don't know what to do
If you want to know the truth

And I guess I have to put myself
In that last category
So sit back, relax, and listen
To the rest of my Thule story

I never got to Copenhagen
Or to Qaanaaq, or to Nuuk
But I swam three times in North Star Bay
And I hiked to Narssarssuk

I saw the ice cave and rode on the tugboat
And jogged downhill from the J-site
And played golf on top of Mount Dundas
The best nine holes of my life!

I trudged through the snow at the ice cap
And saw icebergs and glaciers and fjords
I spent spare time trying to learn the guitar
But got lost in the notes and the chords

You might think I'm a loner
Or maybe just aloof
Because I chose to spend my time
In solitary pursuits

Writing was my main release
Filling pages with words
But don't panic, I'm almost through
(I edited this down by a third)

I spent my best time at the Chapel
My true home away from home
Because even if I was there by myself
I was never really alone

And that was my time here at Thule
It was real, and sometimes it was fun
I hope you make the best of your time here
The more you enjoy it, the quicker it's done!

HOME ON THE TUNDRA (to the tune of "Home on the Range") Gray Rinehart, July 2001

Oh, give me a home where the polar bears
roam
Where the seals and the walruses play
Where seldom is heard a discouraging word
And the sky is sunny 24 hours a day (from
May to August)

Home, home on the tundra
Where the Archies and the Arctic hares play
Where (let's be honest) often is heard a dis-
couraging word
But the sky is sunny 24 hours a day (except
in dark season)

Thule Booster Club

We have received the 12 SWS t-shirts!! If you
would like to buy one, please stop by the following
locations:

SrA Haftmann at the APO
TSgt McKenzie at BMEWS
TSgt Kelly in 461
North Star Inn

The shirts will be on sale for the price of \$12. If you
are a TBC member you may purchase your shirt for
\$10 from either SrA Haftmann, TSgt McKenzie, or
TSgt Kelly.

Next meeting is on 5 Sep at 1600 in the TOW
Club ballroom

WANTED!!!

**Writers and Photographers
for the Thule Times.**

**If you are interested, contact
MSgt Kelley at 3613 or via e-mail.**