

# Alpha Ridge Test of Appurtenance (ARTA)

## Newsletter #16

On Sunday, 13 April, all the recording boxes were put in place. Three machines worked at it: Thomas and Patrick with Orin in CFCNG, Tim and Bob with Gerard in CFPHO, and John Shimeld and Kirby with Shanne in CFARE.

Yes, CFARE, the Bell 407, is now operational again. The spare to fix the leaking oil line took more than a week to get here. It originated in Texas, and apparently it got lost several times en route. As far as we know, it went to Vancouver then Montreal then Iqaluit. And, like most things going north, it got weather-bound in Resolute for several days. The part is more travelled than I am. However, it finally got here, which is the important thing, and within a couple of hours CFARE was running again. It's nice to have the helicopter fleet up to full strength.

We have two new helicopter pilots in camp: Shanne Kochan and Steve Lodge. They are replacing Steve McGreer and Gerard Hartery, who are going out on rotation. We'll miss Steve and Gerard, but, on the other hand, it's nice to welcome new faces.

I'm writing this on Monday morning (14<sup>th</sup>), and we are waiting for the weather to improve so that the blasters can go out and set off the charges. The morning fog has been getting worse every day, and we have to wait until it burns off before the helicopters can go anywhere. Fog is quite dangerous. As well as posing a visibility problem it causes icing on the helicopter blades. It is something that the pilots take very seriously. So do we all, for that matter.

There are several large open leads between us and the shot line. By 'large' I mean about three quarters of a mile across and long enough to go from horizon to horizon. Also, the satellite pictures are showing enormous patches of open water farther east. We assume that all this open water is feeding water vapour into the air – thus causing the fog. And the light north-east wind is blowing it all down our way.

All this open water does more than just bother us with fog. It also lets the ice move around with only the lightest of winds to push it. For a while yesterday (the 13<sup>th</sup>) the ice was moving at 300 metres per hour. Because of this motion, we are particularly anxious to set off the charges before the whole experiment drifts out of the region of interest.

In addition to the fog, it has been snowing for the last half hour. This really puts a stop to any thoughts of flying. What makes it particularly interesting (and annoying) is that the temperature is 31 below. Who ever heard of fluffy flakes of snow coming down when the temperature is this low.

You will note that I can now quote the temperature with some authority. Recently we set up a fancy weather station outside the office tent. (The 'Hotel de Ville'.)

Best Wishes, Ron Verrall.

We'd like to hear from you. Send your comments to:  
Name: ronverrall Address: gmaildotcom  
One of these days I'll get back to Eureka to answer them.

