

Automatic Weather Station Program 2010-2011 Field Season Report

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The National Science Foundation's Office of Polar Programs funds the University of Wisconsin's Automatic Weather Station Program to design, fabricate, deploy, and maintain an array of automatic weather stations (AWS) in remote areas in Antarctica in support of meteorological research, applications and operations. The basic AWS units measure air temperature, wind speed and direction at a nominal height of 3 meters above the surface. Air pressure is measured at the height of the AWS electronic enclosure. Some units measure relative humidity at 3 meters above the surface and the air temperature difference between .5 and 3 meters above the surface at the time of installation. A small, but increasing number of AWS sites measure snow accumulation and/or solar radiation. The data are collected by the ARGOS Data Collection System (DCS) on board the National Oceanic and Atmospheric Administration (NOAA) and MetOp (EUMETSAT) series of polar-orbiting satellites. The AWS units are located in arrays for specific research activities and are also used for operational purposes. Any one AWS may support several experiments and all support operational meteorological services - especially support for weather forecasts for aircraft flights at approved sites around the Antarctic continent. This was the 31st field season for project O-283 (formerly S-283) under the direction of Principal Investigators (PI) from the University of Wisconsin – Madison. Emeritus Professor Charles R. Stearns, the PI of the AWS Program from 1980 to 2004, passed away on June 22, 2010. ([see Dr. Charles Stearns](#)).

Research areas supported over the years include:

- Barrier wind flow along the Antarctic Peninsula and the Transantarctic Mountains
- Katabatic wind flow down the Byrd and Beardmore Glaciers, the Siple and Adelie Coast
- Mesoscale circulation and sensible and latent heat fluxes on the Ross Ice Shelf
- The Ross Ice Shelf Air Stream.
- Climatology of long operating AWS sites in particular, Byrd and Dome C sites
- Meteorological support for the West Antarctic Ice Sheet Initiative
- Long Term Ecological Research (LTER) along the Antarctic Peninsula
- Meteorological support for United States Antarctic Program flight operations

The following are a sampling of historically supported principal investigators funded by NSF-OPP:

- Dr. Douglas R. MacAyeal: Iceberg Drift in the Near-Shelf Environment, Ross Ice Shelf, Antarctica.
- Dr. Ray Smith, Long Term Ecological Research: Racer Rock, Bonaparte Point, and Santa Claus Island.
- West Antarctic Ice Sheet Initiative: Siple Dome and West Antarctic Divide drilling sites.
- Dr. John Cassano: The Ross Ice Shelf Air Stream
- Aircraft Operation: All AWS sites in Antarctic.
- The Antarctic AWS units support many investigators outside of NSF-OPP.

AMRC collaboration:

- Climatological analysis from the AWS, and other stations (complimenting the activities in the SCAR READER project).
- Continued data collection, archival and distribution of AWS data.
- Continued educational outreach activities (as outlined in the above section and in the following outreach section).
- Utilities developed to generate climatological analyses from AWS observations.

Field work:

One of the unique aspects of maintaining the AWS observational network is the necessary fieldwork. A full time job in and of itself, keeping a network of 50 to 70 AWS systems operating, even with international partners, requires a devoted effort of AWS fabrication and repair team members doubling as field personnel. Flying to remote places around the Antarctic and dealing with polar weather conditions makes maintenance a challenge. The success of the AWS network would not be possible without the support of all those who help, directly or indirectly. Thanks go to Ken Borek Air, the 109th New York Air National Guard, PHI Helicopters, Raytheon Polar Services, our international partners in France, Australia, United Kingdom, Japan, New Zealand and China, and especially the Office of Polar Programs at the National Science Foundation in the USA.

1. INTRODUCTION

Automatic weather station (AWS) units are deployed to collect Antarctic surface weather observations in support of specific meteorological research projects as well as operational activities in Antarctica. The 2009 network consisted of 55 installed AWS units providing observations on the Ross Ice Shelf, east of the Transantarctic Mountains and north of McMurdo to the Adelie Coast, along the Antarctic Peninsula, West Antarctica, East Antarctic, and climatological locations such as the South Pole. Each unit measures air temperature, wind speed, and wind direction at the top of the unit's tower at a nominal height of three meters and air pressure at the electronics enclosure (Figure 1). Some AWS units also measure the relative humidity at three meters, vertical air temperature difference between 0.5 and 3 meters, snow

accumulation, and solar radiation. Measurement heights relative to the actual surface at the site are nominal due to snow accumulation around the AWS unit.

2. DATA TRANSMISSION

Most transmitted AWS data are received and stored by the Data Collection System (DCS) on the NOAA series and MetOp series of polar orbiting satellites. The DCS data are retransmitted by the satellite for use in the High Resolution Picture Transmission (HRPT) broadcast at McMurdo and Palmer Station, Antarctica. The DCS data is also included in the Global Area Coverage (GAC) data, recorded on board the NOAA satellites and downloaded to Gilmore Creek, AK and Wallops Island, VA. These data are rebroadcast to a domestic satellite (DOMSAT) and this broadcast is received here at the University of Wisconsin-Madison. The data are processed into scientific units and are available for local use. CLS America (Service ARGOS), Largo, Maryland, receives the complete DCS data set and sends it to the University of Wisconsin-Madison where it is processed and distributed to the users.

This season saw the first deployment of non-Argos transmitting AWS. A prototype AWS using a Freewave modem was deployed at the Minna Bluff AWS site. The data is transmitted to a receiving system in McMurdo where it is stored and forwarded to users. A relay has been setup to provide this data over the Antarctic-Internet Data Distribution system using the Local Data Manager (LDM), making it available to both science and operational user communities.

3. AWS IDENTIFICATION AND LOCATION

Site location is defined by the latitude and longitude, which is determined by various methods: sun shots, angles to geographical features, aircraft data, ice breaker data, the platform location system of CLS America (Service ARGOS), and the Global Positioning System. AWS elevation is obtained by barometry and Global Positioning System (GPS) and should be correct to within +/- 5 meters. Site names were introduced for convenience. Table 3.1 lists the site name, ARGOS identification number, latitude, longitude, elevation, start date for the site, and the World Meteorological Organization (WMO) number for the site. Figures 2, and 3 show the locations of the AWS units in the Antarctic for 2009.

The ARGOS identification number (ID) is used to identify the data sets distributed to the users. AWS units are sometimes moved from one location to another, and as a result, the ID at a given site may change from year to year. The site name does not change. Table 3.2 lists the site name with the ARGOS ID, the site start date, and the ID start and stop dates.

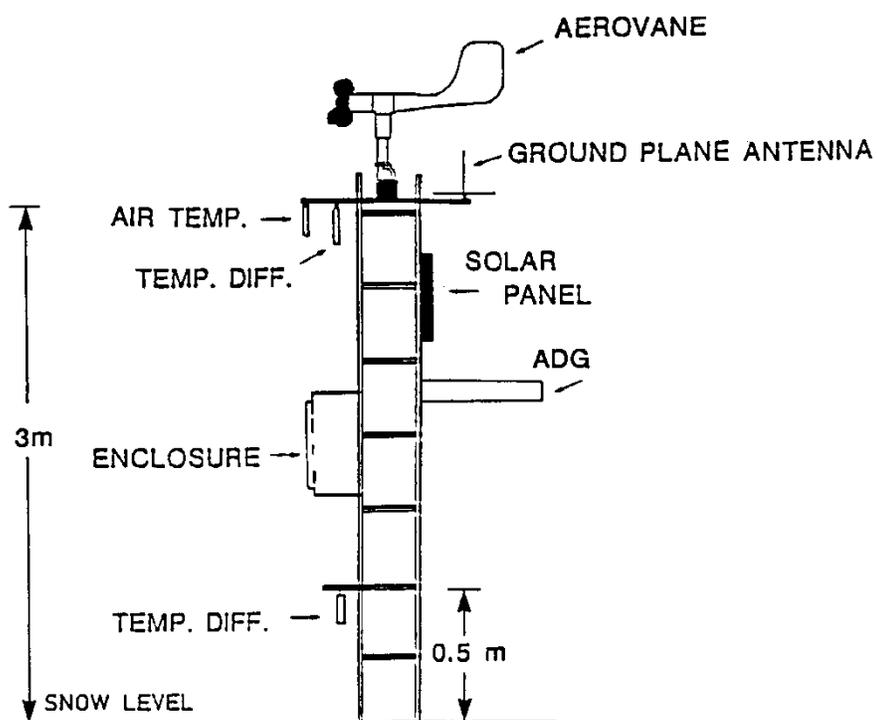


Figure 1. Layout of the AWS unit used in the Antarctic. The installed AWS unit has a 3-meter tower with a horizontal boom supporting the antenna, aerovane for measuring wind speed and direction, air temperature resistance thermometer, upper thermopile for measuring vertical air temperature difference, and the relative humidity sensor. The electronics enclosure is mounted at the midpoint of the tower. The gel cell batteries are placed at the tower base. The solar panel, located near the tower top, faces north. The Acoustic Depth Gauge (ADG) is installed on some of the AWS units to measure snow accumulation.

Chronological summary of 2010/2011 field season for O-283.

Willie Field extra equipment removed on 1-10-11

Sabrina full station replacement on 1-13-11

Marlene AWS site installed on 1-13-11

Tom AWS installed on 1-13-11

Lettau AWS full station replacement on 1-14-11

Janet AWS installed on 1-17-11

Swithinbank removal on 1-17-2011

Byrd old AWS removed, new AWS installed 1-18-2011

Megadunes AWS removal of 3 stations on 1-18-11

Station Removal from Mulock glacier 1-27-11

Franklin Island AWS (Whitlock) replaced with new AWS on 1-28-11

South Pole test site February 1 - 2 2011

Gill tower raise and full new set of instruments on 2-2-11

Marilyn Aerovane (Belfort) replacement on 2-3-11

Tall tower installation of instrumentation and power system on 2-3-11

Minna Bluff replacement of Argos transmitter with Freewave transmitter on 2-4-11

Installation of a duplicate tower at Ferrell on 2-10-11

Willy VHF Station installation on 2-10-11

New names for AWS sites by Argos ID

8936 Janet

8987 Alexander (Tall Tower!)

8923 Evans Knoll

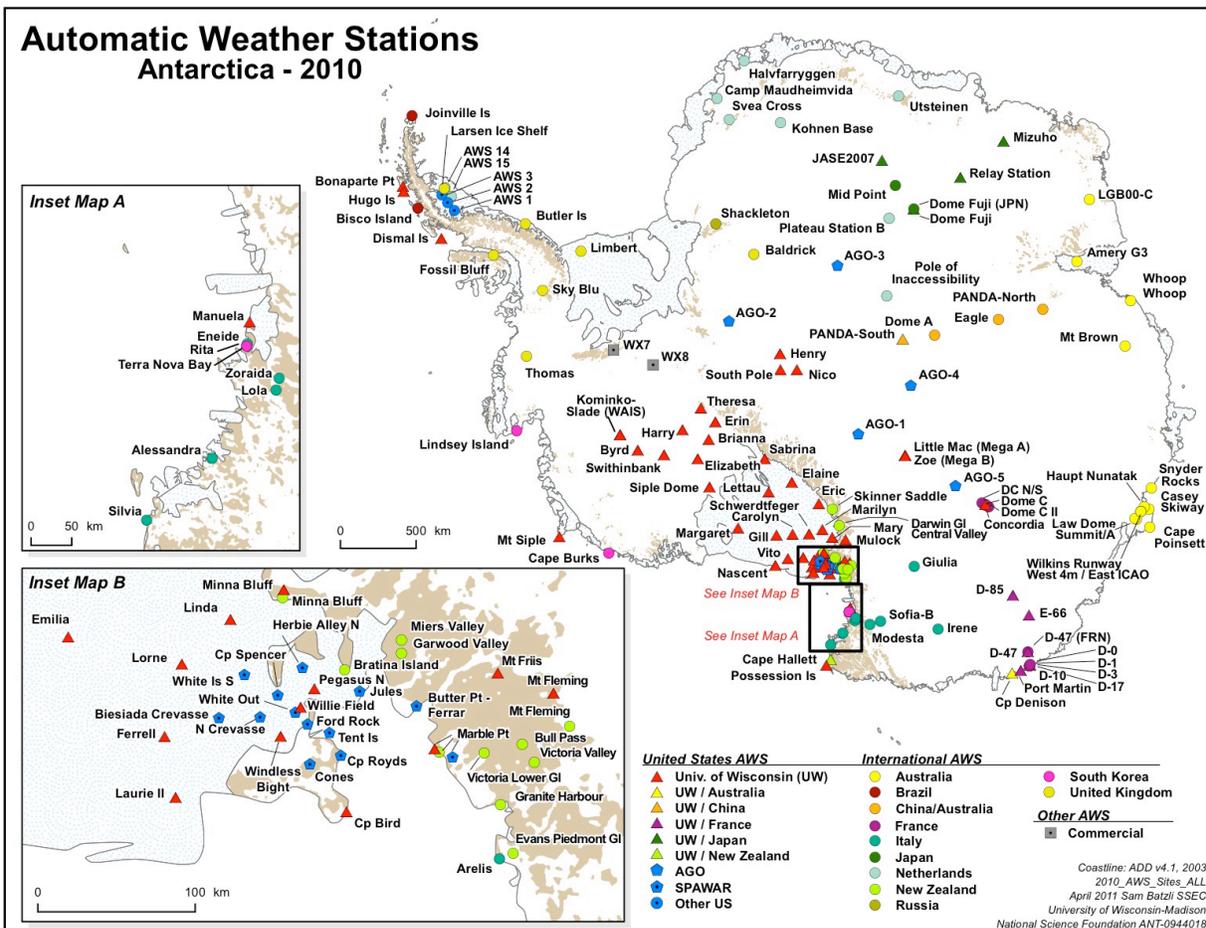
8922 Bear Peninsula

8930 Thurston Island

8908 Marlene

8919 Tom

8947 Ferrell II



AWS status table as of 1 June 2011

2516	Megadunes	AWSCR10X					Removed, PTT ID returned Argos
2769	Megadunes	AWSCR10X	80.775oS	124.526oE	2881		Removed, PTT ID returned Argos
8695	Vito	AWS2S	78.509oS	177.746oE	@+52		TX OK
8697	Eric	AWS2S	81.504oS	163.940oE	@+45		TX OK
8722	Carolyn	AWS2S	79.964oS	175.842oE	@+52		Now OFF Day 351
8900	Harry	AWS2B	83.003oS	121.393oW	945		Bat Low, Belfort WS now working
8901	Cape Bird	AWS2B	77.224oS	166.440oE	@42		TX OK, Temp issue?
8902	Butler Island	AWSCR1000	72.207oS	60.160oW	91	89266	TX OK
New 8903	Byrd	AWSCR1000	80.007oS	119.404oW	1530	89324	Installed Byrd Jan 18, 2011
8903	Byrd Station	AWS2B	80.007oS	119.404oW	1530	89324	Removed, return Madison
8904	Dome Fuji	AWSCR1000	77.31oS	39.70oE	3810	89734	New Batteries / Software installed
8905	Manuela	AWS2B	74.946oS	163.687oE	80	89864	Wind out - Belfort
8906	Marble Point	AWS2B	77.439oS	163.754oE	@108	89866	TX OK
8907	Mullock	AWS2HWS	79.018oS	170.819	@378		Removed Jan 30, 2011
New 8908	Marlene	AWSCR1000	83.65oS	167.40E	@82		RIS South #1 Jan 13, 2011
8909	Port Martin	AWS2HWS	66.82oS	141.40oE	39		OFF
New 8909	New AWS HWS	AWSCR1000	66.82oS	141.40oE	39		Installed Jan 6, 2011 by MHS
8910	Roosevelt Island	AWSCR1000	80.00°S	165.00°W	@67		TX OK

8911	Gill	AWS2B	79.985oS	178.611oW	@54	89376	Removed Feb 2, 2011, return MSN
New 8911	Gill	AWSCR1000	79.879oS	178.565oW	@53	89376	Installed Feb 2, 2011
8912	D85	AWS2B	68.912oS	134.655oE			Installed D85 Jan 22, 2011
8913	Schwerdtfeger	AWS2B	79.875oS	170.105oE	@54	89868	TX OK
8914	E-66	AWS2B	68.912oS	134.655oE			Installed Dec 8, 2010
8915	Sabrina	AWSCR1000	84.25 S	169.98 W	@88		Replaced with new AWSCR1000
New 8915	Sabrina	AWSCR1000	84.25 S	170.0W	@88		new AWS installed Jan 13,2011
8916	D-47	AWSCR1000	70.426oS	134.146oE			TX OK
8917	Ski-Hi	AWSCR1000	74.792oS	70.488oW	1395	89272	TX OK
8918	Relay Station	AWSCR1000	74.017oS	43.062oE	3353	89744	TX OK
New 8919	Tom	AWSCR1000	84.43 S	171.46 W	@80		Installed South #2 Jan 13, 2011
8920	Fossil Bluff	AWSCR1000	71.33oS	68.283oW	63	89065	TX OK
8921	Bonaparte Point	AWSCR10X	64.778oS	64.067oW	8	89269	TX OK
New 8922	Bear Peninsula	AWSCR1000	74.55oS	111.89oW	312		Holland, Installed Jan 14, 2011
8923	Madison	AWS2W					Spare Madison ID reused
New 8923	Evans Knoll	AWSCR1000	74.85oS	100.40oW	188		Holland, Installed Jan 12, 2011
8924	Nico	AWS2B	89.000oS	89.669oE	2935	89799	TX OK
8925	Limbirt	AWSCR1000	75.422oS	59.851oW	40	89257	TX OK
8926	Larsen Ice	AWSCR1000	66.949oS	60.897oW	17	89262	TX OK
8927	Swithinbank	AWS2B	81.201oS	126.177oW	@959		Removed, Jan 21, 2011 return MSN
8928	Lettau	AWS2B	82.518oS	174.452oW	55	89377	Removed Jan 11, 2011 return MSN
New 8928	Lettau	AWSCR1000	82.475oS	174.587oW	@37.9	89377	Installed at Lettau Site Jan 14,2011
8929	Ferrell	AWS2B	77.865oS	170.819oE	@45	89872	TX OK
8930	Kirkwood Island	AWSCR10X	68.340oS	69.007oW	30		OFF
New 8930	Byrd - Holland	AWSCR1000	80.00oS	199.40oW	1530		Holland AWS/Rock Site 1
8931	Brianna	AWS2B	83.889oS	134.154oW	@525		Wind out - Belfort ws out
8932	Dismal Island	AWSCR10X	68.087oS	68.825oW	10		TX OK
8933	Peter I	AWS2B	68.769oS	90.670oE	90		OFF ID reused
New 8933	New AWS - HWS	AWSCR1000					Hobart to be returned
8934	Marilyn	AWS2B	79.921oS	165.550oE	@62	89869	Belfort replaced Feb 3, 2011
8935	Whitlock	AWS2B	76.142oS	168.394oE	@262	89865	OFF Removed Jan 28, 2011
8935	Santa Claus I	AWSCR1000	64.964oS	65.670oW	25		Data issues
8936	Madison	AWS2C					Spare ID reused
New 8936	Janet	AWSCR1000	77.17oS	123.39oW	@2085		Installed I-189 Jan 13, 2011
8937	Pegasus North	AWSCR1000	77.990oS	166.568oE	@5		TX OK
8938	Siple Dome	AWS2C	81.656oS	148.773oW	@668	89345	TX OK
8939	Minna Bluff	AWS2HWS	78.555oS	166.691oE	@47	89769	Removed Feb 4, 2011 return MSN
8947	French for return	AWS2B	67.397oS	138.726oE	1560	89834	To be returned to Madison
New 8947	Ferrell II	AWSCR1000	77.833oS	170.819oE	@45	89872	Installed Feb 10, 2011
8980	Emilia	AWSCR10X	78.509oS	173.114oE	@+50		TX OK
8981	Mount Siple	AWS2DH	73.198oS	127.052oW	230	89327	Low batteries/Pressure ??
8982	Windless Bight	AWSCR10X	77.728oS	167.703oE	61		TX OK
8983	Mary	AWSCR10X	79.303oS	162.968oE	@+58		TX OK
8984	Possession Is.	AWSDH	71.891oS	171.210oE	30	89879	TX OK
8985	Henry	AWS2B	89.011oS	1.025oW	2755	89108	TX OK
8986	D-85	AWS2B					Removed Jan 26, 2011 return MSN
New 8987	Alexander (Tall Tower!)	AWSCR3000	79.045oS	170.651oE	@55		Installed at Tall Tower Site

8988	Cape Denison	AWS2HWS	67.009oS	142.664oE	31		Removed Jan 6, 2011 return MSN
New 8988	Whitlock	AWSCR1000	76.142oS	168.392oE	@262	89865	Installed Jan 28, 2011
8989	Dome C II	AWS2B	75.121oS	123.374oE	3250	89828	TX OK
9116	Baldrick (BAS)	AWSCR1000	82.774 S	13.054 W	1968		TX OK
21355	Spare - Madison	AWS2B					Spare RMY/Telonics/No PG
21356	Lorne	AWS2B	78.250oS	170.000oE	@45		TX OK
21357	Madison	AWS2B					Spare RMY/Telonics/has PG
21357	Elaine	AWSCR1000	77.952oS	166.500oE	@8	89667	TX OK
21358	Theresa	AWS2B	84.599oS	115.811oW	1463	89314	TX OK
21359	Mizuho	AWS2B	70.70oS	44.29oE	2260		TX OK
21360	Laurie II	AWS2B	77.509oS	170.797oE	@37		TX OK
21361	Elizabeth	AWS2B	82.607oS	137.078oW	@519	89332	TX OK
21362	Linda	AWS2B	78.439oS	168.406oE	@43	89769	TX OK
21363	Erin	AWS2B	84.904oS	128.828oW	@990		TX OK
21364	WAIS K-S	AWS2S	79.468oS	112.086oW	@1833		TX OK
NO TX	WAIS K-S	AWSCR1000	79.468oS	112.086oW	@1833		Snow temp, New batteries installed
28336	Nascent	AWSCR10X	78.127oS	178.497oE	30		TX OK
28338	Cape Hallet	AWSCR10X	72.190 S	170.160 E	@14		TX OK
28339	Mt Friis	AWSCR10X	77.747oS	161.516 E	@1581		Converted to logging, 12/20,2010
30305	JARE 2008	AWS2B	77.000 S	20.000 E	3400		TX OK
30374	D-10	AWSCR10X	66.71oS	139.83oE	243	89832	TX OK
30393	Mt Fleming	AWSCR10X	77.533oS	160.276 E	@1868		Converted to logging, 12/20,2010
30416	Panda South	AWS2B	82.246 S	75.989 E	4027		
30423	Nascent temp string	AWSCR10X	78.127oS	178.497oE	30		Snow temperature data
30477	Willy Field	AWSCR1000					Removed 1/10/11 ID returned to Argos
New VHF AWS	Willie Field test	AWSCR1000	77.867oS	166.947oE	@12		Installed Feb 10, 2011 (NO VHF)
New VHF AWS	McMurdo/Minna Bluff	AWSCR1000					Installed Feb 4, 2011
ICEBERG AWS							
15930 (CR10X)	C16	Transmitting					OFF day 349 (was tx default only)
30504 (CR10X)	B15J Mother 1	Transmitting					OFF
30580 (CR10X)	B15J Mother 2	Transmitting					TX OK
Argos 3 AWS	Madison	AWSCR1000					Test AWS
CR10X AWS							
	8922 (Seimac TX)	AWSCR10X					Madison
	28339 (Seimac TX)	AWSCR10X					Madison
	30393 (Seimac TX)	AWSCR10X					Madison (No CR10X)
Inactive Sites							
	J.C.	Not active	85.070oS	135.516oW	549		
	Doug	Not active	82.315oS	113.240oW	1433		
	Scott Island	Not active	67.37oS	179.97oW	30	89371	
	Young Island	Not active	66.229oS	162.275oE	30	89660	
	Penguin Point	Not active	67.617oS	146.180oE	30	89847	
	Pegasus South	Not active	77.990oS	166.568oE	@5		
	Racer Rock	Not active	64.067oS	61.613oW	17	89261	

Cape Denison Servicing

January 6 Mawson Hut Society field team replaces Cape Denison.

On 1/6/11 6:38 AM, David Tingay wrote:

Dear Matthew and George,

I removed the old AWS and replaced it with the new unit (or some thereof) today, thanks to your excellent instructions, which displayed beautifully on the iPad on site!

To summarise:

Items of old AWS removed and replaced with new components intended for Port Martin:

1. Sensor Boom
2. High wind speed system
3. Spoke Antenna
4. AWS enclosure

All cable were disconnected during dismantling and reconnected in the order specified.

I have left the original batteries (all look good when tested), solar panel (photo attached) and junction box (when I checked power cable as per your instructions was producing a nice 12.6V). If you want I can put on the new junction box and panels but it looks fine to me.

Please see attached a photo of the spoke antenna - when we unpacked the box the antenna arms are bent down wards. I assume they should be perpendicular.

The old antenna looked fine but I had basically taken it off so thought I would put the new one on. Do you want me to bend the antenna spokes or leave then?

Out of interest, once I connected the little 12V connector within the enclosure the unit should auto-power up - I saw no lights etc so I hope it has happened.

Enclose a photo of the AWS enclosure box (D52552) in case you need to confirm with records. Interested to know if it is up and going?

If not please advise ASAP. If it is up and running how do we access the data?

We expect blizzard conditions from tomorrow evening our time.

Cheers

David

Dr David Tingay

2010 - 2011 Mawson's Huts Foundation Expedition

Please visit our blog:

www.mawsons-huts.org.au/cms/blog/

Automatic weather station operational once more at Cape Denison

January 8th, 2011

Accurate and detailed recording of the meteorological conditions were a feature of Mawson's 1911 – 1914 Australasian Antarctic Expedition. Back then all measurements were manually recorded, quite a task as it often involved going outside in horrendous conditions.

Now days accurate meteorological data is just as important in Antarctica but the process has been automated. The use of Automatic Weather Stations (AWS) means that meteorological data can be recorded in remote and uninhabited parts of the continent.

One such AWS exists at Cape Denison and is managed by the Antarctic Meteorological Research Center in the University of Wisconsin-Madison as part of the US Antarctic Program.

Unfortunately the Cape Denison AWS has had a broken wind direction indicator for a couple of seasons meaning this all important data, used by forecasters as part of the World Weather Watch program, has been incomplete.

This season we were sent an entirely new AWS system to install. The AWS sits on a tower on a high ridge behind Mawson's Huts. The system consists of a series of atmospheric, wind and temperature sensors with an Argos transmitter that sends the data back to the University of Wisconsin. The base of the tower houses the control box enclosure, solar panels and battery bank to power the unit through the long dark winter.

Yesterday we had a calm and clear day which was ideal to scale the tower and remove the old system and replace with the new one. The whole process took about 6 hours as caution was needed hoisting and fixing the delicate instruments. In addition, the proximity to the coast means that fixing bolts quickly become corroded. Not that there was any complaining with a spectacular view across Boat Harbor and beyond.

Overnight we received confirmation that the system was operational and recorded wind speeds of close to 40 knots whilst we were tucked up in our sleeping bags. Today, a marginal but far from awful day, wind speeds of 30 knots were recorded with lulls of 15 knots. Not hard to see why this place is the windiest place on Earth.

It is a great pleasure to be able to help the on going, and essential, collaborative science that occurs down here.

Dr David Tingay

Ed note: once the University AWS website has been re-jigged to show the data for all to see, we will put the link on the blog.



Willie Field servicing on 1/10/2011.

Team: Melissa Nigro and Lee Welhouse

A picture of the station upon arrival is shown below. We removed the instrumentation from the Willie Field AWS, except for the solar panel and the batteries. The solar panel is mounted to the tower with the cable coiled and taped to the tower. The battery cables have been taped to prevent moisture from getting into the plug, and the cables have been secured to the tower with electrical tape.

The experimental tower at Willie Field (pictured below Figure Willy Experimental) has been removed. We dug down about 6 ft to reach the bottom of the tower. All of the tower sections and the base have been recovered. Additionally, the power cable that had previously been strung to the battery bank of the radiation test site was removed.



Willy Field AWS tower



Willy Field Experimental Station Tower

Sabrina AWS servicing

Coordinates: -83.65, -167.40 (83.65 S , 167.40 W)

Full station replacement on 1-13-11 (approximate ground time 2.5 hours)

Team: Melissa and Jonathan**Pilots: Randy and Travis**

We had good weather. About a 1.5-hour flight from CTAM.

Upon arriving at the station, the snow line was about a foot down from the top of the 5' tower section (from looking at the installation pictures of Sabrina, my guess is that there has been approximately a foot of accumulation since Feb 2009). A before picture is shown below. We found north with the handheld GPS. The original install was pointed at approximately 320 deg (therefore a -40 deg correction should be applied to the previous wind direction measurements).

UNAVCO GPS was set out. Approximate times were 11:15-1:45 (very rough estimate).

We removed all of the instruments from the station. The original heights were as follows:

ADG	29 cm
Wind	266 cm
Lower temp	90 cm
Upper temp	266 cm
Enclosure	110 cm
J-box	82 cm
Solar panel	168 cm

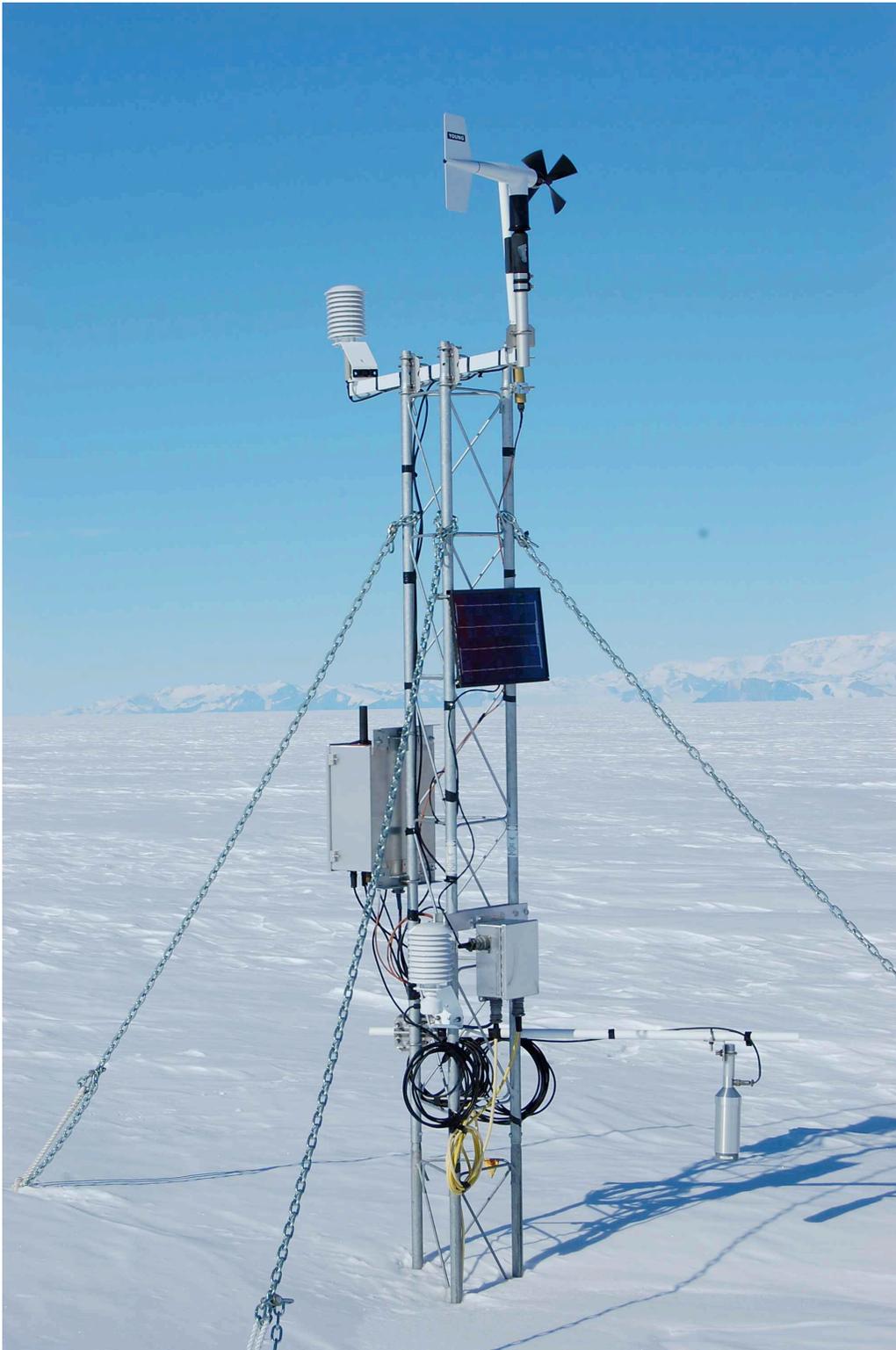
We added a 7' tower section and installed all new instruments (see list of heights below). Two additional batteries were added to the site. The enclosure number is 14635 and the Argos ID is 8915. The computer was plugged in and we received good data.

Final instrument heights:

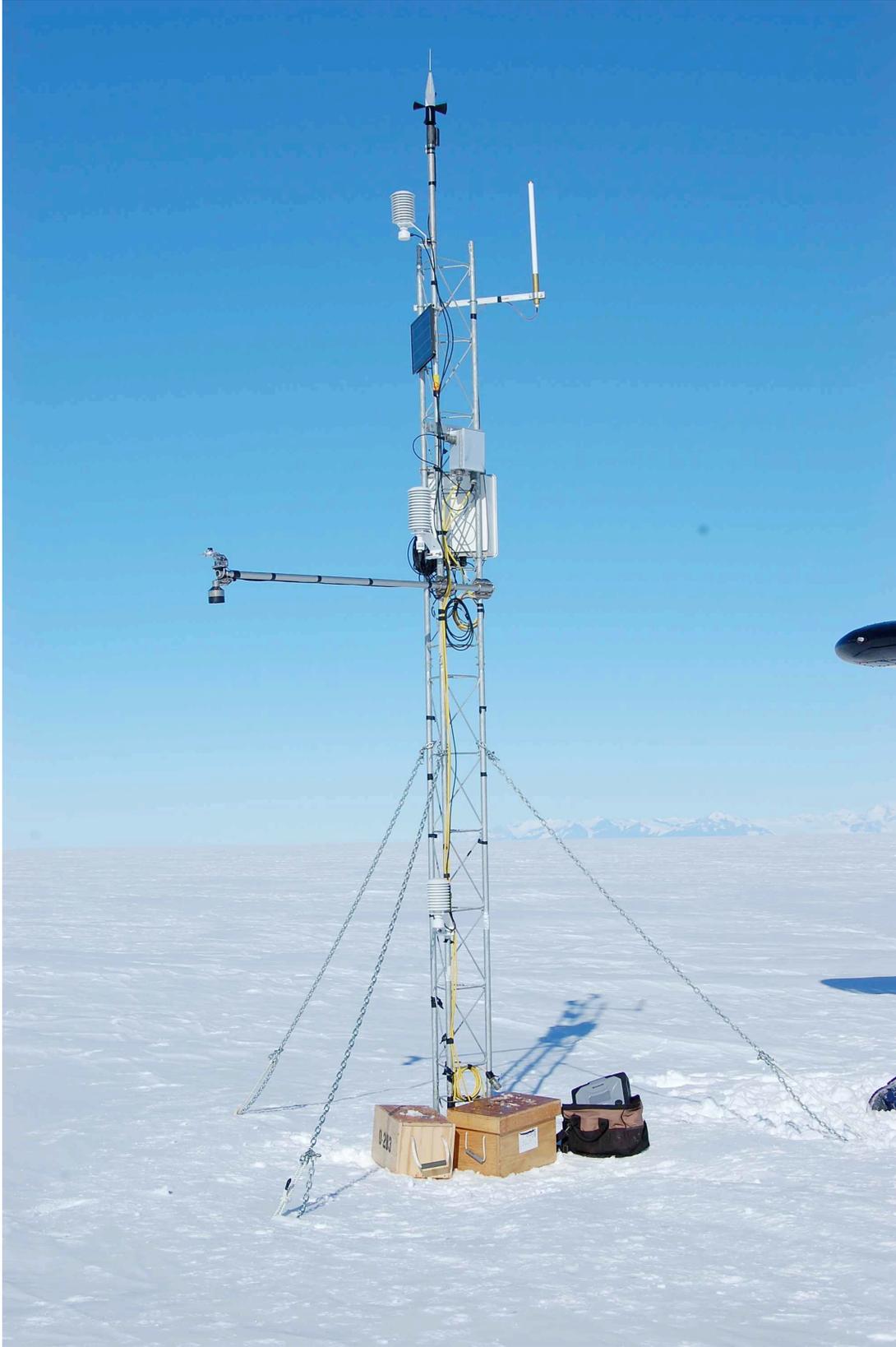
ADG	265 cm
Wind	521 cm
Lower temp	122 cm
Upper temp	480 cm
J-box	350 cm
Pyronometer	287 cm
HMP	216 cm

I've attached before and after photos below. I have full resolution pictures if anyone wants them when I return to the States. A few other notes that are quite important...

We re-used the junction box and solar panel. So, the panel plugs and battery plugs will be the old style. We also replaced the power plug in the junction box (to fit with the new enclosure). This may need to be upgraded on a subsequent visit. Installed on 1-13-11 (approximate ground time 2 hours).



Sabrina AWS before servicing on January 13th 2011



Sabrina AWS after servicing on January 13th, 2011

Priority 1 site south Ross Ice Shelf - Name Marlene AWS site

Team: Melissa and Jonathan

Pilots: Randy and Travis

This was about a 10-15 minute flight from Sabrina. The ground is smooth and crevasse free. The snow is a bit softer here.

UNAVCO GPS was set out. Approximate times were 2:15-4:15 (very rough estimate).

A new station was installed with a 5' base and two 7' tower sections. The tower and guides have been installed approximately 2' into the snow. 2 sets of battery boxes were installed at this site.

All instruments are the new style AWS. The enclosure number is 14632 and the Argos ID is 8908.

The final instrument heights are:

Lower temp sensor	130 cm
J-box	213 cm
Enclosure	244 cm
HMP (humidity probe)	324 cm
Boom (ADG and pyronometer)	357 cm
Upper temp sensor	521 cm
Aerovane – RM Young 05103	560 cm

Final picture of the station shown below. Again, I have these in full resolution (and other pics) if anyone wants them.

Melissa



Marlene AWS site after installation on January 13th, 2011

Priority 2 Site south Ross Ice Shelf – Named Tom AWS site
 Installed on 1-13-11 (approximate ground time 1.5 hours)
 Coordinates: **-84.43, -171.46**

Team: Melissa and Jonathan
Pilots: Randy and Travis

This was about a 20-30 minute flight from Priority #1. The ground is smooth. No crevasses in the immediate area (satellite imagery shows a crevasse area approximately 8.5 km to the south, southwest). The snow is more wind blown, with a crust layer in this area.

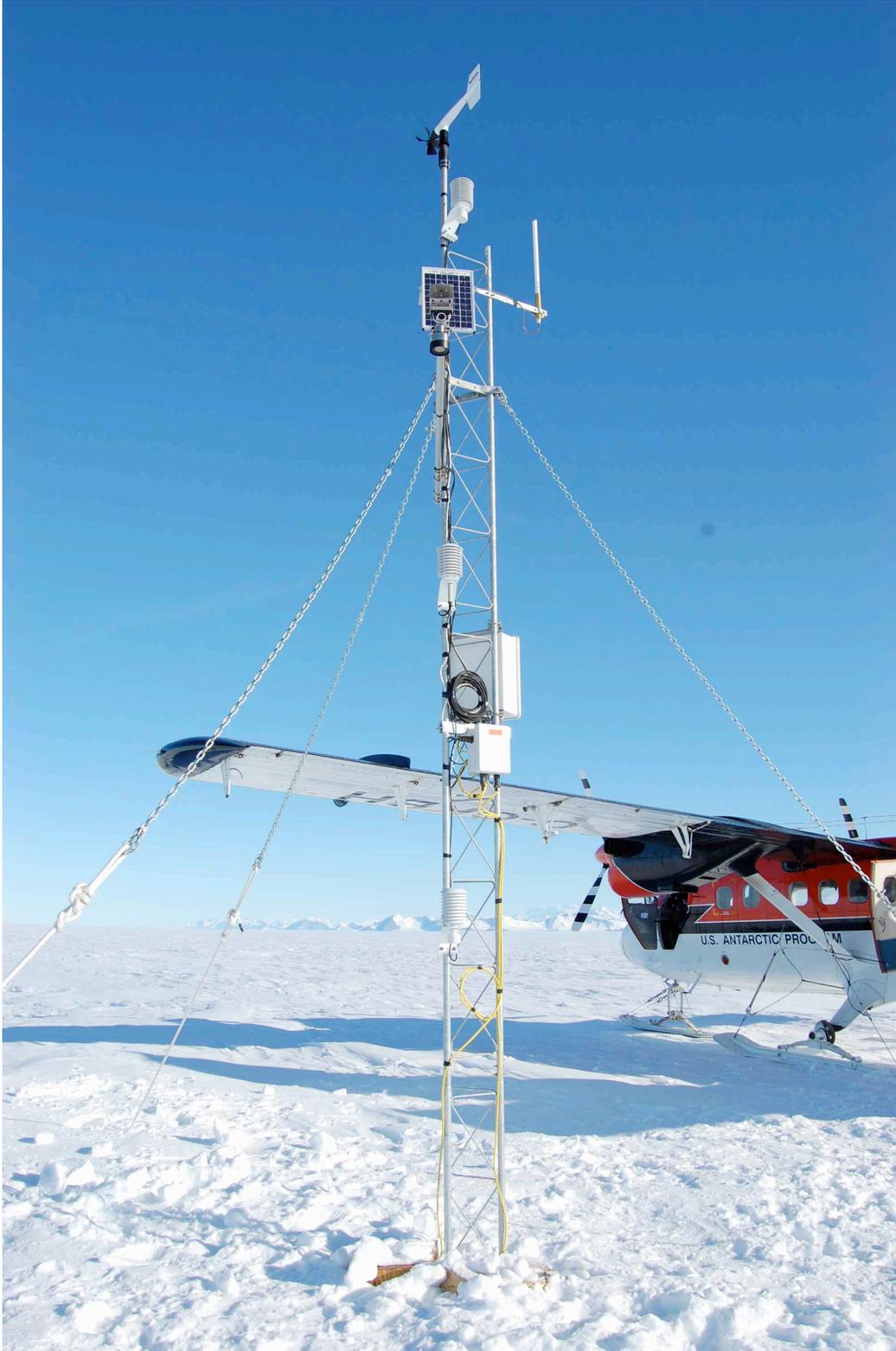
UNAVCO GPS was set out. Approximate times were 4:30-6:30 (very rough estimate).

A new station was installed with a 5' base and two 7' tower sections. The tower and guides have been installed approximately 2' into the snow. 2 sets of battery boxes were installed at this site. All instruments are the new style AWS. The enclosure number is 14633 and the Argos ID is 8919.

The final instrument heights are:

Lower temp	145 cm
J-box	217 cm
Enclosure	260 cm
HMP	307 cm
Boom (ADG and pyronometer)	372 cm
Upper temp	527 cm
Aerovane	560 cm

Picture of the newly installed station shown below. Again, I have these in full resolution (and other pictures) if anyone wants them.



Tom AWS after installation on January 13th, 2011

Lettau AWS

Full station replacement on 1-14-11 (approximate ground time 3 hours)

Team: Melissa and Jonathan

Pilots: Randy and Travis

The weather started out good, but the clouds moved in on us quickly. About a 1.75 hour flight from CTAM.

UNAVCO GPS was set out. Approximate times were 10:45-1:45 (rough estimate).

We removed all of the instruments from the station (a before picture is shown below). The original heights were as follows:

Lower temp	21 cm
J-box	63 cm
Enclosure	102 cm
Solar Panel	162 cm
Upper temp	199 cm
Boom (old style for aerovane)	218 cm

The station had the old style tower sections. Therefore, we bolted a 5' base and two 7' tower sections to the old tower. The new tower was installed about 2' in the snow supported by a plywood base and new guidelines. The 5' tower section was secured to the old tower using 2 sets of metal plates (this can be seen in the second "after" picture). Two additional batteries were added to the site. A full set of new style AWS instruments were installed at the site. The enclosure number is 14414 and the Argos ID is 8928. The computer was plugged in and we received good data.

Note, the new style vertical aerovane boom was misplaced. Therefore, the white boom (that was removed from Sabrina) was used to install the aerovane. The next time the site is visited a new style vertical aerovane boom should be installed.

Final instrument heights:

Lower temp	135 cm
J-box	220 cm
Enclosure	252 cm
HMP	310 cm
Boom (ADG and pyronometer)	380 cm
Upper temp	530 cm
Aerovane	555 cm



Lettau AWS site before servicing January 14th , 2011



Lettau AWS after servicing on January 14th, 2011

Megadunes AWS removal

Removed 3 stations on 1-18-11

Team: Melissa and Jonathan

Pilots: Randy and Travis

Megadunes was about a 2.5 hour flight from CTAM.

We visited the most northern site first (approximate ground time 1.5 hours).

Upon arriving at the station, the wind generator was no longer working. The station instruments were fully above the snow surface.

UNAVCO GPS was set out. Approximate times were 1:45-3:15 (very rough estimate).

We removed the AWS plywood box (this houses both the batteries and the AWS), which was about 1' below the snow level. This box has been marked with a "#1" in black marker. The full tower and instruments were removed (again, about 1' below the snow level). The antennae and mounting pole were removed. The wind generator and mounting pole were removed. The solar panel was removed.

We visited the middle site next (approximate ground time 0.5 hours). This was about a 5 min taxi from the first site.

UNAVCO GPS was set out. Approximate times were 3:15-3:45 (very rough estimate).

This station did not have a tower. A cup anemometer and temperature sensor were installed on a single pole. The AWS plywood box for this station was removed. Again, it was about 1' below the snow level. The pole, cup anemometer and temperature sensor were removed. The antennae and mounting pole were removed. The solar panel was removed.

We visited the most southerly site late (approximate ground time 1 hour). This was about a 10 min taxi from the second site. The snow was more rough and wind blown in this area.

UNAVCO GPS was set out. Approximate times were 3:45-4:45 (very rough estimate).

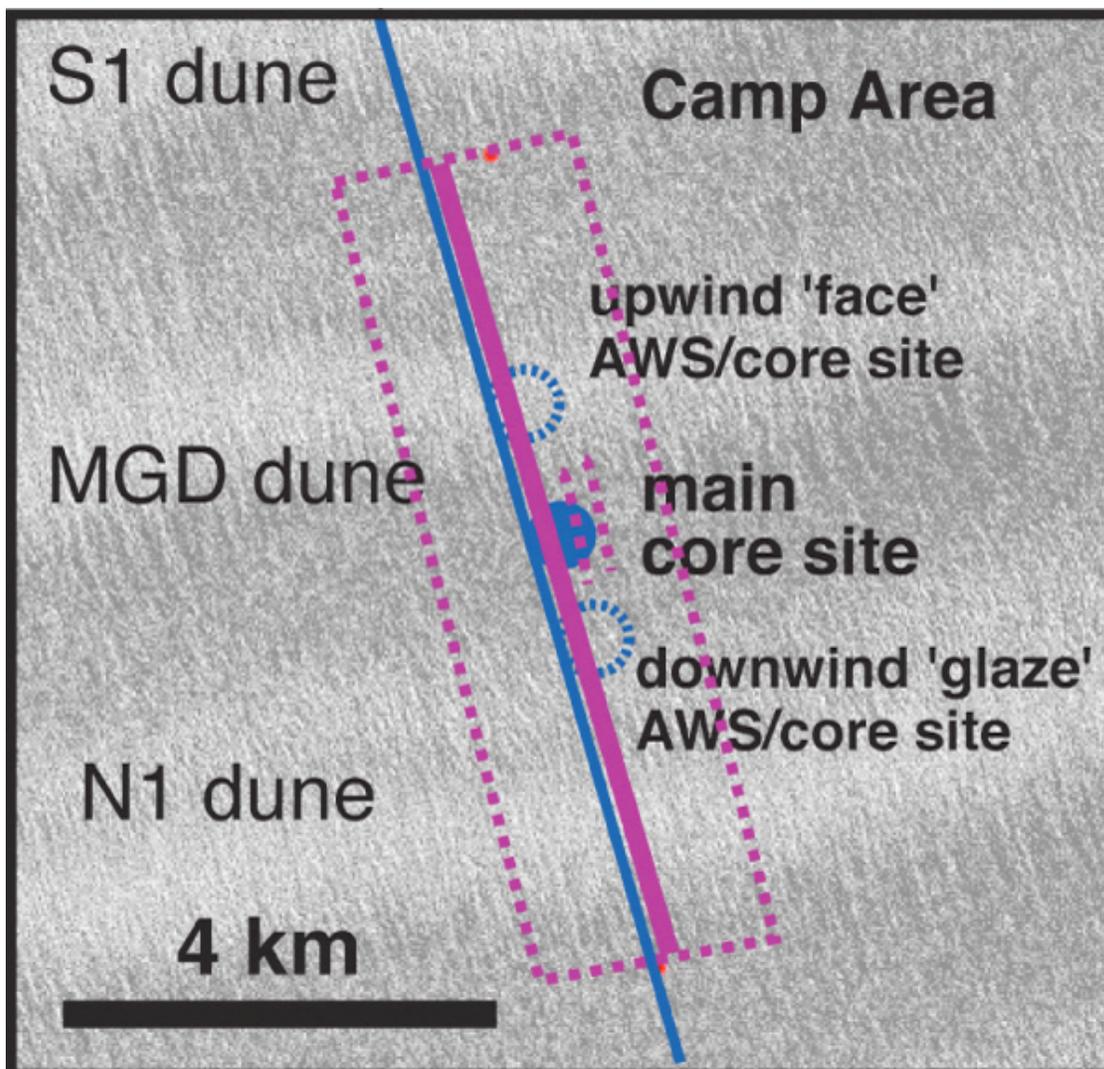
Upon arriving at the station, the wind generator was no longer working, the solar panel was buried by snow and the cup anemometer was buried by snow and no longer working. This site had significantly more accumulation than either of the other sites.

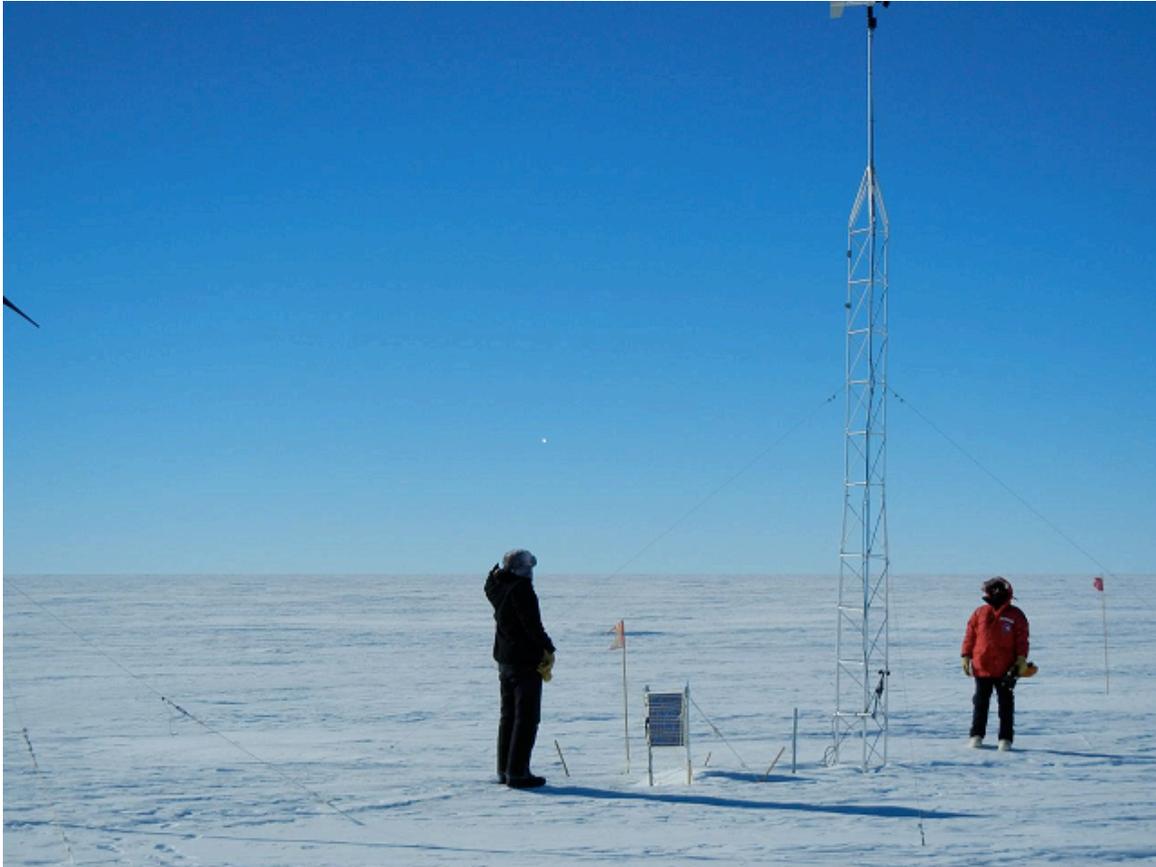
We removed the AWS plywood box, which was about 4-4.5' below the snow surface. The towers and all instruments were removed (again the bottom of the tower was about 4-4.5' below the snow surface). The antennae and mounting pole were removed (although, we were unable to remove the very bottom of this mounting pole and it had to be cut). The wind generator and mounting pole were removed. The solar panel was removed.

Melissa

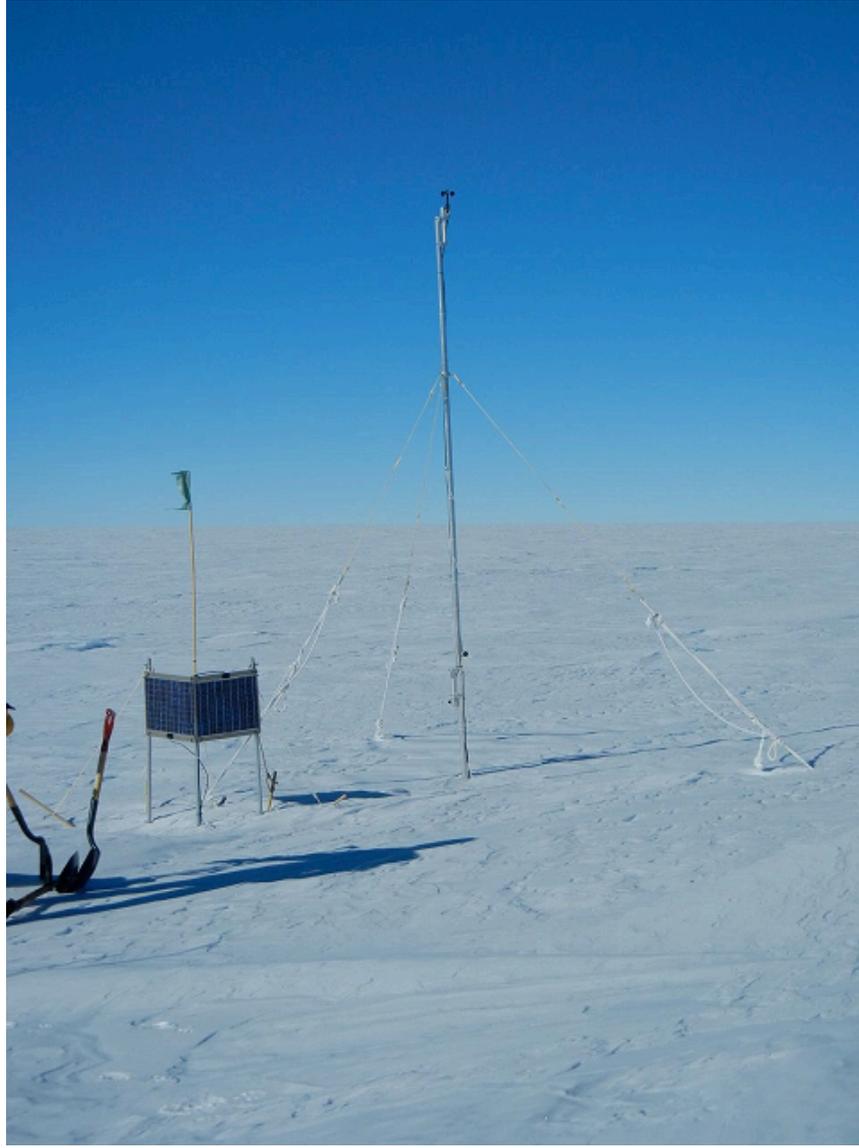
Mac site (MGD 160 AWS, ARGOS ID 2516):
Latitude: 80.79008° S
Longitude: 124.43450° E
Elevation: 2884 meters above WGS84 ellipsoid

Zoe site (N1 360 AWS, ARGOS ID 2769):
Latitude: 80.77546° S
Longitude: 124.52668° E
Elevation: 2881 meters above WGS84 ellipsoid





North Megadunes



Middle Megadunes



South Meagdunes

Janet AWS Installation

I-189 Fuel Cache, New Station install. Ground time approximately 5 hours.

Team: Lee, Todd, and Cecelia

Pilots: Lexy, and Claire

Flying out of Byrd with the assistance of two camp members we were able to install a station at I-189. Instruments heights and notes follow:

Enclosure # 14413

Argos ID # 8936

Final Component Heights (cm):

Lower T	125
ADG	145
Pyronometer	173
Junction box(measured from bottom)	120
Enclosure	159
Upper T	379
HMP	378
Aerovane	437



Janet AWS after installation on January 17th, 2011



Janet AWS after installation on January 17th, 2011

Byrd AWS conversion

Field Team: Lee Welhouse, Galit Sorokin, Andrew Lloyd, Katie Koster

Final conversion from AWS2B type AWS to CR1000 type AWS completed on 1-18-2011.

Multiple trips were taken to the station to ensure correct installation.

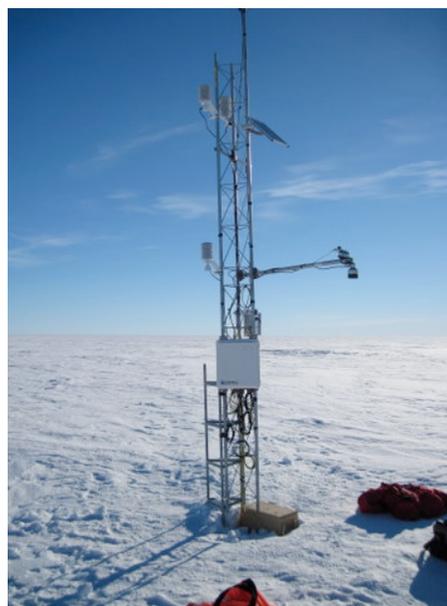
On 1-14 a new prop was installed. Then the station was replaced with a new enclosure and instrumentation. Two boxes of batteries, the boom, the solar panel, enclosure, and junction box were recovered. One of the plugs was locked in place so the cable was cut. The old Boom height was at approximately 162 in. The new station was installed on 1-16, and an adjustment to the direction of the aerovane was performed on 1-19 to ensure prevailing wind did not occur in a dead spot in the potentiometer. Site was turned 180 degrees normal southern alignment.

Old heights:

Boom	162 in
Solar Panel	133 in
Junction	105 in
Enclosure	65 in

New instrument measurements.

Aerovane	192 in
Upper temp	144 in
RH	144 in
Pyronometer	110 in
Lower Temp	106 in
ADG	104 in



New AWS installed at Byrd AWS site on January 18th, 2011

Swithinbank AWS removal

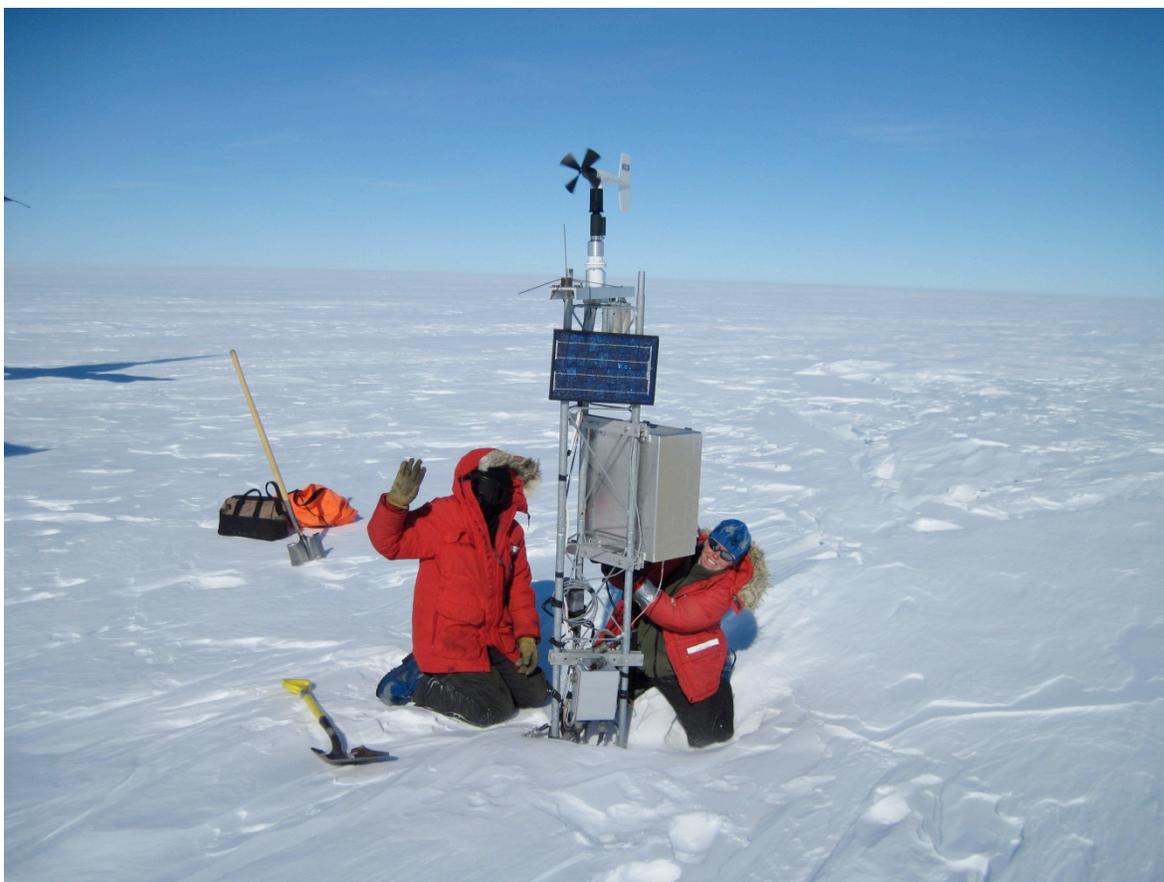
On 1/21/2011 10:17 AM, Lee Welhouse wrote:
Removed 1 station on 1-17-2011

Team: Lee, Galit, Marsha
Pilots: Lexy, Claire

Flight from Byrd station took approximately 40 minutes, and the ground time was approximately an hour.

Station was found with approximately 183 cm exposed. The boom, junction box, solar panel, and enclosure were removed. Solar panel looked to be damaged. Digging down we discovered the top 2 tower sections were short 3 foot sections. We dug to a depth of approximately 5 feet and found 1 battery box and 3 capped, disconnected wires. The Battery was at approximately 2 feet below the surface. The plugs were removed and the exposed wire covered. There is still tower section, and presumably batteries at this station. Unavco GPS was not deployed at this station as it was at the exact location the 2008 coordinates indicated.

Lee



Swithinbank AWS before removal on January 21st, 2011

Mulock AWS removal

2009-10 Location

-79.0256, 160.1937

S 79° 01.48', E 160° 11.624'

1.075 km downstream from 2005 coords

Estimated 2010-11 Location

-79.025, 160.194

S 79° 01.418' , E 160° 11.623'

1.369 km downstream from 2005 coords

Claire was able to obtain the coordinates from 2008-09 and 2009-10, b/c we were able to locate the site in satellite imagery. Claire estimated that the station has moved about 1.3 km since installation. From what we can tell, it has stayed between the same two crevasses since it was installed.

Helo Pilot: Dustin, Helo tech:

Team Members: Lee Welhouse, Kris Young, Jen Erxleben

Approximate helo flight time was an hour, ground time was approximately 2 hours.

The tower base was approximately 18 inches below surface level, with the deadmen anchors approximately 30 inches below surface level.

Electronics box	140 cm
Junction box	267 cm
Boom Height	343 cm

Notes: Upon arrival one of the battery cables was found loose. One of the attached pictures illustrates this. All portions of the station was recovered successfully.



Mulock AWS before removal on January 21st, 2011

Whitlock AWS (Franklin Island)

Full station replacement on 1-28-11 (approximate ground time 3.5 hours)

Team: Jonathan Thom and Melissa Nigro

Pilot: Sven

UNAVCO GPS was set out. Approximate times were 11:45-3:15.

It was about a 5 minute helo flight from the Oden. Sven dropped the passengers off first and then sling loaded the equipment.

A portion of the electronics box was buried in snow. We removed all of the instruments from the station. The original heights were as follows:

Boom	57"
Electronics Box	-12"
Solar panel	39.5"

The old station had a 5' new style tower section roped to the old style tower sections. These tower sections were leaning and we could not straighten them out. Therefore, we installed a 5' and two 7' tower sections next to the existing site. The new tower sections are on a wooden base and were guided. The new tower has also been tied to the old tower using rope. Three 100 amp hour batteries were installed at the site. These were wired up in a medium sized harding case. The charge controller is wired inside the harding case and therefore this station does not have a junction box. A new set of instruments were installed on the tower.

Final instrument heights:

Aerovane	219"
Upper temp	204"
ADG	172"
Electronics box	92"
Lower temp	53"
RH	102"

-Melissa



Whitlock AWS2HWS AWS before replacement on January 28th , 2011



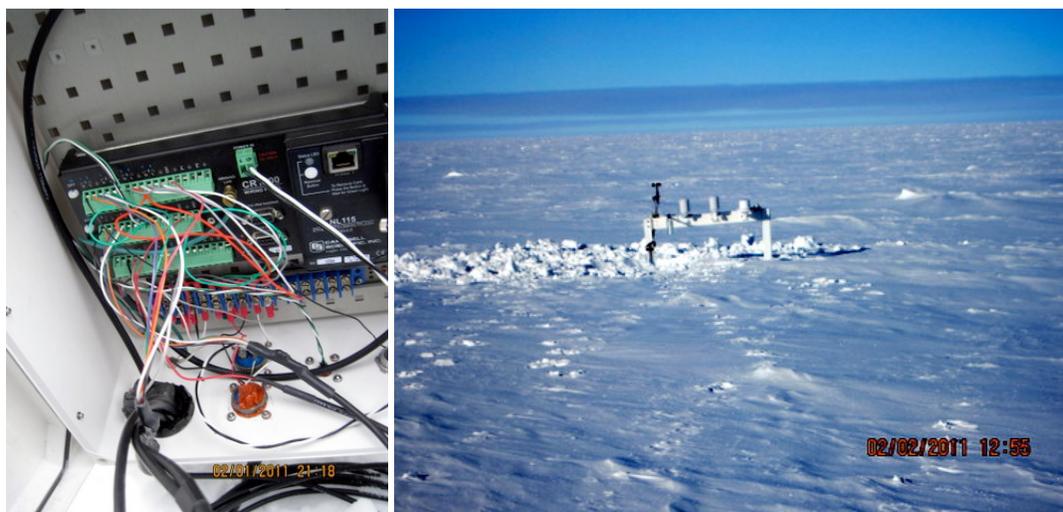
Whitlock AWS (Franklin Island) after conversion to new CR1000 AWS on January 28th, 2011

South Pole

Field Team: Lee Welhouse

February 1 - 2 2011

Approximately 6 inches of drift/accumulation was found near the site, leaving the sensor bar still above surface height though frost was found on the radiation shields so raising the station may be necessary soon. Solar panel mounts, and the antenna have been removed, and the cup anemometer was successfully added to the station. Cable for a tachometer on the aspirated shield was unable to be installed as the aspirated shield lacked the necessary connection. Data was retrieved, and the system had stopped recording mid-June and failed to come back on until after a new OS and program had been installed on the station. WEEDgill2 sensor reported anomalous data when the system was running again, reporting 70-100C temperatures or reporting NaN. Faulty connections could not be found to explain this.



-Lee

Gill AWS Servicing

Last two locations from last visit to Gill AWS site were
79.985S/ 178.611W 55 m 08/02/94 Twin otter GPS
79.922S/ 178.586W 54 m UNAVCO GPS in 2005

Neglecting the change in longitude of .611 -.586 (slight eastward change) of .025 degrees this would be 19.27 km (one degree longitude at 80 deg latitude) * .025 is about .5 km or 500 meters. OR less than 50 meters per year movement to the east.

The distance northward (latitude) is .063 deg latitude or about $0.063 * 111\text{km}$ or 7 km north from 1994 position or about 635 meters to the north per year.

Note that we have tracked Ferrell site moving north on average of about 1 km per year so this seems reasonable.

Hence since 2005 expect Gill to have moved north about --- 3.82 km and slightly to the east by about 275 meters. If not spotted, would suggest Mark's solution to go to last location and fly north.

From Mark's report in January 2005

The Twin Otter went airborne a second time, started heading directly north, and the AWS site was found. Gill AWS had moved 3.8 nm from the previous GPS position. Upon arriving at the site, the sensor boom was 1.57 m above the surface and the lower delta-T was buried 0.63 m below the snow surface. The site was determined to be in good working condition and a 2.1 m Rohn tower section was added. The junction box was raised to the extent of the battery cables. A transmission was verified and the sensor boom was measured to be 3.84 m above the surface.



Gill AWS after 2005 visit

Gill AWS servicing 2011

Tower raise and full new set of instruments on 2-2-11 (approximate ground time 2.25 hours)

Team: Jonathan and Melissa

Moral: Matthew and Jeffrey

Pilots: Brian and Jason

UNAVCO GPS was set out. Approximate times were 11:00-2:15.

It was about a 1.5 hour Twin Otter flight from Pegasus.

The lower temperature sensor and junction box were below the snow level. We removed all of the instruments from the station. The original heights were as follows:

Electronics box	24"
Solar panel	68"
Boom	99"
J-box	at the surface
Lower temp	below the surface

We added a 7' tower section and installed all new instruments. Two additional batteries were placed at the site. The telonics received a good transmission.

Final instrument heights:

Lower temp	60"
RH	85"
Electronics box	87"
ADG	138"
Upper temp	190"
Aerovane	204"

I've attached before and after pictures below.



Gill AWS before servicing on February 2nd, 2011



Gill AWS after servicing on February 2nd, 2011

Marilyn AWS Servicing

Aerovane (Belfort) replacement on 2-3-11 (approximate ground time 25 minutes)

Team: Jonathan and Melissa

UNAVCO: Marianne

Rigger: Erin and Dan

Pilots: Brian and Jason

UNAVCO GPS was set out. Approximate times were 11:40-12:00.

We flew by the Tall Tower site on the way out of McMurdo (about 35 minutes flight). The site was covered by fog. Erin was able to see the very top of the tower through the fog, but we were not able to land. We flew on to the Marilyn AWS site (about a 30 minute flight from Tall Tower).

The Belfort aerovane was replaced.

Instrument heights are:

J-box	57"
Electronics box	72"
Boom	133"

The boom is oriented facing 316 deg.

Note: the tower is leaning quite a bit. A new tower should probably be installed at the next visit.



Marilyn AWS during replacement of Aerovane on February 3rd, 2011

Tall tower installation

Installation of instrumentation and power system on 2-3-11 (approximate ground time 6 hours)

Team: Jonathan and Melissa

UNAVCO: Marianne

Rigger: Erin and Dan

Pilots: Brian and Jason

UNAVCO GPS was set out. Approximate times were 1:00-6:30.

It was about a 30 minute flight from the Marilyn AWS and about a 35 minute flight from Pegasus. Upon arrival there was still quite a bit of fog in the area. The tower and the South Pole Traverse road were visible, which enabled us to land.

The riggers worked on re-tensioning the guidelines (the tower has settled since it was originally installed) before climbing the tower. All of the instruments were installed on the levels as planned:

Level 6 (top level)	radiation sensor, aerovane, RH, temp
Level 5	aerovane, temp
Level 4	aerovane, temp, RH
Level 3	aerovane, temp (ADG and antennae were installed on a second boom just underneath the boom for level 3)
Level 2	cup anemometer, temp
Level 1	cup anemometer, temp

The heights of the top four levels are the boom installation heights given to the riggers when the tower was installed.

For the rest of the instruments:

Cup anemometer level 1	52"
Temp level 1	43"
Cup anemometer level 2	93"
Temp level 2	83"
Electronics box	100"
ADG and antennae	136"

Boom was oriented at 346 deg.

The power supply was installed about 21' to the north of the tower. All voltages were checked.

The red/green LED light for the cycling of the solar panels was blinking red and off instead of red and green. We believe that the green light bulb may be out. The solar panels were charging the batteries while we were there.

-Melissa



Tall Tower tower before installation of sensors on February 3th, 2011



Tall tower after instruments installed on February 3th, 2011

Minna Bluff AWS conversion

Replacement of AWS2B version AWS with Argos transmitter with CR1000 based AWS using Freewave transmitter on 2-4-11 (approximate ground time 2.75 hours)

Team: Jonathan, Lee and Melissa

Pilot: Paul + Helo Tech

UNAVCO GPS was not set out. The coordinates for this station should not have changed.

It was about a 0.5 hour 212 helo flight from McMurdo.

The original instrument heights were:

Boom	60"
Electronics box	27"

And the boom was oriented at 328 deg.

We removed all of the instruments from the existing tower. We removed the existing batteries, tower and base.

The station is on dirt (actually, very hard permafrost). We chiseled out a hole large enough to fit a metal base. We leveled the base and installed a 7' tower section. We used the existing guide lines to secure the tower. We also covered the metal base with rocks from the surrounding area.

The existing boom was re-installed on the station. A new solar panel, antennae (Freewave), electronics box, junction box and 2 battery boxes were installed. The battery boxes were placed with the cables facing each other in order to protect the cables. A rock wall was then built around the battery boxes and the remaining tower in order to help with stability and protection.

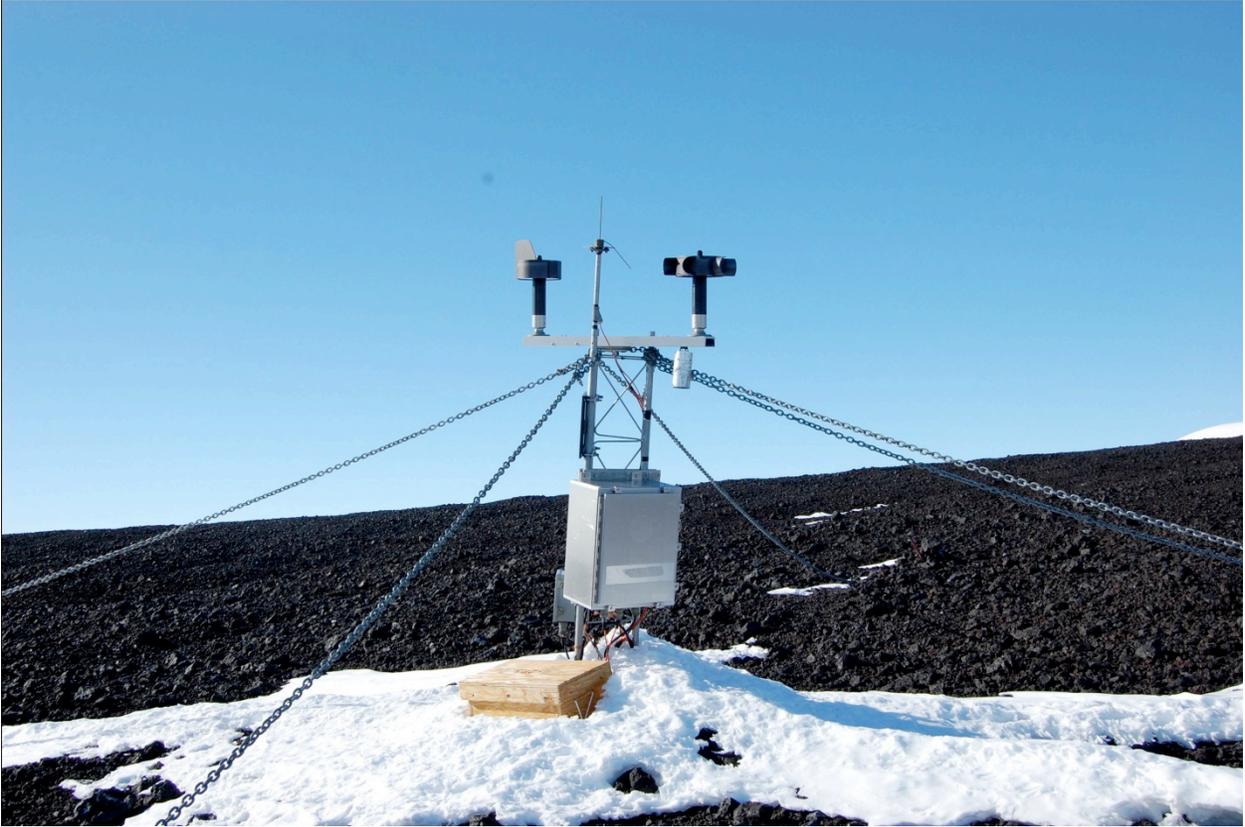
We received good readings on the computer. We will be able to test the effectiveness of the Freewave transmitter after the antennae installation at McMurdo on Tuesday.

The final instrument heights are:

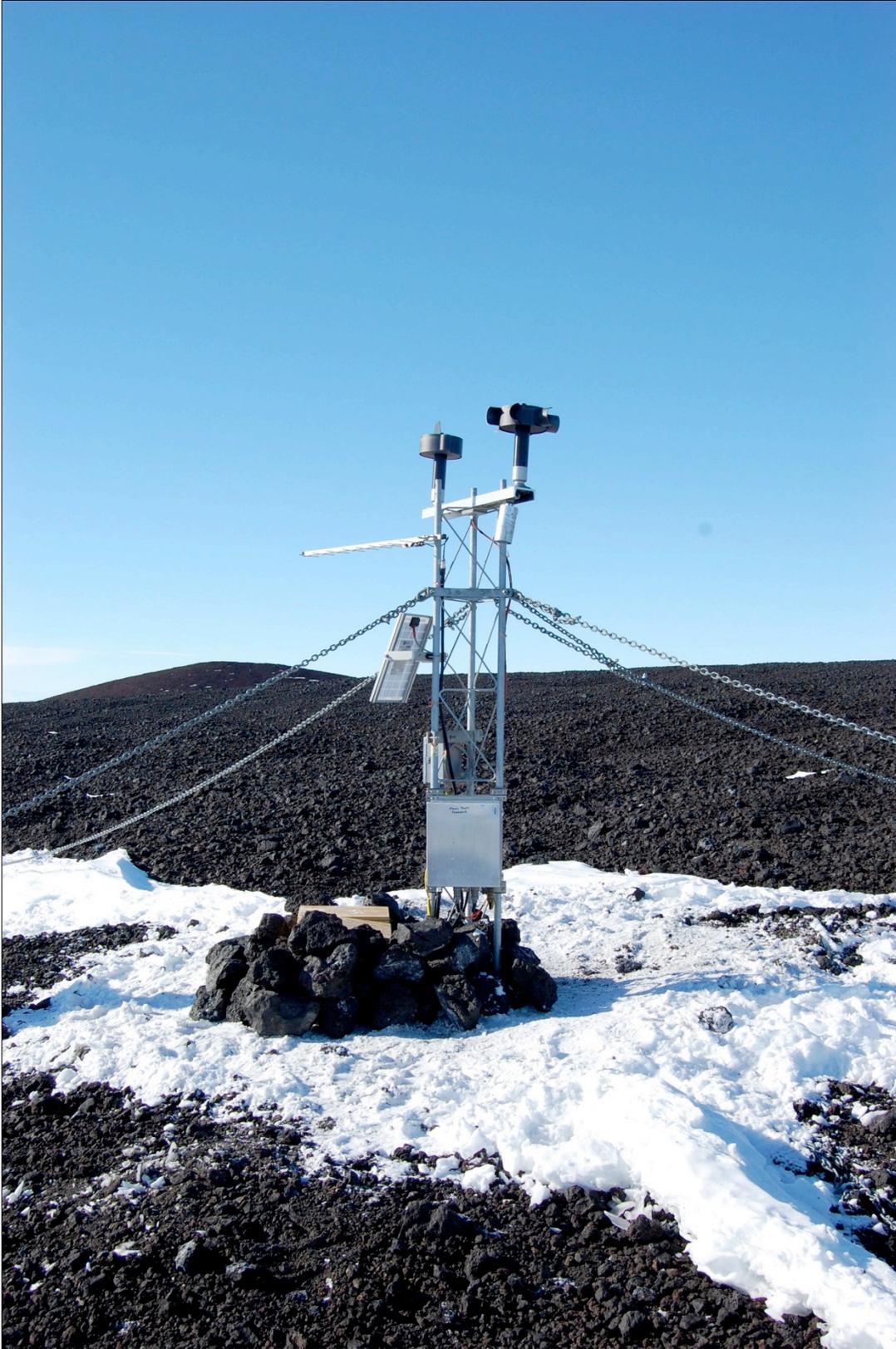
Boom	87"
Electronics box	22"

Boom is oriented at 359 deg.

Before and after pictures follow below:



Minna Bluff AWS2B version AWS prior to changeover to new AWS on February 4th, 2011



Minna Bluff CR1000 based AWS using Freewave 900MHz transmitter on February 4th, 2011

Whitlock AWS (Franklin Island)

Full station replacement on 1-28-11 (approximate ground time 3.5 hours)

Team: Jonathan Thom and Melissa Nigro

Pilot: Sven

UNAVCO GPS was set out. Approximate times were 11:45-3:15.

It was about a 5 minute helo flight from the Oden. Sven dropped the passengers off first and then sling loaded the equipment.

A portion of the electronics box was buried in snow. We removed all of the instruments from the station. The original heights were as follows:

Boom	57"
Electronics Box	-12"
Solar panel	39.5"

The old station had a 5' new style tower section roped to the old style tower sections. These tower sections were leaning and we could not straighten them out. Therefore, we installed a 5' and two 7' tower sections next to the existing site. The new tower sections are on a wooden base and were guided. The new tower has also been tied to the old tower using rope. Three 100 amp hour batteries were installed at the site. These were wired up in a medium sized harding case. The charge controller is wired inside the harding case and therefore this station does not have a junction box. A new set of instruments were installed on the tower.

Final instrument heights:

Aerovane	219"
Upper temp	204"
ADG	172"
Electronics box	92"
Lower temp	53"
RH	102"

-Melissa

Ferrell I servicing and II AWS installation

Installation of a duplicate tower at Ferrell on 2-10-11 (approximate ground time 2.5 hours)

Team: Jonathan, Lee and Melissa

Pilot: Dean

Helo Tech: Roger

UNAVCO GPS was set out. Approximate times were 8:00 pm - 10:30 pm.

It was about a 45 minute 212 helo flight from McMurdo.

The instrument heights on the original tower are as follows:

Lower temp	62 cm
ADG	60 cm
Electronics box	127 cm
ADG electronics box	53 cm
ADG solar panel	57 cm
Junction box	27 cm
Solar panel	201 cm
Boom	277 cm

Boom oriented at 6 deg

The ADG, ADG electronics box, lower temperature and ADG solar panel were removed from this station. Otherwise this station remains as is.

We installed a full new station about "21 Jonathan paces" to the east of the original station. This station will be used to test the difference in measurements between the old style AWS station and the new style AWS station. A 5' and two 7' tower sections were installed. The tower and guides have been installed approximately 2-3 feet into the snow. Two sets of batteries and a full set of instruments were installed at this site.

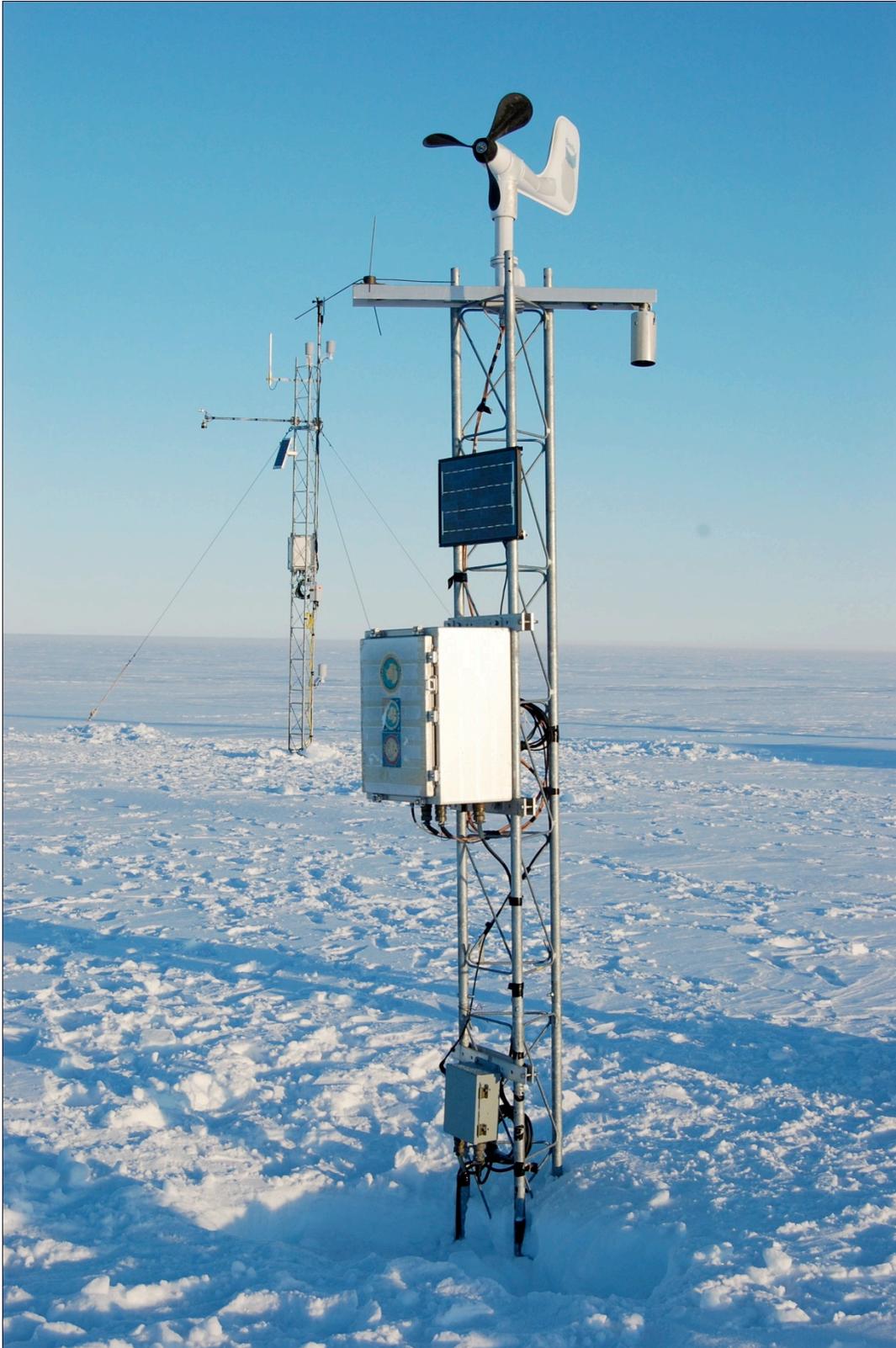
The final instrument heights were:

Lower temp	102 cm
J-box	207 cm
Electronics box	240 cm
ADG and pyronometer	432 cm
Solar panel	365 cm
Upper temp and HMP	524 cm
Aerovane	568 cm

Before and After pictures are attached below.



Ferrell AWS2B AWS before servicing on February 10th, 2011



Ferrell AWS2B AWS after servicing and Ferrell II new AWS in background on February 10th, 2011

Willy VHF Station installation

Installation on 2-10-11 (approximate ground time 1.75 hours)

Team: Jonathan, Lee, Melissa and Julien Nicholas

UNAVCO GPS was set out. Approximate times are 2:00-3:30pm.

It was about a 0.5 hour pickup truck ride out to the site from McMurdo.

The station was initially empty, except for a solar panel that we removed (all of the remaining instruments were removed at an earlier visit this season). One battery box was also removed.

We installed an aerovane, upper temp, lower temp, HMP, solar panel, electronics box and junction box. We put out 2 sets of batteries at the site. Note: the junction box is an old style box. Therefore the solar panel has been hardwired into the junction box and the battery cables are the old style. Also, we removed the freewave transmitter from the site, due to the fact that the freewave receiving antennae on top of Cray will not pick up the signal from this site.

Therefore, a data card will collect the data and will need to be retrieved next season. The computer was connected to the station and the data collection looked good.

The final instrument heights are as follows:

Lower temp	127 cm
Electronics box	204 cm
Pressure	239 cm
Junction box	142 cm
HMP	381 cm
Upper temp	394 cm
Aerovane	435 cm

Before and after pictures are attached.

- Melissa



Willy Field Site before installation of new CR1000 based AWS with Freewave transmitter



Willy Field CR1000 based AWS for testing Freewave transmitter

Freewave data

The new AWS using Freewave transmitters (900MHz line of site) rather than the standard Argos (satellite) transmitters require a receiving station in the McMurdo area. Matt Lazzara has put together a system for the proper movement of the Minna Bluff real-time observations being sent via Freewave radio-modem from the Minna Bluff AWS to the Crary Lab computer (flounder.usap.gov ?), and then to the site **herbie.usap.gov** and then on to here:

<ftp://amrc.ssec.wisc.edu/pub/aws/freewave/>

This is just the first step. We will have to get this filed much more logically (broken up by year and month), else we'll have very large unwieldy files. We need to:

1. Handle inserting this to McIDAS based systems for real-time display
2. Handle how we'll work on QC
3. Get the data to Mac Weather for operational use

We will update everyone when we have a better organization for this on the FTP site. We will also have it automatically go on both amrc.ssec.wisc.edu and aws.ssec.wisc.edu

Collaborative AWS Servicing and Installations

David Holland West Antarctic AWS

Three UW CR1000 AWS were unable to be deployed during the 2009-2010 field season and were stored at Byrd Surface Camp by David Holland's field team. This season the three AWS were successfully deployed by David Holland's field team. They were deployed on Evans Knoll, Bear Peninsula and Thurston Island.



Installation of CR1000 AWS at Evans Knoll on January 12th, 2011



Installation of CR1000 AWS at Bear Peninsula on January 14th, 2011 by David Holland's field team



Installation of CR1000 AWS on Thurston Island on January 19th, 2011 by David Holland's field team

AWS servicing in Adelie Land by IPEV

D10

Just to inform you that D10 AWS mast station has been realigned vertically.

So, no electric disconnection was required.

This has been done Friday 18 Feb during one hour between 06H00 UTC and 07H00 UTC.
(16h00 and 17h00 DDU time)

Precise height of snow accumulation sensor will be done soon/later by Alexander Trouviller.
(Person which work with C. Genthon)

NB : Due to mast snow accumulation, next year a new mast section will be added on existing D10 AWS mast section/station.

Best regards

IPEV

Scientific coordination

Alain PIERRE

E66

AWS 8914 has been installed December 7th, 2010 0045 UTC.

Station is pretty snowed in, we repositioned solar panel and 8914, we will have to think about adding to the mast. I will send you pictures of all stations on the way to Dome C once I get back to Dumont d'Urville. I will let you know parts required in order to proceed.

I hope station is received okay.

Cheers

Philippe Dordhain

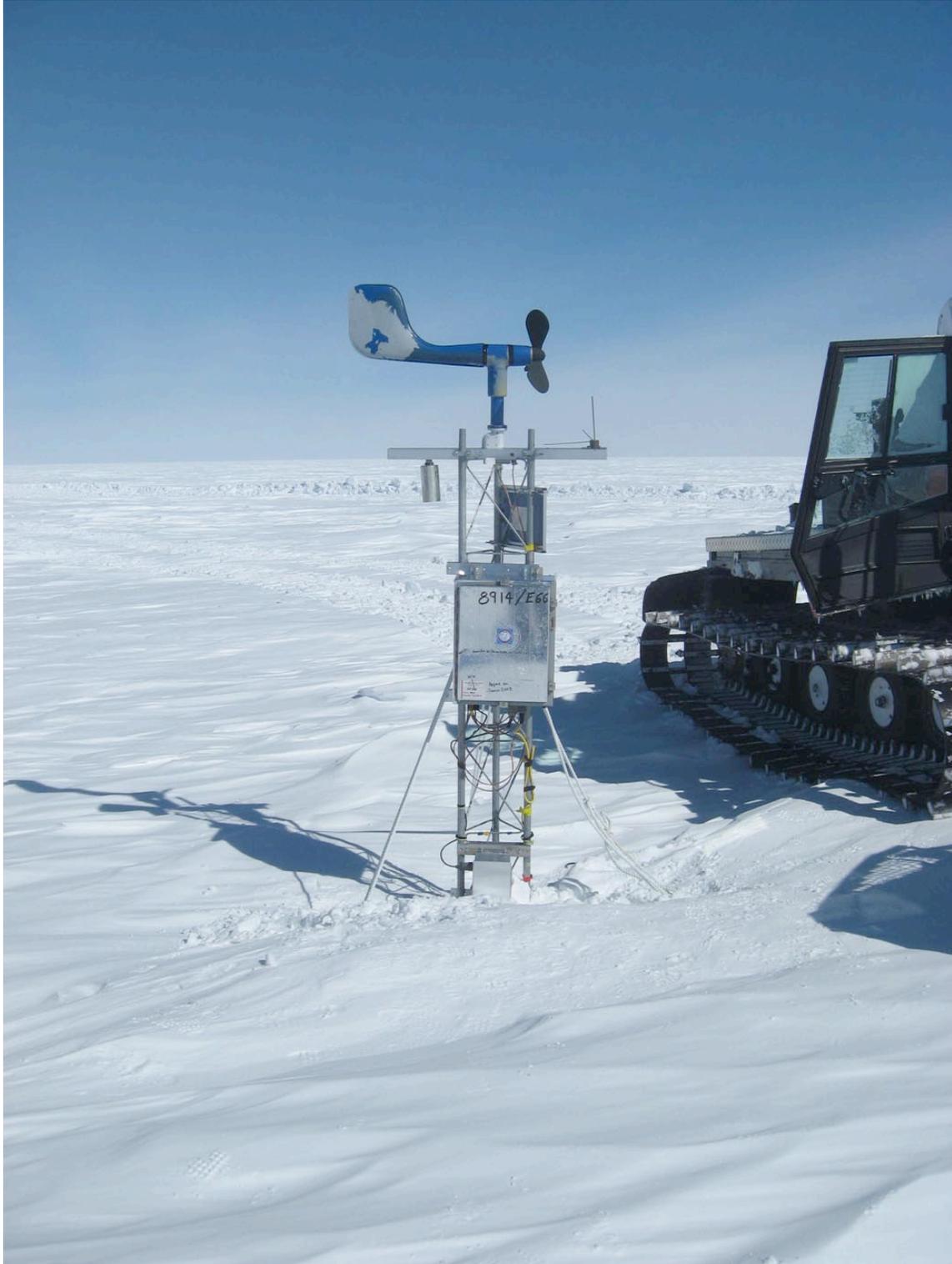
D85

Hi George,

E85 AWS has been replaced on Januray 22nd, 2011 with AWS 8912.

regards - Philippe

Following images of AWS line from Dumont D'Urville to Dome C II taken on the early traverse from Dumont D'Urville to Dome Concordia.



E66 AWS after replacement of AWS 8986 with 8914 (both AWS2B AWS)



D85 AWS 8986 before being replaced with AWS 8912 (both AWS2B type AWS)

Here's the summary of our AWS 2011-2012 field season meeting

We've identified the following new CR1000 AWS requirements for next year:

- * AGO collaboration - New install
- * POLENET collaboration - New install
- * Cape Hallett - removal of two AWS, new install CR1000 AWS
- * I-157 (which will be renamed...fyi) , new install of CR1000 AWS
- * Kominko-Slade/WAIS, removal of Wisconsin AWS 2B, new install of CR1000 AWS
- * Dome C II, new install of CR1000 AWS (removal of old AWS 2B?)
- * Manuela, removal of old non-high speed wind Wisconsin AWS 2B, new install of CR1000 AWS - (unit is coming back from Port Martin)

We've identified the following replacement AWS2B needed:

- * Carolyn - Off the air replacement with a standard RM Young AWS2B AWS
- * Eric - replacement with a standard RM Young AWS2B AWS
- * Vito - replacement with a standard RM Young AWS2B AWS

We'll plan on removing the following:

- * Brianna - No longer needed.
- * South Pole Radiation Test Facility - No longer needed.
- * Erin and/or Elizabeth are low on the priority list and may be removed if time/transportation available.

We'll visit/service:

- * Janet - Reverse tower and see how the accumulation is going...
- * Harry needs batteries and conversion to RM Young AWS2B AWS
- * Tall Tower - Check on settling and several other items, TBD
- * Margaret - Reprogram CR1000, and check on a raise?
- * Hugo Island - Not working well - may need a host of servicing?? (marine issues?)
- * Siple Dome needs new electronics/possible move/temperature string???

Lower priority for servicing:

- * Converting CR10X based AWS to CR1000 based AWS