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1
00:00:01,030 --> 00:00:05,380
I'm Josh Willis I'm a climate scientist at
the Jet Propulsion Laboratory and right now

2
00:00:05,380 --> 00:00:11,700
I'm in Keflavík, Iceland in front of the
Gulfstream Three which we're using to conduct

3
00:00:11,700 --> 00:00:13,889
a survey for oceans melting Greenland.

4
00:00:13,889 --> 00:00:18,630
We have a series of points laid out where
we would like to collect data and find large

5
00:00:18,630 --> 00:00:21,910
we fly over those points and drop when we're
right above them.

6
00:00:21,910 --> 00:00:27,980
However in some places where ice or clouds
are a factor we relocate our points in order

7
00:00:27,980 --> 00:00:32,770
to find open water, that's clear where we
know we're not dropping on top of a ship or

8
00:00:32,770 --> 00:00:37,780
anything and we're able to drop through an
area with out sea ice.

9
00:00:37,780 --> 00:00:43,190
So in fact when we have to change quickly
because there's sea ice conditions or clouds

10
00:00:43,190 --> 00:00:44,950
in our drop point.

11
00:00:44,950 --> 00:00:50,319

We look out the window and look for places
where we see clear open water and clear skies

12
00:00:50,319 --> 00:00:56,930
just above it and we drop in those, so the
team is sometimes targeting in real time trying

13
00:00:56,930 --> 00:01:03,030
to find places that are close to our original
plan drops but not quite there.

14
00:01:03,030 --> 00:01:09,219
We've set up for different primary locations
for collecting the observations for OMG because

15
00:01:09,219 --> 00:01:15,860
of the range of the aircraft and the way the
survey plans spreads out the ocean measurements

16
00:01:15,860 --> 00:01:21,250
we really have to operate out of bases that
are nearby and collect data that is not too

17
00:01:21,250 --> 00:01:22,890
long a trip for the plane.

18
00:01:22,890 --> 00:01:28,549
If we spend a lot of fuel flying out and flying
back then that means we have less fuel to

19
00:01:28,549 --> 00:01:33,740
actually drop the probes and collect data
so we partitioned Greenland essentially into

20
00:01:33,740 --> 00:01:37,820
four pieces north and south and east and west.

21
00:01:37,820 --> 00:01:43,799
We began by surveying the south west part
of Greenland and we operated out of Kangerlussuaq

22
00:01:43,799 --> 00:01:51,390
walk we also dropped some probes on the way
over when we flew from Bangor, Maine to Kangerlussuaq

23
00:01:51,390 --> 00:01:57,350
so we flew from Bangor to “Kanger”

24
00:01:57,350 --> 00:01:58,350
[DRUM RIMSHOT]

25
00:01:58,350 --> 00:02:04,240
So it the kangaroo stock was a very interesting
place but we were able to operate out of there

26
00:02:04,240 --> 00:02:09,649
for several days and really complete a large
chunk of the southwest part of the survey

27
00:02:09,649 --> 00:02:14,760
dropping several dozen probes of the course
of three or four days after picking up about

28
00:02:14,760 --> 00:02:20,819
50 probes from Thule we flew to Svalbard,
Norway a small island off the northeast coast

29
00:02:20,819 --> 00:02:25,570
of Greenland, from there we were able to complete
the northeast part of the survey at least

30
00:02:25,570 --> 00:02:30,349
the parts that weren't covered with ice and
then flying across the northern edge of Greenland

31
00:02:30,349 --> 00:02:35,500
and surveying along the northern coast of
Greenland, on our way back to Thule, then

32

00:02:35,500 --> 00:02:41,200
we spent several days in Thule completing
the northwest part of the survey, before yesterday

33
00:02:41,200 --> 00:02:47,720
flying right across the Greenland ice sheet
to Iceland and landing here in Keflavik.

34
00:02:47,720 --> 00:02:54,510
We've set out a very ambitious plan here with
the goal of dropping 250 probes in about a

35
00:02:54,510 --> 00:02:59,650
month we're a little over halfway right now
we've dropped 150.

36
00:02:59,650 --> 00:03:05,080
we have a 100 left to go and about two weeks
left to do it in so we're definitely beginning