

NEWCOMER'S WELCOME PACKAGE



THULE AIR BASE, GREENLAND HOME OF THE 821st Air Base Group

WELCOME TO THULE "THE TOP OF THE WORLD"

We're glad to welcome you to your new assignment at Thule Air Base, Greenland! You'll soon find out why so many people say this is the best isolated/remote tour that an Air Force person can serve. While that may take some time for you to believe, it is a fact. Quality of life and the pride and professionalism of the base will soon show you why your new assignment will be a truly outstanding one. By thoroughly reading the following guide you will find the information extremely valuable in assisting you in your transition process to Thule Air Base.

OVERVIEW

As you travel through Baltimore/Washington International Airport on your PCS, carry this information package with you.

When you arrive at Thule, you will be greeted by the Base Commander, First Sergeant, Chaplain, and of course, your sponsor and supervisor.

Upon arrival, you will be scheduled for the Commander's Artic Start newcomer orientation, which is normally held every other Friday. At that time you'll receive more information from various base agencies.

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WHERE IS THULE?

Thule Air Base is the United States Air Force's northernmost base - (76 32' North latitude, 68 50' West longitude) located 695 miles north of the Arctic Circle, and 947 miles south of the North Pole on the northwest side of the island of Greenland. It is approximately 550 miles east of the North Magnetic Pole. The arctic, referred to as a "cold desert," gets very little precipitation annually. The name "Arctic," derived from the Greek word "arktos," meaning "bear," refers to the constellation Ursa Major, or Great Bear, which appears prominently in the northern sky.

Greenland is "Kalaallit Nanaat" in the Inuit language. It is a country in the Kingdom of Denmark and is the largest island in the world. "Thule" is from the Latin word with the same spelling meaning "northernmost part of the habitable world." Greenland covers nearly 840,000 square miles; more than 80 percent is covered either by the ice cap or smaller glaciers. According to scientific measurements, the greatest thickness of the ice cap is about 6,500 feet. To a depth of about 60 feet, the cap is comprised of compressed snow; the top layers are dry and crusty, creating fine, powdered snow. This dictates that buildings be constructed off the ground or have air corridors separating the buildings from the ground. Otherwise the heat from inside the buildings

melts the cap, and the buildings sink—a lesson learned the hard way during the life of Thule AB.

Thule is a land of contrasts. The perimeter of Greenland consists mainly of mountains. Glaciers flow down these mountains through deep valleys to the sea. The highest peaks, the Gunnbjom Mountains, on the eastern coast of the island rise over 12,000 feet. The Thule Defense Area, created by an agreement signed 27 April 1951, covers approximately 254 square miles. Thule is located in a coastal valley approximately four miles from the entrance of North Star Bay on Greenland's west coast. The bay is part of Baffin Bay which extends to the southern part of Ellesmere Island 140 miles west of Thule. The base is built on a broad and rather flat glacial valley floor between two bedrock ridges, North and South Mountains. The valley slopes gently to the east-southeast until it meets an ice cap, the Great Land Glacier, about 10 miles inland.

Thule is locked in by ice nine months out of the year. Each summer an American or Canadian ship breaks up the ice in North Star Bay and clears the way for the American, Canadian, and Danish cargo ships to bring in the annual resupply during the "port season." The bay will be frozen again by mid-October.

There is no "local town." The closest Inuit (native Eskimo) village, Qaanaaq, is 65 miles away. There is no "off-base" except for the bay, the ice cap, and what appears to be thousands of miles of rocks.

The Thule area is barren most of the year; although from June to September, the snow melts and arctic tundra plant life such as poppies, cotton, mosses, and a variety of colorful flowers bloom. The extremely cold climate means a limited variety of wild animals. Around the base you are likely to see arctic fox and hares and several varieties of birds in the summer time. Polar bears, caribou, seals, musk ox, and peregrine falcons also inhabit the area. In southern Greenland, vegetation and wildlife are more varied and abundant. The base library has a collection of interesting books that will tell you more about this region, the arctic, and its people.

WHY DOES THULE EXIST TODAY?

Simply put, Thule exists today in order to support the operation of the solid-state phased-array radar located at the Ballistic Missile Early Warning System (BMEWS), Site I. The BMEWS site is located approximately 11 miles northwest of the main base. It provides early warning detection of intercontinental ballistic missile (ICBM) launches from the Russian land mass and submarine-launched ballistic missile (SLBM) launches from the North Atlantic and Arctic Oceans against North America. Additionally, BMEWS keeps track of polar orbiting satellites.

Although the base population expands in the summer (with exercises, expeditions, contractors, and visitors), normal population is approximately 600 consisting of 400 Danish, 50 Greenlandic, 3 Canadians, and 140 American military and civilians.

Because of its mission and inclusion as part of the NATO agreement, Thule Air Base is expected to remain a vital part of America's defense plan for decades to come.

WHAT'S AT THULE: CURRENT ORGANIZATIONS

821 Air Base Group (821st ABG)

The mission of the 821st Air Base Group is to operate and maintain Thule Air Base in support of missile warning and space surveillance operations missions. It provides security, communications, civil engineering, personnel, services, logistics, and medical support to remote active duty units in a combined US, Canadian, Danish, and Greenlandic environment of 600 military, civilian, and contractor personnel. The 821st ABG operates DoD's northernmost seaport and provides a unique platform for arctic training, international scientific research, and environmental programs. The group plans and executes infrastructure and quality of life programs.

821 Support Squadron (821st SPTS)

The mission of the 821st Support Squadron is to provide support for remote active duty units in a combined US, Canadian, Danish, and Greenlandic environment of 600 military, civilian, and contractor personnel and enhance missile early warning, space surveillance, space control, and operational readiness by providing engineering, medical, communication, logistics, services and airfield operations support to the 821st Air Base Group and tenant organizations.

Most personnel within the ABG serve as Quality Assurance Evaluators (QAE) for the contracts held by Greenland Contractors (GC) and BAE. The flights include communications, personnel, medical services, logistics, civil engineering, and services.

821 Security Forces Squadron (821st SFS)

The mission of the 821st Security Forces Squadron is to provide protection for remote active duty units in a combined US, Canadian, Danish, and Greenlandic environment of 600 military, civilian, and contractor personnel; provide security for two operational units that execute missile warning, space surveillance, telemetry, tracking, and commanding for US and allied satellites; and manage the installation Antiterrorism program in coordination with local Greenlandic and Danish police forces.

12th SPACE WARNING SQUADRON (12th SWS)

The mission of the 12th Space Warning Squadron is to provide critical, real-time missile warning, defense and space surveillance to the President, SECDEF, JCS, NORAD, and unified commands by operating a phased-array radar—which continuously provides warning of sea-launched and intercontinental ballistic missile attacks against North

America—and detect, track, and identify earth-orbiting objects in support of USSTRATCOM's space control mission.

Thule Air Base reports to the 21st Space Wing, Peterson AFB, Colo. The mission of Thule AB is to provide early warning and defense of ballistic missile launches against the United States and Southern Canada to the North American Aerospace Defense Command and JCS Command Centers. The 12th SWS also detects and tracks polar orbiting satellites in support of operational space surveillance and space control missions. Personnel from the 12 SWS operate the solid-state, phased-array radar located at Ballistic Missile Early Warning Systems (BMEWS), Site I. The operational crews report through the Missile Warning Center to the NORAD/USNORTHCOM Center. The Operation Support Flight provides direct operational support to the missile warning crews. The flight's Operations Training Section provides all crew force initial, recurring, and supplemental training. Other flight responsibilities include hardware and software development, operational test and evaluation, and crew force management.

COMPTROLLER

The comptroller function at Thule offers a full range of services. TDY/PCS travel vouchers are computed and paid; allotments can be started, stopped, or changed; BAQ recertifications can be accomplished; and advance military and travel pay can be received. THERE IS NO BANKING FACILITY or ATM MACHINE at Thule, so you must take care of your banking needs before arriving. Personal checks are not cashed at finance; however, checks can be cashed at the Base Exchange and Consolidated Club. Additionally, each military member is encouraged to have a military Government Travel Charge Card for travel.

AIR FORCE POST OFFICE (APO)

Here at Thule, one of the best means of communications due to our remote location from the rest of the world is through the Post Office. Even though we have reliable telecommunications throughout the base, these services are limited and sometimes undependable due to connections. The personnel at the APO provide immediate service in seeing your letters and packages are delivered in a timely matter. But even the APO has limitations that could slow the process. Some of them are the irregularity of incoming flights from the States and hold-ups at U.S. Customs offices. Mail has an average time frame of two to three weeks before reaching its final destination from here. For mail coming to Thule, a trend of seven to ten days is expected.

The APO provides a number of services to suit your needs while here at Thule. These services include the purchase of postal money orders, postage stamps, and parcel mailing. Since flights out of Thule are limited, we are unable to provide any express mail service. The hours of operation are varied throughout the week to accommodate incoming flights. For the most part, your needs are met and improvements are always looked at with high interest.

CHAPEL

The Thule Chapel provides a wide range of Catholic and Protestant programs for the base community through resident Air Force chaplains. Representatives from other faith groups are provided on an "as needed" basis. Worship services and a variety of Bible studies and adult education forums are offered weekly. Laity-led advisory councils help design, develop, and carry out the many activities provided. Ecumenical and interfaith services emphasize our unity at Thule.

Other special activities include volunteer opportunities; confidential counseling; baptism; pre-marital, marital, and family counseling; marriage and family enrichment programs; and a referral resource for alcoholics anonymous. The Chapel also co-sponsors two significant base-wide functions: Armed Forces Day and Operation JULEMAND.

Armed Forces Day is held in the April/May time frame on the frozen surface of North Star Bay. Danes and Americans participate with Greenlandics who travel up to 200 miles by dog sled to celebrate the day long activities that include mukluk hockey, dog sled races, and ice skating. Services supervises the sports activities and provides a special meal at the fitness center. Operation JULEMAND (which means "Christmas Man" in Danish) is in support of local Inuit children and other American and Danish charities. Functions are held during the holiday season. Each year we light a 40-foot Jule tree in front of the base headquarters building.

MEDICAL

The hospital consists of a contract and military staff that together provides exceptional quality care. The scope of care includes primary care, 24-hour emergency services, general surgery, immunizations, laboratory, radiology, pharmacy, physical exams and limited dental care. Any active duty Air Force personnel requiring specialty care outside the hospital scope will be sent on a medical TDY to Malcolm Grow Medical Center at Andrews AFB, MD. If you have special medication requirements, bring a six-month supply with you to Thule and request refills at the hospital one month in advance, due to the extensive supply chain lead times.

ASSOCIATE UNITS

DETACHMENT 3, 22nd SPACE OPERATIONS SQUADRON, 50TH SPACE WING

Detachment 3 (Det 3) is a Remote Tracking Station (RTS) located approximately 3.5 miles NE of Thule main base. Detachment 3 reports to the 22nd Space Operations Squadron, 50th Operations Group, 50th Space Wing, Schriever AFB, Colo. The 50th Space Wing is one of four wings reporting to the 14th Air Force located at Vandenberg AFB, Calif.

The people of Det 3 directly support space operations by providing telemetry, tracking, and command of satellites developed and deployed by the Department of Defense, other US Government agencies, and allied governments. It also provides data distribution and routing systems to support external users' programs and other ground elements.

Thule Tracking Station (TTS) was originally designated by Air Force Systems Command as "Operating Location 5" (OL-5), 6594th Test Wing (Satellite) on 15 October 1961. Originally a classified location, TTS was declared operational on 30 March 1962. In its first configuration, TTS was nothing more than transportable antenna vans parked in an old bomb assembly building with a van-mounted generator providing station power. In 1964 the vans gave way to a permanently mounted antenna, and since that time, the bomb assembly building has become the home of TTS. TTS has belonged to two different major commands and has had five organizational designators. Its current designator, Detachment 3, 22nd Space Operations Squadron, 50th Space Wing, Air Force Space Command, became effective 30 January 1992. Since its inception, TTS has had 40 commanders, ranging in rank from first lieutenant to lieutenant colonel. Because TTS was originally envisioned as supporting the Polar Orbiting Geophysical Observatory, TTS adopted "POGO" as its AFSCN call sign. Although the Polar Orbiting Geophysical Observatory has long since been retired, the call sign POGO remains.

The facility operates three telemetry tracking and commanding antennas and one dedicated mission antenna. These antennas transmit commands to satellites and receive telemetry information back from them. Telemetry information is comprised of satellite state-of-health data and mission data. Initially, the antennas are pointed in the direction where the satellite will come into view. Once the antenna locks onto the satellite, it tracks the satellite as it moves through space, sending commands and receiving telemetry while gathering tracking data. The extreme northern location of Thule provides a nearly ideal position for communicating with polar-orbiting satellites.

CONTRACTOR ORGANIZATIONS:

GREENLAND CONTRACTORS (GC)

Greenland Contractors, which was formed as a joint venture in 1952, employs approximately 400 Danish, Greenlandic, and American personnel. It is the largest single organization represented at Thule Air Base. They perform a variety of tasks for the Air Force at Thule, including the operation and maintenance of all utility plants, pavements and grounds, engineering and planning, dining halls, recreational services, custodial services, operation and maintenance of vehicles, non-sensitive communications, fire protection, lodging and housing, supply, and medical services. Greenland Contractors has been represented at Thule Air Base since the company was formed in 1952 and as Operations and Maintenance contractor since 1 July 1971.

GE AMERICOM

General Electric has a contract with DECCO (Defense Communications) for most of the communications in and out of Thule. The four employees, subcontracted from Lockheed-Martin, manage, maintain, and operate two satellite terminals. The mission has been on base for many years (pre 70s). The first terminal was built on P-mountain in 1977 and was later moved to "J-Site", BMEWS, in 1983.

BAE

Employing approximately 46 American contractors, BAE Systems manages, operates, maintains, and logistically supports the BMEWS Site I radar, PMEL, and sensitive communications.

HARRIS

The Harris Corporation has 24 employees at Thule, who manage, operate, and maintain mission equipment at Det 3.

GOVERNMENTAL AUTHORITIES:

GREENLAND HOME RULE/AIRPORT AUTHORITY

The Greenland Home Rule/Airport Authority (GHR) representative is responsible for all Greenlandic passengers traveling to and from the Thule district and maintaining Greenlandic transient billeting. Travelers from Qaanaaq (the closest Inuit town, approximately 65 miles away) and other towns sometimes stay overnight at Thule while in transit to Southern Greenland or Denmark. GHR also manages the Danish Post Office, Danish Bank, and Greenland Souvenir Shop (the Danish Mall where you can buy reindeer soap stone carvings, postcards, Danish stamps, currency, and more). During port season, they handle Greenland and Danish shipping activities for the base. One Greenland Air helicopter is the only aircraft permanently assigned to the base.

DANISH LIAISON OFFICER (DLO)

Because Greenland falls under the Danish flag, there is a Danish Liaison Officer (DLO) and a Danish Police Inspector (DPI) on base. They work directly with the base commanders to ensure coordinated operations with the host country.

The DLO, a commander in the Royal Danish military, is Denmark's military representative here. He is the link between 821st ABG/CC and Island Commander, who is stationed at Naval Station Gronnedal in the southern part of Greenland. He assists the Base Commander in all matters pertaining to Greenland and Greenlandic and Danish authorities. He ensures, to some extent, that the USAF does not violate the 1951 treaty signed by Denmark and the United States. He is the liaison between the base population and base authorities and the Inuit population in the district (which

consists of 6 villages and a population of about 900). He assists the Danish base population in all matters related to a normal society, i.e. tax, customs, social welfare, health care, and justice-of-the-peace functions (marriages. etc.). He acts as the Danish Police Inspector (DPI) when the DPI is not on base. He checks entry permits and makes security checks on arriving/departing passengers on flights between Thule and Copenhagen. He assists the Base Chaplains during Danish/American religious services.

The DLO also provides the radio link for Station Nord. He supplies them with various provisions as well as coordinates for their annual refueling missions. Station Nord is a small meteorological station situated on a runway on the northeast coast of Greenland. It is kept open year round by five men from the Danish Armed Forces. The station is used as an emergency runway for both civilian and military aircraft and as a gateway to northern Greenland.

DANISH POLICE INSPECTOR (DPI)

The Danish Police Inspector is the law for the approximately 1,800 people (Avanerssup Kommunia and all of Thule Air Base) and 220,000 square miles of northern Greenland. He serves as a magistrate for the Ministry of Justice for the Kingdom of Denmark. (The Chief Constable is located in Nuuk, the capital of Greenland.) He is part of the police in Greenland, but without the powers of a Justice of the Peace. He handles investigations and processes indictments for crimes. He is responsible for Search and Rescue in all settlements in the northern quarter of Greenland. He serves separation and divorce decrees, processes passports, and drivers' licenses for Danish nationals, serves as prosecutor in Greenland's criminal courts, and acts as a park ranger in the Wildlife preserves.

BASE SERVICES:

BASE EXCHANGE/BARBER SHOP

Though small in comparison to a stateside exchange, you will find the AAFES Thule exchange offers a wide selection of items. They have a variety of American and Danish food items as well as beverages, vitamins, personal care items, cleaning and laundry supplies, paper products, small electronics, DVDs, videogames, computers, and peripherals and clothing items. Other options available if you do not find them at the store are customer convenience orders, catalog orders and special orders. Check cashing is available for authorized military ID cardholders and limited to current AAFES policies. Debit card cash advances are offered as well for a limited amount. All major credit cards are accepted as well as the Military Star card.

The AAFES Barbershop, located in the exchange, is able to handle most of your hair care needs from haircuts to styling to perms. Walk-ins and appointments are available.

COMMISSARY

There is no commissary at Thule. The Food Warehouse's, Bldg. 200, main function is to serve as support for the dining hall, Top of the World Club, and the BX. Individuals may order food on Monday and Tuesday and pick up their rations on Friday. Payment must be made by cash or check. Please remember that items are sold in bulk. This is a warehouse not a regular commissary store.

FOOD SERVICES

Thule operates three dining facilities, food warehouse, and a bakery. The Dining halls are located on main base—Dundas Buffet Restaurant—BMEWS—Hilltop Dining Hall—and Det. 3. Meals are served three times daily, seven days a week. Midnight meals are provided for shift workers at BMEWS and Det 3. Special meals are prepared on major holidays. The food service staff provides a wide variety of entrees, side dishes, short order sandwiches, and desserts to please the diverse population. All enlisted members will be on BAS to pay for their meals.

LAUNDRY/DRY CLEANING/TAILORING

Thule Services also offers inexpensive and complete laundry (without starch), dry cleaning, and tailoring services with a centralized drop-off/pick-up point. Most items are ready within 2-5 days. You will be amazed at the quality and the price. Additionally, there are washer and dryer units located on each floor of the living quarters. There is an ironing board on each floor of the living quarters if you choose to iron your clothing. (Dry cleaning is so cheap you should never have to iron your own clothes again!)

LODGING

The North Star Inn (Bldg 100) provides quality service and outstanding living quarters to transient personnel. Sundry items, beverages and snacks are available. There are private phones in each room. The Inn is located two blocks from Dundas Buffet Restaurant. Each floor has microwave ovens, washers and dryers. VOQ, VAQ, and DV rooms have a check out time of 1200 (noon). DV quarters are located in buildings 105 and 103. Cash, checks, and Visa/Master Card are authorized for payment.

WHAT'S THE WEATHER AND ENVIRONMENT REALLY LIKE AT THULE ?

WHAT WEATHER WILL YOU FIND AND WHAT WILL YOU SEE ONCE YOU ARRIVE AT THULE?

One of the first things new arrivals notice at Thule is the clean, crisp air. Yes, it is cold up here, but because of the dry climate, when you hear the winter temperature, it will

not seem as cold as it actually is. Remember that Thule is in the Arctic, so sudden, drastic weather changes will occur.

Here at Thule you are dressed properly for the cold and go from a warm building to a warm vehicle (the majority of newcomers use the base taxi) to a warm building. When the weather is too harsh (i.e. blizzard, unpassable roads, etc.) you are required to stay in your quarters. (Mother Nature has her own schedule of "three day weekends" for us.) There are periods during the summer months that you will actually see people walking outside in shorts and short sleeve shirts! There are other days when only a windbreaker may be needed. Temperatures at Thule range from minus 30 to plus 50 degrees Fahrenheit. It has reached a high of 68 degrees Fahrenheit in the summer and has dropped to minus 47 degrees Fahrenheit in the winter. Winds of 30 to 100 knots are common during arctic winters. Relative humidity is extreme: outdoor is 60% and indoors 2% in winter. Thule receives an average of 28.2 inches of snow and 4.4 inches of rain annually. The coldest weather hits at the same time the sun comes up over South Mountain (late February to early March).

For three months, beginning in late November, the sun is below the horizon, gradually leading from twilight to 24 hours of darkness. When the sun returns in late February you gain 20-40 minutes of daylight per day until late April when it remains above the horizon for 24 hours a day for nearly four months. The summer sun is very bright and dark sunglasses are recommended. In mid August you will witness the first sunset since April, and from that point on you receive 20 to 40 more minutes of darkness per day until November when again you have 24 hours of darkness with the darkest and shortest day of the year being December 21st. In the late spring, most of the snow from the shore of North Star Bay to the edge of the ice cap usually disappears as moisture is absorbed directly into the air. Tundra, base rock, and a thin layer of powdery dust remain. This marks the beginning of Thule's mud season.

During the "summer months" (May 15 - Sep 14) off-base travel is authorized (though always with a "buddy"). You will quickly learn that distances are deceiving. Mountain peaks and islands that are 15 to 30 miles distant look as though they are just a short walk away. Information is available about many off-base sites to visit and photograph.

During the winter season (Sep 15 - May 14) the high winds blow off the ice cap and cause a local weather phenomenon known as "storm conditions." These storms are a deadly combination of wind, snow, and sub-zero temperatures. A storm begins when a low pressure area west of Thule over Baffin Bay causes surface winds to blow off the ice cap from the southeast. The wind is channeled into the valley where Thule is located. The valley amplifies the wind, and it increases in velocity. The loose snow is picked up by the high winds and can severely restrict visibility. You will notice a change in storm conditions from "storm Normal" to "storm Delta" caused by the high winds. During a storm in March 1972 the anemometer on a storm shelter (Phase Shack #7) recorded the 2nd highest wind velocity ever on earth: 207 mph.

Arctic winter storms are divided into these classifications: Storm Normal, Storm Alpha, Storm Bravo, Storm Charlie, and Storm Delta.

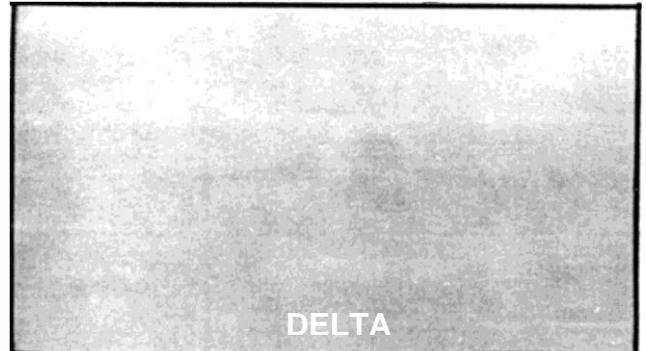
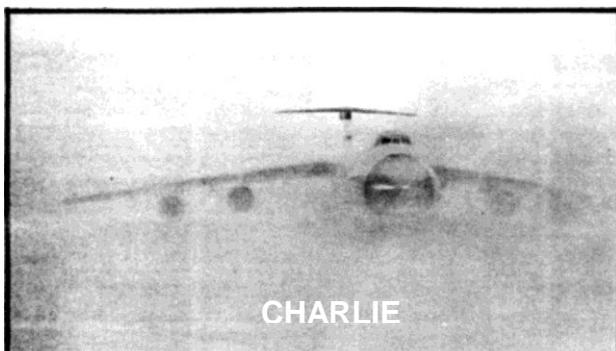
Storm Delta represents the most serious threat to life and property. Two factors (visibility and temperature) are assessed to determine the applicable storm conditions. When any two of these three factors are present, the appropriate storm condition is declared.

- **Storm Condition Normal** - Business as usual.
- **Storm Condition Alpha** - Initial warning of a potential Arctic winter storm. No danger exists at this point; however, all personnel should prepare for Storm Conditions.
- **Storm Condition Bravo** - All pedestrian traffic will use the buddy system (two or more people traveling together). All personnel must stay on approved roads. If you are traveling alone in a vehicle, it must have a comm radio or use the buddy system.
- **Storm Condition Charlie** - All non-essential base facilities close. Return to quarters. Pedestrian traffic is prohibited. Call the base taxi or use the base shuttle bus service if dedicated vehicles are not available.
- **Storm Condition Delta** - All personnel are restricted to the buildings in which they are located at the time a Storm Delta is declared. Absolutely **no** pedestrian or vehicular travel is permitted. Only emergency vehicles will operate during this condition and only at the direction of the Base Commander.

All year long, Thule weather is like weather in many northern states, unpredictable. It can rain, sleet, snow, and be very sunny and warm all in one 24-hour period. **Always be prepared, and expect the unexpected.**

For your protection, storm shelters (phase shacks) are located at short intervals along the roads leading to off-base worksite locations. Each shelter is heated and stocked with emergency food, water, bedding, and a telephone. They are for use by anyone caught in a sudden storm condition. Remember, these shelters are for emergency use only!!!

Storm Condition	Winds	Visibility	Location of Personnel?	Allowed to Travel?
ALPHA	Hazardous Weather within 12 Hrs	> 1 Mile	No restrictions	Yes
BRAVO	>25 Knots	< ¾ Mile	No restrictions: Must use buddy system and radios	Non-essential restricted to main base
CHARLIE	>35 Knots	< ½ Mile STORM CONDITIONS Thule AB, Greenland	Dorm/shelter	Remain in shelter; Movement must be approved by the SOC
DELTA	>50 Knots	<100 Yards	Dorm/shelter	Rescue operations only; Must be approved by the SOC



PHASES OF THE SUN AND MOON

Because it's always cold, there are only two seasons here at Thule! These are the light and dark season. From February through November, the sky transitions from normal day/night cycles, to a full 24 hours of sunlight, and back through day/night cycles until we have 24 hours a day of darkness. This total darkness lasts from late November until late January. The dark season is also the coldest time of year, and coincides with storm season, which runs 15 September through 15 May.

ARCTIC SURVIVAL GEAR

The full compliment of clothing will prevent hypothermia for a short period of time, even in a storm condition. It is intended to extend your outdoor survivability only long enough for you to seek proper shelter promptly. During storm season, personnel assigned vehicles must keep their ensembles in their vehicles at all times. Personnel proceeding off base during this period must also carry the Arctic Gear at all times. During dark season, wear of the parka with its' integrated reflective material is advisable to remain visible to vehicle drivers. It is important to practice "donning" and "doffing" your arctic gear just as you would chemical warfare gear. The wrong place to learn how to wear your gear is when you really need to wear it.

FROSTBITE

Even in summer months, frostbite can be a danger here. Wind chill greatly increases the potential for frostbite. In the winter, exposed skin can be frostbitten in less that 1 minute. If the symptoms are ignored and untreated, it can result in permanent nerve and muscle damage, up to and including the need for amputation. Once again, practice donning and doffing your arctic gear—be prepared!

ARCTIC ENTRANCES

Be careful when entering or exiting buildings. Snow and ice accumulate, including residual snow and ice left from people cleaning their feet, on the gratings. This applies to the stairs as well as the ground around the entrances. Where there are tile floors, be especially careful as this water tends to make them very slick. To help combat this, be sure to keep arctic entrance doors closed at all times.

WORMHOLES

No there are not giant arctic worms here at Thule. What happens is the sun melts the top layer of snow and ice during the day, and then freezes during the night. You can't tell from looking whether there's snow, water, ground, or just open space underneath it, or how high it is. Sticking to the roadways is your best option.

SAFE VEHICLE OPERATIONS:

BLINDING SPRING

As the sun begins its transition from the dark season, it is low on the horizon. Glare from snow, reflection off other vehicles, and direct light can be blinding. If this happens, STOP IMMEDIATELY!!!! Keep a pair of dark sunglasses with you at all times during this period and all through the light season. Put them on and wait for your vision to return to normal. Also, the reflection from headlights off ice and snow in the dark season can be a similar hazard.

SEAT BELTS

Simply stated, WEAR THEM. No more than three people will ride in the front seat of any vehicle, and only on bench seats. No passenger may ride in a vehicle unless they occupy a fixed seat and are properly wearing a permanently installed, functional safety restraint device. This obviously precludes individuals from riding in the beds of pickup trucks. Properly wearing seatbelts is a proven deterrent from injury and even death.

SPEED LIMITS

The speed limit on base is 25 MPH (40 KPH) maximum, but lower in some places (such as the dining facility, base gym, and the flightline). Citations for violations are written by the Security Forces, and can cause you to lose your driving privileges for a week, month, or the rest of your tour. Remember that these speed limits are not a minimum speed to drive – they are the maximum. When road conditions are less than optimum, or during the dark months (when it is REALLY cold), remember to reduce your speed accordingly. The roads here are hard packed earth and gravel. When they get wet, you slide. Often, what appears to be a packed gravel and sand roadway is actually that type of material spread over the surface of packed snow or ice for traction.

Stopping distances triple in these conditions, so increase your following distances accordingly. Never lock your brakes. They should be applied until just before the point where they lock up, and then held. Although this requires a little getting used to, it is a much-preferred method to pumping the brakes, and will stop the vehicle sooner. Be familiar with the type of vehicle you're operating and if it has anti-lock brakes.

ONE-WAY STREETS

The three one way streets on Thule are located: in front of the BX, the base gym and Greenland Contracting Headquarters. Use extra caution while driving, backing, and walking in these areas. Newly assigned personnel and TDY folks sometimes miss the signs.

DRIVER RESPONSIBILITIES

Watch for traffic signs; they are small and often difficult to see because of the high winds we experience here. Ensure all passengers have their seatbelts on before moving the vehicle. All traffic must yield to pedestrians crossing the roadway. This does not mean swerving into the other lane to avoid them, slowing down just enough to miss them, or intimidating them by speeding up. It means coming to a complete stop, if necessary, until they completely clear the roadway. Any time you enter fog, rain, snow, or other visibility limiting factors, turn on your headlights. You may not see any better, but you will be seen.

ROAD CLOSURE SIGNS

There are signs on the roads going to North and South Mountain, BMEWS, and Det 3. There are beacons on top of these signs that flash during storm conditions. The main road signs have smaller individual lights for the individual roads. If these lights are flashing, that road is closed and you may not use it.

GOING TO BMEWS

The weather conditions change rapidly, and a trip up the hill on a dry road under clear blue skies can turn into a slippery mess with 50 MPH winds and icy, wet roads in under an hour. Couple this with your return trip being down hill, and it will get nasty. Slow down, go back, or find a phase shack (small storm shelters). Vehicles have been totaled from rolling over.

TRAVELLING DURING STORM SEASON

All travel off base during the winter storm season is accomplished in accordance with Thule Air Base Instruction (TABI) 91-101. Basically, this instruction ensures that you “plan your hike,” and you “hike your plan.”

STORM SHELTERS

Storm Shelters are emergency shelters on the roads to BMEWS and North and South Mountains. Should you be out on these roads and a storm suddenly comes up on to your party, don't take an unnecessary chance by trying to make it back to the base. There is a phone there connected directly to the operator. Let the operator know where you are and wait out the storm. You can find these phase shacks, even during storms, by the reflective arrows along the road near, and pointing to, the shelter.

FLIGHTLINE DRIVING

The speed limit is 15 MPH (24.1 KMH), except near an aircraft (within 50 feet) when it is 5 PMH (8 KMH). Don't drive between aircraft and nearby buildings during loading and

off-loading operations. Driving on the flightline is for official business only, and is authorized only when the driver has completed a flightline driving course and certification.

SUMMER FOG

When the temperatures change dramatically in the summer (and it does), fog develops over North Star Bay and will move into the Thule AB Valley. This fog can be so dense as to obscure the entire roadway. Should this happen to you, STOP! Pull to the edge of the road only if you can do so safely. Leave the motor running, with the headlights and emergency flashers on. Do not attempt to leave the vehicle, as you could be struck by another vehicle whose driver cannot see you. Wait until the fog has lifted enough for you to safely operate your vehicle to your destination.

SURVIVAL TIPS:

SAFETY RULES

Know the hazards of your work center. These can include equipment, chemicals, work conditions, or any other threat to your well-being. Your supervisor is required to brief you upon initial assignment to the work area, and whenever these conditions change.

UNEXPLODED ORDNANCE

Thule was once host to over 10,000 military members, including Army personnel assigned to Nike-Hercules missile sites. Mortars and ground-to-air missiles were part of their equipment, and they practiced with them regularly. As with any ordnance, all of it did not detonate. In 1993 one such five-inch mortar was located intact and was destroyed. Should you find anything that even remotely resembles any type of ordnance, do the following:

DO NOT TOUCH IT, OR ATTEMPT TO MOVE IT IN ANY WAY.

As there should be more than one in your party, post a guard to keep others away from it as well, and contact Security Forces, inform them of your find, and follow their instructions.

No matter how neat you might think it would look polished up sitting on your desk or chest of drawers, many of these items are live and VERY UNSTABLE. Leave them alone as they can hurt, maim, or even kill you.

WALKING

While at Thule, it's recommended that you walk on the left side of the road facing oncoming traffic. Although contrary to stateside standards, this will enable you to watch for vehicles and to get out of the way should they not see you. If you are out walking

after dark, wear something bright and preferably reflective such as a parka as an outer garment. This will enable drivers to see you more clearly.

THERE IS NOTHING TO DO HERE: WRONG!!!

As mentioned previously, despite its "geographically challenged" location, Thule offers a wide variety of services and has plenty to keep you busy for more than the length of your tour. The following facilities are available (you will be given the current operational hours in your newcomers packet) and if we do not offer a program, service, or product you would like, just ask!!!

BOWLING CENTER

The Bowling Center and Fitness Center are collocated in Bldg. 608. The Bowling Center has 8 lanes, small snack bar, and limited Pro Shop. Programs include leagues, tournaments, and open bowling. Yes, you can bring your own bowling ball. (However, since house balls are available, services is not responsible for any damages that may occur to your ball.) We can special order items for you. Lockers are available for rent.

COMMUNITY ACTIVITIES CENTER

The Community Activities Center Bldg. 362 offers a wide range of activities for Thule residents. It features a video movie library with several thousand titles; a free 40-person theater; a free game room (pool, foosball, pinball machines, video games, air hockey, golf simulator, ski machine, darts, etc.); free hot coffee and hot chocolate bar; reading area; board games; an Internet-café with Wi-Fi and 4 computers for customer use, and a game room with X-boxes, Playstation 3's, and Wii's. You can purchase beverages and snacks. Whenever special guests (explorers, scientists, etc.) visit Thule they often give presentations at the center. During the winter season, monthly tournaments are conducted. In the summer many special programs and tours are provided. Some days, coffee and Danish pastries are provided free month. For private parties you can rent the Pavilion (only during summer season) located near North Star Bay or Igloo Inn Bldg. 367 (all year round).

CONSOLIDATED CLUB

Prepare to be impressed. Thule offers membership at our "all ranks" club (Bldg # 236) to all who live at Thule. Called the "Top of the World" (TOW) Club, it offers a full service restaurant (much more than a dining room), lounge, game room, delivery service, check cashing, and ballroom with a state-of the art light/sound/video system. The restaurant is open for dinner five nights a week and lunch is available Tuesday through Saturday. A casual menu is available in the lounge Tuesday-Sunday during operating hours. For those who chose to dine in their quarters, the TOW club also offers food delivery service. For special events, the club will bring the party to you! The club sponsors many different types of functions: live entertainment, DJs, and DoD

bands. Throughout the year special events, dinners, and parties take place. Your annual membership (minimum cost) brings certificates for your birthday, special offerings, and access to membership nights. The club accepts Visa/Master cards. The professional staff takes pride in their service to all members and guests.

FITNESS AND SPORTS CENTER

Arrive at Thule ready to stay fit! The Fitness Center is one of the best equipped facilities in the Air Force and is the hub for year-round programs in physical conditioning, both organized group activities and self-directed programs. This facility is open 24-hours a day. During unmanned you are allowed to use the cardio equipment, nautilus equipment and basketball courts; and are required to use the “buddy system” if entering the free weight area. The sauna, courts, and endless swimming pool are off limits during unmanned hours. Many of the self-directed programs offer plaques and t-shirts for accomplishing various levels of completion. The main floor offers basketball, badminton, volleyball, tennis, aerobics, ping pong, soccer, and many other sports.

A second floor area includes many types of electronic cardiovascular equipment: treadmills, bikes, Stairmasters, and rowing machines. You will also find a fully equipped Nautilus room and a superb Cybex free weight room. It has two racquetball, handball, and squash courts, a spinning court, and TRX room. Both the men’s and women’s locker rooms have saunas. Lockers are available for those who utilize the gym regularly. Outdoors, we have a softball field and a soccer field. Sports tournaments and intramurals are held throughout the year. Fitness supplies are available from the front desk. Our fitness staff is waiting to assist you in developing a personalized fitness program. In addition, a fully equipped mini-fitness center is available at BMEWS and Detachment 3 sites.

LIBRARY

If you like to read a good book, then there is also a library on base. Located in the same building as the community activities center (Bldg 362), the library offers English books, both fiction and non-fiction together, with a collection of Danish and Greenlandic titles. We also offer you the possibility to check up on what’s happening by reading over 10 magazine subscriptions currently available at the library.

OUTDOOR RECREATION

In addition to enjoying the scheduled outdoor activities, stop by Bldg. 362 and use the Equipment Rental Checkout to rent mountain bikes, skis, snowboards, hiking and camping supplies, sports equipment, and grills. Pack it all up with the necessary supplies, tell a friend where you are going, and take a buddy or two to enjoy the splendor of the Thule wilderness. In season, you may wish to go skiing on North P-Mountain, go hiking up Mt. Dundas (with 3 or 4 friends), or walk the 13 miles to the BMEWS site or the 3+ miles up to D-launch. There are plenty of scenic sites to visit, take photos, or simply relax away from the main base.

CREATIVITY ROOM

The Creativity Room located in Bldg 362 currently offers engraving, digital photo shop with digital photo auditors, digital photo printing, scanning, digital camera support, CD burner, sewing machine, express T-shirt, metal plate, hat printing, and mug press are available for use. Individual attention is always available. Supplies are available for purchase.

SPECIAL EVENTS

Throughout the year there are a variety of special programs to make your tour more memorable. There is the annual polar bear swim in North Star Bay (complete with certificate of participation), 9-hole golf tournaments, fun runs, picnics, tournaments (racquetball, pool, Mukluk hockey, basketball, volleyball, softball, etc.), numerous bus tours, and hikes to various sites around Thule. Participate in the annual Dundas Village Cleanup, Operation JULEMAND, and much, much more. You may simply sign up at the front counter of the Community Activities Center for a variety of Services-sponsored tournaments, programs, and scenic tours.

TOURS

Because of the lack of transportation, the rugged terrain, and the arctic climate, recreational activities are generally limited to the immediate area of the base. During the summer months, Services provides bus tours to some of the outlying areas of interest. Tour sign up sheets are kept at the front desk of the Community Activities Center.

PRIVATE ORGANIZATIONS

During the summer season, the skeet club uses the special skeet range. The club's 12-gauge shotguns and shells are kept in the Security Police Armory. (Individuals are not authorized to bring up their own guns.)

IN ADDITION

During your tour, you will undoubtedly go "Thule-Trippin," that is, to join others and see what else is on the base, as well as travel off base. Services will provide you with numerous tour opportunities and a Thule map of sites to see. A separate Services guide will detail those various historical and picturesque points to visit, learn about, and capture on film or video.

Points to visit include base facilities (mentioned above), Greenland Home Rule Souvenir Shop, DeLong Pier, Signpost, Crescent Lake, Nike Hercules Batteries - A, B, C and D (launch and control), BMEWS, Det 3, North Mountain, South Mountain, P (Pingarssuit) Mountain, and Camp Tuto. In addition there are numerous memorials and

scenic sites: Japanese Rock quarry, the aviary, the waterfalls, Umanaq, Dundas Mountain, Dundas Village, Dundas Beach, Fox Valley, Glacier Point, Sparum Lake, numerous parks where you can relax and enjoy a summer barbecue. Or you could hop a ride to CFS Alert (365 miles north, 1 hour 20 minute plane ride) on Ellesmere Island, CFS Eureka, or Station Nord. Or hire a dog sled team to take you on a 4-hour ride out on the bay or on a hunting trip (April only).

And of course you can take the time to talk with members of the various expeditions and survey teams that use Thule as their main base, i.e., NASA, Polar Associates, Area/Iceshelf (underwater exploration team), geological survey teams, Peregrine Foundation, etc.

Or you could volunteer to assist with capturing even more of Thule's history and records or help with Chapel activities. Or if necessary, you could pass the time as a referee, coach, scorekeeper, aerobics instructor, carpenter, computer graphics artist, line dancing instructor, amusement machine repair person, DJ, or umpire.

With a wide and unending variety of activities, both programmed and unprogrammed, you will find that there is more than enough to keep you busy on your tour.

WHICH ACTIVITIES WILL YOU DO?

As you think about your tour, begin to determine what you want to do at Thule.

Examples:

Read a book a month; ride a dog sled during the Armed Forces Day events; improve your bowling average; ski on Pituffik (or North or South) mountain; hike to the glaciers (12 hour round-trip); help in the Dundas community activities; participate in the Dundas golf tournament (the worlds northernmost tournament); go mountain bike riding; win at TOW club bingo; go backpacking or camping; take a college course; go to the fitness center; find unique rocks and use them for a belt buckle or gift; snowboard on North mountain; join intramurals; take Danish language lessons; improve your pool game, ping pong, pinball, foosball, or air hockey talents; take recreation center guided tours; dub video tapes, records, or audio tapes; help with chapel activities; have a party at the Pavilion; do several self tours - North Mountain/South Mountain/Dundas/Glacier Point/Nike Launch sites/P-Mountain/Camp Tuto); build a model; engrave a plaque; logo a T-shirt, hat, or mug; improve your golf game; dine (not eat) at the TOW club; read about the Inuit culture; win a T-shirt or plaque by walking, running XXX miles (under fitness supervision); learn to play Danish pool; take TOW cooking lessons; serve as referee, coach, aerobics instructor, DJ, photographer or computer helper; visit the Thule Polar Bear Maul; visit the Danish mall; attend aerobic classes; work at the TOW, BX, or Services; have a picnic at a park, etc. (more ideas being created weekly... **there is lots to do at Thule!!**.)

GETTING READY FOR YOUR PCS

So now that you have all this great information about your upcoming Thule adventure, what do you need to do? To make a positive transition, we suggest you read the following, then make a list of things to bring, people to contact, and things to ask your sponsor.

ARCTIC CLOTHING

During your first week you will be issued "arctic gear" consisting of a parka, mukluks, long underwear, outdoor winter pants, mittens, mask, and wool socks. Civilians may receive limited arctic gear. The Base Exchange has a limited supply of civilian cold weather clothing items, so you may want to shop for these items prior to your arrival. Also bring a civilian winter coat, gloves, light jacket for summer, service dress uniform, mess dress or semi-formal, a good pair of hiking boots, sunglasses, and civilian attire for special functions.

DENTAL

There is no dentist residing on Thule. However, a Danish dentist comes up every sixth week for one week and we can see him on an emergency basis. (Get yours done before you leave your current base!)

EDUCATION OFFICE

Please ensure your education records are up-to-date prior to departing your current duty station. Thule does not have an on-base education office and there are no formal, off-duty education courses. PME testing by correspondence is possible.

EMERGENCIES

If a family member has a need to notify you at Thule, the DSN telephone number to the Thule Base Operator is 629-3840 or commercial (719) 474-3840. The calling party will have to ask the operator for your extension and the purpose of the call, as all calls go through a central switchboard. If you need to depart Thule for any emergency situation, you will be put on the next rotator flight leaving the base.

LEGAL SERVICES

Legal services are not available at Thule Air Base, although notary service and powers of attorney are performed by a designated individual. You should complete all necessary powers of attorney, wills, etc., prior to arriving at Thule. You can receive limited telephonic legal assistance through the legal office at Peterson AFB. If you participate in the dependent care program, please bring copies of all powers of attorney with you.

MAILING ADDRESS

Once you have your orders, email a copy of them to your sponsor, and he/she will get you an APO box number so you can let everyone know your new address. Once on station you will complete the official paperwork. Your mailing address will be:

(Rank/Name)
PSC 1501 Box XXXX
APO AE 09704

PHONE CALLS

Due to the remote location of Thule everyone has DSN access in his or her dorm rooms and the ability to dial any toll free number. There is a stateside number that family and friends can call that will reach the base with each dorm room assigned an extension.

PAY

While stationed at Thule you will gain \$150.00 Arctic Duty pay, \$250.00 family separation pay (if you have dependents) and keep BAH for your family. All enlisted personnel will receive BAS.

PETS

Pets (of any type) are not authorized at Thule.

RADIO

We currently receive 1 FM station 97.1.

ELECTRONIC DEVICES

We highly recommend bringing any electronic devices that will help you pass the time at Thule. However, if you decide to bring any wireless electronic devices from the states (i.e., cordless phones, cell phones, walkie-talkies, wireless keyboards/mice, etc.) please ensure it has the European Conformity (CE) label.

TRANSPORTATION

You may possibly have a vehicle as part of your job, otherwise you will find the free base taxi (24 hrs a day) or shuttle bus service to be convenient, courteous, and efficient.

TV CHANNELS

We currently receive CBS, ABC, NBC, FOX, AFN and PBS. In addition, we have local movie channels, AFN channels, information channels, and a 24-hour Commander's channel (latest weather and announcements).

HELPFUL INFORMATION: WHAT TO BRING, WHAT THULE DOESN'T HAVE

MILITARY CLOTHING

Thule does not have a military clothing sales store. Be sure to bring a sufficient supply of ABU/BDU uniforms and accessories for your duration. If you anticipate getting promoted during your tour, be sure to pick up some extra rank insignias. The Base Exchange can order items for you, but it can take up to six or eight weeks for items to arrive. We wear all uniform combinations at Thule, including mess dress or semi-formal wear (with white shirt) at the annual dining-in/out. Ensure you bring all combinations, you will use them.

CIVILIAN CLOTHING

You will find several opportunities for social events where you may need to wear a coat and tie or suitable ladies' attire. Use common sense to bring your attire. During the summer, it does get extremely muddy; bring an old pair of boots. Even though you may not think so, there will be several opportunities for you to wear short-sleeve or T-shirts and shorts, if nowhere else, in your quarters.

MISCELLANEOUS

The BX does have a variety of items, and a TV is provided in your room, so you do not have to bring "everything." Consider the following list of items that may make your tour more comfortable:

Alarm clock; Stereo (with coaxial or antenna adapter); camera; cassette or CD player; binoculars; personal hygiene articles; hobby items; musical instruments; second set of eyeglasses or reading glasses (if applicable); subscription to home newspaper; posters; room ornaments; comforters; sheets and pillow cases (furnished, but nice to have your own); makeup; books; mountain bike; padlock; PDG and SKT materials; special spices; laundry basket; small backpack; XBOX; Nintendo Wii; Playstation; board games; pictures of family and friends.

OTHER ITEMS

Your stateside driver's license, current eye wear (if applicable), your immunization records (these are online now), and (limited pharmacy) a 6-month supply of special medications (including birth control, if applicable).

For those that will be here during the holidays, don't forget room decorations. Consider bringing your favorite or a new, first-run movie to share on the movie channels. Your dorm room will be your home for the next year, so we encourage you to bring whatever you think will make your stay here more comfortable.

If you are not sure whether to bring something, it's always a good idea to call and ask. When planning what to ship, keep in mind that all shipments to Thule go by air via McGuire AFB. Military personnel are entitled to 10% of their full JTR weight allowance. Civilians are authorized shipments IAW JTR, Volume II. If your TMO shipment is picked up about 30 days prior to your departure, there's a good chance it'll be waiting for you.

HELPFUL NOTE

When talking with your TMO office, ENSURE they are aware that your household goods are to be air-shipped from McGuire AFB, NJ. to Thule AFB (DO NOT ADDRESS SHIPMENT TO GREENLAND!!!) Most shipments will arrive within a short time of your arrival. Once here, the Thule TMO folks rush to ensure you get settled in as quickly as possible.

WHAT THULE DOES NOT HAVE

Currently, Thule doesn't have or offer the following:

- ATM machine/bank (EXCEPT AT THE BX WHEN YOU MAKE PURCHASES)
- Any major fast food outlets (McDonalds, Taco Bell, Burger King, etc.)
- Amusement parks
- A clothing sales store (we now have a few items like stripes, black t-shirts, etc.)
- Paved roads or sidewalks
- An 18-hole golf course (but we have 2ea. 9-hole courses)
- A view of the "Northern Lights" (as we are about 500 miles too far north to see them (and if/when we do see them, they are the "Southern Lights"))
- Spiders or snakes!!

ARRIVAL AT THULE

FOR YOUR FLIGHT TO THULE VIA BWI, YOU ARE ONLY AUTHORIZED 2 PIECES OF LUGGAGE AND A CARRY-ON. ANYTHING ELSE AND YOU WILL PAY FOR IT WITH NO REIMBURSEMENT!

Once you arrive at the Thule terminal, you will be greeted by the 821st ABG Commander, First Sergeant, assorted Thule personnel, and your sponsor. You will be instantly aware of the positive attitude and support that is waiting to assist you in your transition to Thule. When the folks say they are there for you, they really mean it!

Once your bags arrive, your sponsor will take you to your room and provide you with your room key (plus a parka, if the weather dictates). Relax and enjoy your first evening at Thule. In your room, to see what is currently happening at Thule, turn on the TV. On Friday you will follow your sponsor's itinerary. Until your household goods arrive, you may want to borrow some living essentials (i.e. towels) from your sponsor rather than carrying these items in your valuable baggage space.

HOUSING

Most military personnel live in 3-story dormitories. Senior NCOs and officers have 2 rooms and a private bath. Junior NCOs and airmen have a private room but share a bathroom between the rooms. There is a community kitchen and day room on each floor. You may want to bring your own bedding, sheets, towels, bedspreads. Most rooms have single beds, some have double beds. It is recommended you bring your favorite pictures and decorations to make your room more personal during your stay.

IN-PROCESSING

The 821st Air Base Group (821st ABG) is a geographically separated unit under the 21st Space Wing, Peterson AFB, Colo. Your sponsor will bring you to MPS for in-processing. You will need to bring all records and documents you hand carried from your losing base. Other items to have ready when in-processing includes copies of orders, Government Travel Card receipts, and Phase I & II paperwork (QAEs). Ensure that your security manager from your losing organization releases you from JPAS.

AND THEN

- Get your post office box number (or key if you already know your box number)
- Get your arctic gear
- Join the TOW club (pay your annual membership and get your dinner certificate)
- Find the BX and laundry drop off/pickup
- Buy a Thule Coin
- See your first "archie"

HISTORY OF THULE

Around 325 BC the seafarer Pytheas of Massalia discovered an island six days sailing north of England which he called Thule. It is generally thought that the island is present day Iceland. At that time, Thule meant the northernmost known island. But with increased geographical knowledge, the name eventually moved further north. The farther northern island "Ultima Thule," became synonymous with cold wilderness. It is generally believed that the first settlers came to Greenland about 4000 years ago. Around 985 AD the first northerners came to Greenland and settled down on the west coast between Julianehab and Godthab. Greenlanders have lived in the settlement

now known as Dundas for the past 900 years. Actual proof of this has been found in the so-called "Commers Midden" just north of Mt. Dundas (named after an English nobleman, Lord Dundas). Commers Midden was excavated in 1913-14, 1937, and again in 1946. More than 10,000 artifacts that date back to the 10th century were taken to the Danish National Museum. Even Norse relics were found.

The first European to arrive in the area was William Baffin, for whom Baffin Bay was named in 1616. While in the area, Baffin named several places, such as Wolstenholme Fjord, Smith Sound, and Wolstenholme Island. Thule had few other visitors until the late 1800s. The first group of Europeans to spend the winter in the area was the crew of the ship, North Star. The bay (and our lodging facility) is named after this ship.

Between 1849 and 1850, several other expeditions took place. Between 1892-1909, Robert E. Peary started using the area as a base for his North Pole expeditions. He established a close relationship with the Greenlanders by taking care not to violate the existing culture.

Knud Rasmussen, a famous Danish explorer, began the Danish Literary Expedition in this area in 1903-04. Rasmussen returned to the area in 1906 and again in 1908 to begin a mission station in the Thule area. In 1909 the ship Godthaab, anchored in North Star Bay, and the first two buildings (a missionary and a storehouse) were built. The Danish flag has since flown in the area.

In 1910, Rasmussen and his associate, Peter Freuchen, came to the area to Cape York (Kap York Trading Post) Station. On the suggestion of Freuchen, Rasmussen named the village which grew up around the post "Thule." At that time, the area north of Mt Dundas, called Uumanaq by the Greenlanders, was still inhabited. Freuchen became the first trading post manager and held the position until 1920. The post served many purposes, such as providing a base for scientific expeditions and providing equipment and food for the native Greenlanders. The first Thule expedition set out in 1912 across the ice cap to north Greenland and back. During the second Thule expedition, 1916-18, Rasmussen mapped out the northernmost coast of Greenland geographically, geologically, botanically, and ethnologically. From 1919-24, three more expeditions took place. The fifth expedition took Rasmussen on his famous great sled journey, traveling by dog sled across Canada and Alaska to Siberia.

Rasmussen returned to Thule each summer from 1926-1929. The station was now growing. A hospital was built in 1928-29 and a pre-fabricated house, the Knud Rasmussen House, was built in 1929 and was later used as a school. In 1929-30 a Church was erected. In 1928 the Thule Law was born; it was signed by Knud Rasmussen on 7 June 1929 and ratified by the Danish Government in 1931. The Danish government took over the Thule district in 1931 and named Rasmussen to represent the Danish state. In 1933, two settlements were founded in the Thule district, Siorapaluk in the north and Savigsivik in the south. Rasmussen died that same year, and the Danish government took over his responsibilities.

On the anniversary of Germany's occupation of Denmark, 9 April 1941, "The Agreement relating to the Defense of Greenland" was signed in Washington By Danish

Ambassador Henrick Kauffman and Secretary of State Cordell Hull. It was approved by President Roosevelt on 7 June 1941. In the agreement, the US agreed to take over the security of Greenland. After the attack on Pearl Harbor, the allies established weather stations at Narssarssuaq Airport, Sondestrom (Bluie West-8), Ikateq (Bluie East-2), and Gronnedal (Bluie West-9). In 1943 the Army Air Corp set up weather stations, Scoresbysund (Bluie East-3) on the east coast around the southern tip of Greenland, and Thule (Bluie West-6) to be operated by Danish personnel. The weather stations gave the allies a strategic edge over the Germans in battle planning and provided a decisive factor in D-Day. Based on a good weather forecast from Greenland.

General Eisenhower scheduled the landing in Normandy despite the strong winds in the English channel. Based on the Greenland weather reports, he knew the winds would die the following day, so the Invasion was on!

In 1946, a combined Danish-American radio and weather station was established in the Royal Greenland Trade Department Building at Pituffik (present day Thule Air Base). Pituffuk is translated as "Place where they tie their boats." By all rights, Thule Air Base should have been named Pituffik Air Base after the original site. The Navy built a new and much larger weather station. The Army Corps of Engineers built a 4,000-foot airstrip on the south side of the valley. In the following year the Thule airstrip was used as a jump-off point for exploration and a supply point for construction of airstrips and weather stations on the Canadian side of the straits (Eureka, Resolute, and Isachsen).

The first Transport Command aircraft landed on 9 September 1946. The East Reconnaissance Group (Project Nanook) flew B-17 mapping and photography missions from Thule's primitive facilities. From 1946-50, several houses, a power plant, a radio station, and a dirt runway were built at what is now called "Dundas Village." Dundas Village and the Inuit Village of Qaanaaq are protected by Denmark and specifically excluded from those areas under Air Force control. In 1963 the area was given official status as the 17th municipality of Greenland, the Thule municipality. **The northernmost community in the world.**

CONSTRUCTION BEGINS

Construction of a worldwide system of modern air bases was one of the Air Forces most important tasks following World War II. The US studied the possibility of establishing a major operating base in Greenland when it became clear that round trip flights of planes carrying atomic bombs between US or Canadian bases and European objectives were impractical. The shortest route from the US to the Soviet Union's most important industrial areas was over the North Pole, and Thule is at the precise midpoint between Moscow and New York. Thule became a key point in the whole American military strategy. Strategic Air Command bombers flying over the Arctic presented less risk of early warning than using bases in England. Defensively, Thule could serve as a base for intercepting bomber attacks along the northeastern approaches to Canada and the US.

A board of AF officers made a recommendation to pursue a base at Thule in November 1950; it was subsequently supported by the Joint Chiefs of Staff and approved by President Truman. To replace the agreement entered into during WWII between the US and Denmark, a new agreement with respect to Greenland was ratified on April 27, 1951 (effective on June 8, 1951). At the request of North Atlantic Treaty Organization (NATO), the agreement became a part of the NATO defense program. The pact specified that the two nations would arrange for the use of facilities in Greenland by NATO forces in defense of the NATO area known as the Greenland Defense Area.

Thule AB was constructed in secret under the code name Operation Blue Jay. Construction for Thule AB began in 1951 and was completed in 1953. The construction of Thule is said to have been comparable in scale to the enormous effort required to build the Panama Canal. The Navy transported the bulk of men, supplies, and equipment from the naval shipyards in Norfolk, VA. On June 6, 1951 an armada of 120 ships sailed from Norfolk, VA. On board were 12,000 men and 300,000 tons of cargo. They arrived at Thule on July 9, 1951. Construction took place around the clock. The workers lived on board the ship until quarters were built. Once they moved into the quarters, the ships returned home.

The base was initially designed as a forward base for staging SAC bombers and tankers. It was designed and built to house 12,000 personnel (during the peak period it housed approximately 10,000 with personnel living at Camp Tuto, BMEWS/J-Site, Camp Century, P-Mountain, in Nike Sites, and at Cape Atholl). It was built with a 10,000 foot (by 200') runway and a fuel storage capacity of about 100 million gallons (the largest in DOD--built to support mid-air refueling of the B-47 bombers). The agreement set aside 339,000 acres, and when Thule was first built, this is how it looked: main base 2600 acres, 82 miles of road, 38 fuel tanks, 10 hangars (6 are 28,000 sq. feet), 122 barracks, 6 mess halls, a gym, service club, Officers' club, hobby shop, library, base exchange, post office, theater, chapel, and hospital. There were also 63 warehouses, a laundry, a bakery, two primary power plants, and 4 auxiliary power/heating plants. Buildings were built using Arctic (Clements) panels. Most buildings were built in 60 days in 1951. The 1000-foot pier (DeLong Pier) was constructed from 8 barges towed from the Gulf of Mexico placed on caissons and stabilized alongside a rock-filled causeway.

On August 18, 1951, the new airstrip was inaugurated with a visit from the Air Force Chief of Staff General Hoyt S. Vandenberg. Operation Blue Jay was completed in a short 104 days. On October 23rd, the last construction crews left Thule but 400 men were left behind as a caretaker force through the winter of 1951/52. The next spring a major part of the workforce returned to expand the base. In November 1952, when the AF took control, Thule was considered operational. By fall 1953 the bulk of the construction was complete.

On July 1, 1951, the 6622nd AB Squadron of the Northeast Air Command arrived and air operations commenced on September 11, 1951. The first fighter interceptors assigned to Thule were four F-9ABs and began operations on September 11, 1952.

From 1953 to 1959, the base's other main mission was to function as an operations base for SAC strategic bombers, supporting SAC B-36s, B-47s, and KC-97s. In 1957, SAC activated the 4083rd Strategic Wing at Thule, consisting of B-36 bombers. During 1963, the US Army installed two 75mm and four 90mm anti-aircraft guns in a ring around Thule, for air defense.

In 1957, Air Defense Command took control of the base and initiated the 74th Fighter Interceptor Squadron. The FIS was deactivated in March 1960 leaving Thule without interceptor protection for the first time since September 1952. This deactivation was rescinded by the Joint Chiefs of Staff in June 1960, and the 332 FIS was assigned to Thule in August 1960. They flew supersonic, all-weather F-102 Delta Daggers.

In 1957 and 1958 four Army Nike Defense System Batteries were constructed (two on North Mountain and two on South Mountain) under the code name "Rising Star." These Surface to Air missiles (SAMs) were linked together with the air interceptors and a control and warning system. Each location had two areas: launch and control. They were closed down in July 1960. Battery A was demolished in 1990, but two buildings still stand at A launch located at Dundas Village. Battery B was demolished on an undermined date, and the debris at the launch site was pushed into the underground silos. Battery C is still largely intact. It probably represents the best remaining example at Thule. The barracks and mess hall still stand, but the storeroom is gone. The three launch structures are still intact. On one stairwell, a soldier's art work still survives. It is the depiction of a goose and refers to the Goose Air Defense Sector to which the battery belonged. C Control has been demolished. All that remains is the concrete bases of the radar. Battery D, D Launch is located on South Mountain, overlooking North Star Bay; the launch structures are still intact as is the watch tower.

In 1958 and 1959 additional construction consisted of five new barracks, a dining facility, the Airmen's club, two BOQs, a technical library, and two warehouses. In 1959 and 1960 the base common water and sewage distribution mains were constructed. Up to that point all water delivery and sewage pickup was accomplished by truck! In 1960 the over-the-road, heated, and insulated pipe line system was completed. Replacement value of buildings was valued at over \$2 billion.

The base activated as a part of the Northeast Air Command (NEAC) in January 1952 and transferred to SAC in 1957. On July 1, 1960 the ADC officially assumed command at Thule. By 1960, the addition of long-range aircraft to the SAC inventory eliminated the need for Thule to operate as a forward support base, and the mission turned from a SAC forward operations base to air defense.

In 1961, a Ballistic Missile Early Warning Systems (BMEWS) radar was constructed at J Site, 13 miles north east of the base. BMEWS was developed by the Raytheon Corporation in order to provide North America warning of a transpolar missile attack from the Russian mainland and submarine-launched missiles from the Arctic and North Atlantic Oceans. The fixed antenna, 400 feet long and 1,654 feet high, was larger than

a football field turned upright. It was during this period that Thule reached its maximum manning, about 10,000 personnel.

Starting in July 1965, there was a general downsizing of activities at Thule. The host unit, the 4683rd Air Wing, along with the 332d Fighter Interceptor Squadron, were deactivated. In January 1968, the population of Thule was 3,370.

The old mechanical BMEWS radar was upgraded to a solid-state, phased-array system in June 1987 to make the operation more effective and efficient. Information from this site is transmitted to the North American Aerospace Defense (NORAD) Command Post at Cheyenne Mountain, CO. Information is then passed to National Command Authorities.

Another Thule mission dates back to 1961 when the Air Force established a satellite command and control facility (OL-5) to track and communicate with US satellites in polar orbit. Now known as Det 3, it is part of the Air Force Systems Command worldwide satellite command and control network. Det 3 is one of nine worldwide satellite tracking stations and constitutes the common user portion of the Air Force Satellite Control Network (AFSCN). This network directly supports space operations by providing telemetry tracking and commanding to satellites developed and deployed by DOD, other US government agencies, and allied governments. It also provides data distribution and routing systems to support external users programs and other ground elements.

Because of its northern location, Thule also provides support to a wide range of logistical resupply operations and arctic scientific studies. Whether it's missile warning, satellite control, aviation support, or arctic studies, Thule plays a key role in America's national security.

In 1976, the first female was assigned permanent party to Thule, and in 1982, Thule became a SPACECOM base. As you can see, the mission has changed from one of SAC alert to the primary mission of supporting BMEWS. Thule also provides logistical support to Station Nord, CFS Alert, and CFS Eureka.

In the spring of 1953 the Greenlandic Village of Thule, located at the base of Mt Dundas, was moved 65 miles north to Quaanaaq, on Red Cliff Peninsula. The Inuits said that the noise and smells from the planes and ships frightened away the walrus, seals, polar bears, and birds essential to their cultural survival. They moved so that hunting and fishing could continue without disturbances from the activities of the modern air base. Before the air base at Thule was built, the Inuits used the top of Mt Dundas as a burial ground. The remains of the Danish explorer Knud Rasmussen (1879-1933) lie there. Upon departing, the people of Thule demanded they take the name with them. The settlement remained but adopted the name Dundas, taken from the nearby mountain. In 1985, Dundas Village, at the base of Mt Dundas, closed down.

Thule is the only Air Force base with no aircraft and A tug boat. The library offers two videos, "Operation Blue Jay" and "Camp Century," that better explain how the base was built and the events that have taken place in this region.