

SITREP 6, January 19, 2015; at McMurdo Station
Donald Voigt, I-477, SCO Rep

1. Passenger Movements

A. In; N/A.

B. Out; I-166 on D-023, 1/14; I-172 and I-477 on D-024, 1/15

2. Camp Activities

A. Camp is in the process of closing up. Scheduled LC-130 flights have been cut and all science is scheduled to pull out on 1/22, including T-350. Flight delays and weather have combined to reduce the number of flights on continent, and Pole is in need of fuel flights.

B. Camp was in good condition when I left. With the departure of D-024 ACL for the skiway was raised back to near-maximum. It had been lowered with the difficulties D-023 had during their departure. A second flight, D-025, made it to WSD and back later on 1/15.

C. The Twin Otter continues supporting PoleNet (G-079) and other activities (The WAS Recovery Team at Byrd Camp).

3. Borehole Logging, Status

A. The borehole became available to I-172 on Sunday 1/11. Mah continued work on the I-172 tool until our flight was turned on at 4PM on the 15th.

B. Towards the end of this week it became clear that borehole logging would have to be terminated due to deconstruction work in the Arch. The drill-tower base was being removed and this necessitated removal of floor sections. The guard rails around the drilling slot are supported by the floor joists and working around the slot became very hazardous. This work could not be delayed; no other work in the Arch could continue until this task was completed. In my opinion Mah (I-172) had ample opportunity to access the borehole and complete his work and no further delays were possible. The flight schedule forced the issue and it was clear that borehole logging had been completed.

C. I will compile the numbers for borehole logging but in terms of the events; I-475 (Clow) completed all of the temperature logging, I-161 (Riverman/Peters) completed all of the seismic work in the borehole, I-166 (Pettit) completed all of the logging to determine ice deformation and I-172 (Bay and Talghader) completed the optical logging portion of their project but were never able to fix all the problems with their second tool.

4. Arch Deconstruction, Status

- A. T-350 continued to made excellent progress in removal of equipment from the IDDO side of the Arch. Jim Koehler was confident that they would be able to complete their work by the pull-out date of 22 January.
- B. Two Carpenters from ASC continue to work with T-350 in the Arch.
- C. I-477 completed the dismantling and pack up of the Processing side of the Arch.

5. Other.

- A. I gave an Arch tour to 4 people on Wednesday afternoon.
- B. I completed the process of assigning TCNs to cargo that had already arrived from WSD. Since I returned to McMurdo no further cargo has been returned. I suspect that the remaining three crates will winter at WSD. They contain (and are labeled) the MK Table, MK Motor and 4 Meter Trays. In addition, 12 Arctic Oven tents belonging to the SCO remained at camp and will be packed in 50 cube MW boxes for storage on the cargo lines.
- C. I met with Lisa Clough, NSF Science Rep in McMurdo, to discuss the season and to see about planning an outbrief.
- D. I met with Ryan Wallace, our POC, about items that needed to be taken care of in McMurdo before my departure.
- E. Before leaving WSD I had a phone conversation with Matthew Kippenhan and Kaija Webster with regards to staging equipment at WSD for the maximum productivity next season. This includes leaving the yellow gantry on the Drill Side of the Arch in position so it could be used during the casing of the borehole next year. We decided that since the gantry would not be returned to McMurdo this season there was nothing to gain by taking it down while it could still be useful.
- F. I caught the G.I. bug that swept through camp and lost two days while recovering. About 25% of camp was ill due to the bug.