# How OpsGroup works – for questions

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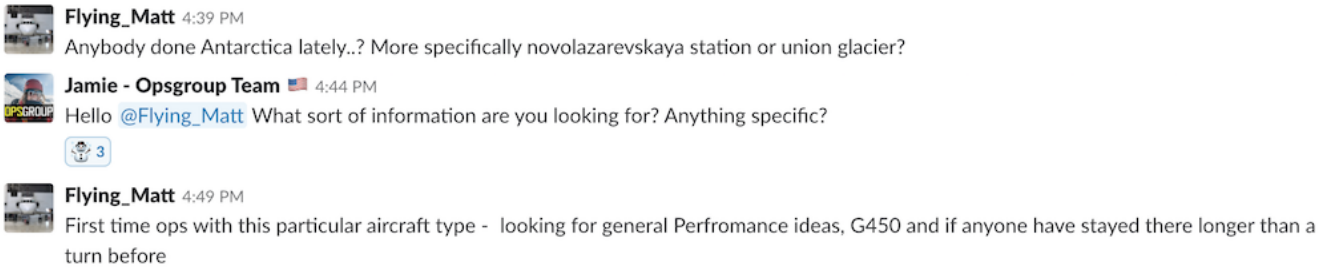
**I love how the hive-mind works**. We have 5000 members, and so it shouldn't be surprising, but it's still awesome to see it in action.

Yesterday, in slack, a member asked:




Now, I've never heard of **Novolazarevskaya Station**, but that's not important. There are another 4,999 of us, and chances are that someone in the group has.

So, we blasted it out on the ATIS this morning:

The ATIS goes out to all group members in the OpsGroup **Daily Brief**.

And of course, someone got right to it, answering the question:

- I have looked at Union Glacier and I think that would be a piece a cake for the G4 or the G5, especially since the 757 has already landed there. Caution should be exercised if you land with the sun directly overhead in the runway has not been scraped. Best runway conditions are scraped and low sun daytime condition. Breaking will be good!
- Wintertime Operations you can forget. The season is somewhere between November and February. It will always be cold there and not Gulfstream suitable for staying longer than a short turnaround. Forget about Gulfstream's Fast Team-not gonna happen!
- Highly recommend that you bring your own mechanic.
- Fuel is expensive!
- The weather is always unpredictable and good weather is usually low pressure with bad weather being high-pressure. Go figure I guess because water goes down the drain the opposite way below the equator.
- We operated from Punta Arena's, Chile with good support at the airport for our mission. Adventure Network is an excellent resource for your efforts. Good luck!

This is how OpsGroup works! Simple, and extremely effective. **When one person knows, we all know**.

**Bonus**: The first OpsGroup team member to see the question was **@Jamie – Opsgroup Team**, who has been on the ice on five separate missions for the US Antarctic program, and has spent a combined total of three years down there.