AWS Field Report 2025-26

Field Team: Matthew Lazzara, Lee Welhouse, Forbes Filip

1. 17 Nov 2025 – Siple Dome
2. 17 Nov 2025 – Mizuho II (JARE visit)
3. 20 Nov 2025 – Gill
4. 21 Nov 2025 – Manuela (ENEA visit)
5. 1 Dec 2025 – White Island
6. 1 Dec 2025 – Minna Bluff
7. 1 Dec 2025 – Windless Bight
8. 5 Dec 2025 – Manuela (ENEA visit)
9. 7 Dec 2025 – Elijah Tall Tower
10. 7 Dec 2025 – Willie Field
11. 7 Dec 2025 – Sarah M-AWS
12. 7 Dec 2025 – D-10 (IPEV visit)
13. 9 Dec 2025 – Windless Bight
14. 11 Dec 2025 – Windless Bight
15. 12 Dec 2025 – Lorne
16. 13 Dec 2025 – Marble Pt I/II
17. 23 Dec 2025 – Cape Bird
18. 27 Dec 2025 – Vito
19. 29 Dec 2025 – Laurie III
20. 31 Dec 2025 – Siple Dome
21. 31 Dec 2025 – D-47 (IPEV visit)
22. 4 Jan 2026 – Cape Bird
23. 6 Jan 2026 – Dome Fuji (JARE visit) new FUJ installed
24. 7 Jan 2026 – Sarah M-AWS and Willie Field
25. 11 Jan 2026 – Dome Fuji (JARE visit) old FUJ shut down
26. 18 Jan 2026 – Byrd
27. 19 Jan 2026 – Bear Peninsula
28. 20 Jan 2026 – Kathie
29. 21 Jan 2026 – Siple Dome
30. 22 Jan 2026 – Kominko-Slade
31. 23 Jan 2026 – Mizuho II (JARE visit)
32. 27 Jan 2026 – Laurie III
33. 30 Jan 2026 – Schwerdtfeger and Skomik M-AWS
34. 16 Feb 2026 – Alexander Tall Tower!

Siple Dome AWS

Date Visited: 11/17/2025

Departure Time (from base to AWS): 0854 Arrival Time (at AWS): 0912
Departure Time (from AWS to base): 1318 Arrival Time (at base): 1330

Location: N/A N/A

Work Crew: O-283-M Field Team: Matthew Lazzara, Lee Welhouse

Others: Kaiser, Luke, Brodie, and Kristen for a crew. Kristen was training.

Purpose for Visit: Station raise and inspection. Swap data cards

Transportation Method and Pilot Name(s): Basler

Weather Conditions: It was cold -20C with wind speeds from 10 to 15 kts.

Field Work Notes: The station was covered by ice and rime lately. All of the ice and snow around it is from the tower but we did not do any digging here. I think the fuel test flight from a few weeks ago it was reportedly like that. Only left over remnants could be seen today of the riming. Lee found a few issues with the station: Antenna cable was not in - it explains an instant transmission when we hooked up and he barely touched it. The CR1000 Lithium battery is dying. The main batteries are also not all that they could be. The date on the CR1000 was way off.
The antenna cable is fixed. The date has been corrected. We pulled the data card - it has lots of data on it. But the dates may/will be messed up. Lee feels they will be correctable. We could not get the card we brought to work - it was supposed to be ready to go, but it wasn't, so we abandoned that, as time was short (not time for a full format on site, etc.). We believe the following is the situation (some of it needs more investigation): The main batteries are the ones we have been holding on to here for some time and recharging every year. There may be a limit on that, and the AWS might have lost power over the winter. We won't know until we go through the data card. It would explain the bad date, and why the CR1000 battery is low. This may impact many power systems in use now, and the ones we are going to be installing. Power systems will need work sooner rather than later if this idea is correct.
Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	N/A	N/A
Lower Temperature	N/A	N/A
Pressure	N/A	N/A
Relative Humidity	N/A	N/A
Wind Speed	N/A	N/A
Wind Direction	N/A	N/A
ADG	N/A	N/A
Solar Radiation	N/A	N/A
Electronics Enclosure	N/A	N/A

Pointing towards North - Before



Pointing towards South - Before



Pointing towards East - Before



Pointing towards West - Before



Mizuho II AWS

Date Visited: 11/17/2025

Departure Time (from base to AWS): N/A Arrival Time (at AWS): N/A
Departure Time (from AWS to base): N/A Arrival Time (at base): N/A

Location: -70.708 44.248

Work Crew: JARE Field Team

Purpose for Visit: Installation of new CR1000X System.

Transportation Method and Pilot Name(s): N/A

Weather Conditions: N/A

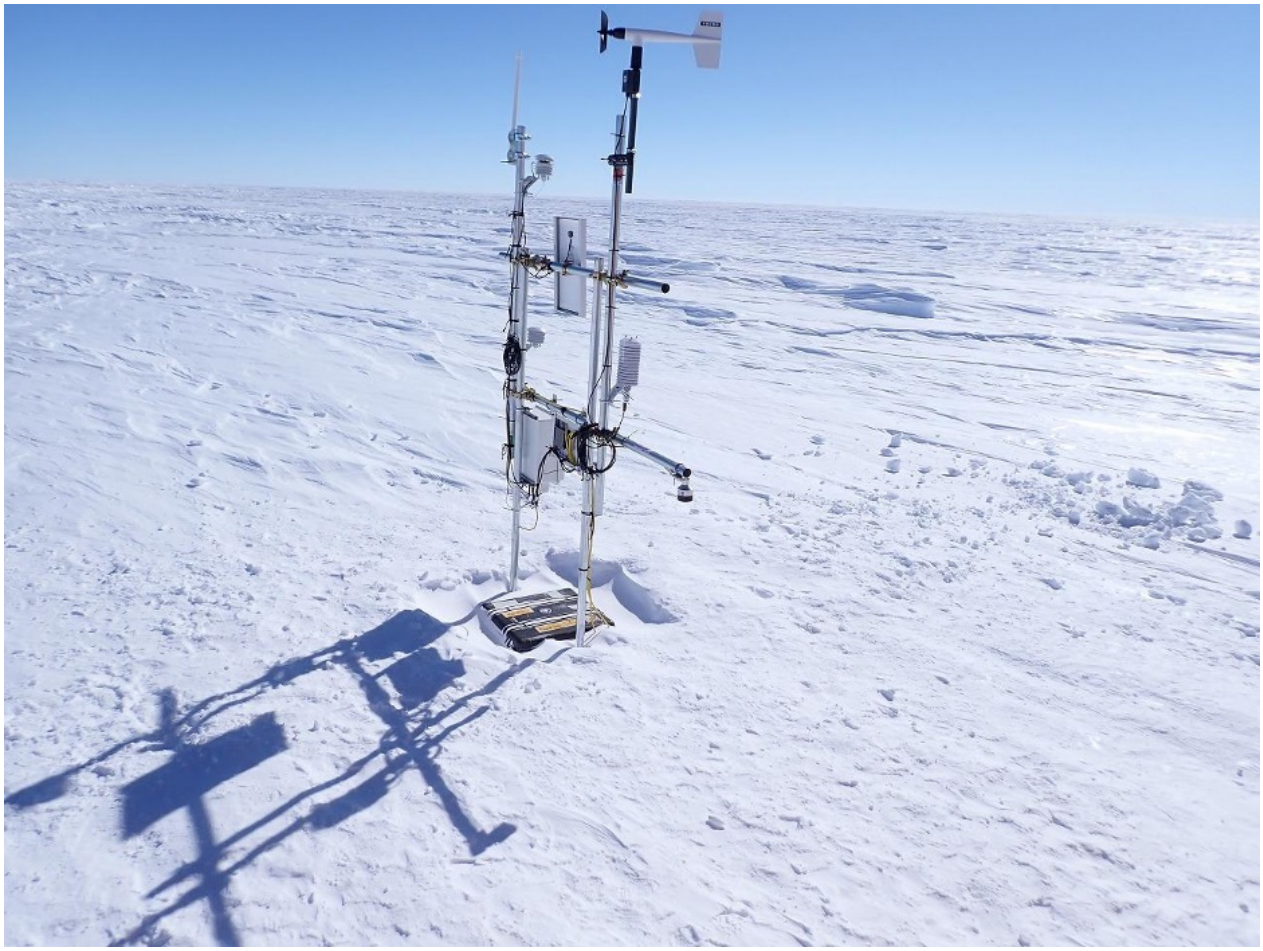
Field Work Notes: After installing Mizuho II, it was noticed it was transmitting sporadically. Upon much deliberation, speculation, and troubleshooting, it was hypothesized that the center pin on the N connector on the antenna cable connecting the antenna to the outside of the enclosure was pushed in/not extending far enough out to make sufficient contact with the female plug on the enclosure, and therefore transmissions were intermittent. Didn't visit and remove old AWS2B station, Mizuho.

Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	N/A	N/A
Lower Temperature	N/A	N/A
Pressure	N/A	N/A
Relative Humidity	N/A	N/A
Wind Speed	N/A	N/A
Wind Direction	N/A	N/A
ADG	N/A	N/A
Electronics Enclosure	N/A	N/A

Extra Pictures

Mizuho II after installation with new CR1000X system. Photo courtesy of Prof. Dr. Fumio Nakazawa at NIPR.



Gill AWS

Date Visited: 11/21/2025

Departure Time (from base to AWS): 0845 Arrival Time (at AWS): 1015
Departure Time (from AWS to base): 1130 Arrival Time (at base): 1304

Location: -79.7739 -178.5079

Work Crew: Lee Welhouse Matthew Lazzara

Purpose for Visit: Repair wind monitor and raise batteries

Transportation Method and Pilot Name(s): Twin Otter KBG
Pilot: Rodney
Co-Pilot: Izzy

Weather Conditions: Mostly sunny skies with few clouds on the horizon
-17.6C upper temperature
-17.8C lower temperature
1.8 mps wind speed
0 degrees/due North wind direction (wind monitor checked via keypad that it does vary correctly)

Field Work Notes: Icing on the tower (chunks here and there on the tower)
Wind monitor seized
Measurements from the bottom of instruments to snow surface
Upper tower nipples are starting to rust...bring a wire brush next time to clean off before mounting new tower
No battery raise - batteries a bit more than a foot or so below the surface.
ADG is no working and the sensor should be replaced at next visit
As of 11/20/2025, 9:27:10 PM (UTC?) location was: lat -79.77385316666667,lon -178.5078645, accuracy 3 meters
Flight Movement Report:
KBG - DHC6 - ETD 0900 BACK-UP MISSON
DEPARTED WILLIAMS FIELD 0845
ESTIMATING GILL AWS 1025
ARRIVED GILL AWS 1015
DEPARTED GILL AWS 1138
ESTIMATING WILLIAMS FIELD 1315
ARRIVED WILLIAMS FIELD 1303

Instrumentation Heights (inches):

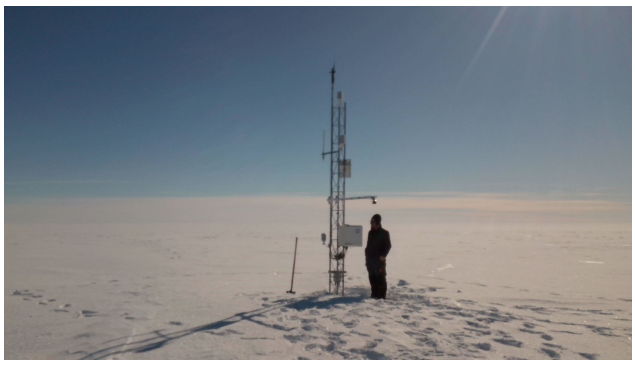
	Before	**After**
Upper Temperature	163	163
Lower Temperature	50	50
Pressure	43	43
Relative Humidity	125	125
Wind Speed	192	192
Wind Direction	192	192

	Before	**After**
ADG	73	73
Electronics Enclosure	43	43

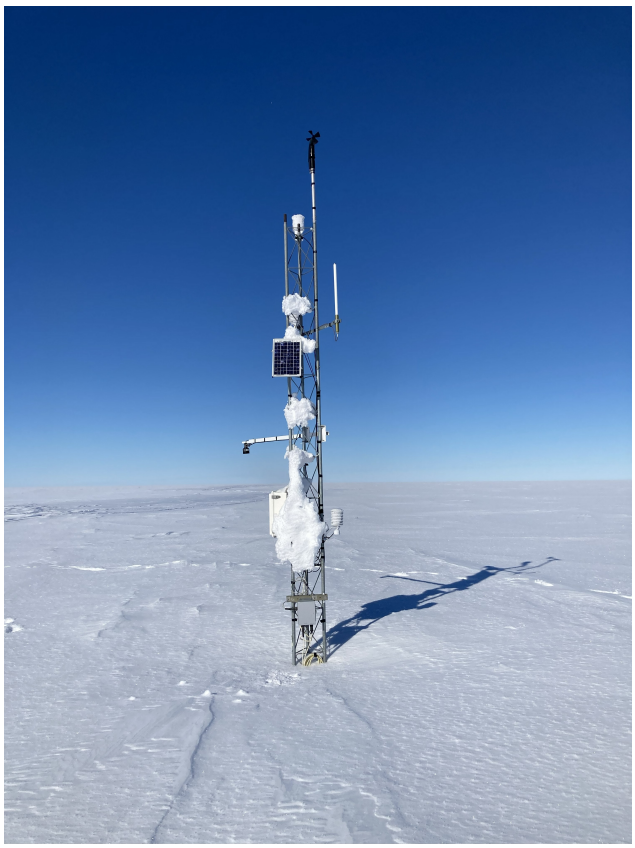
Pointing towards North - Before



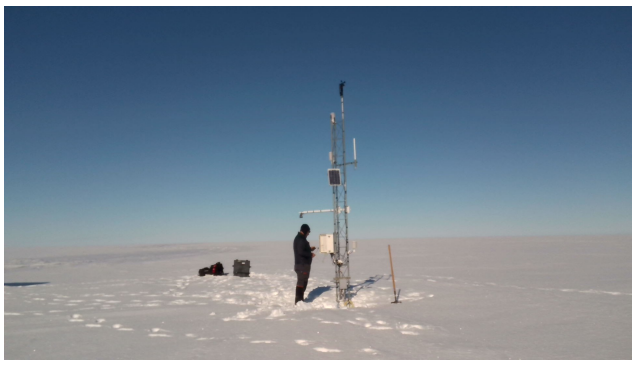
Pointing towards North - After



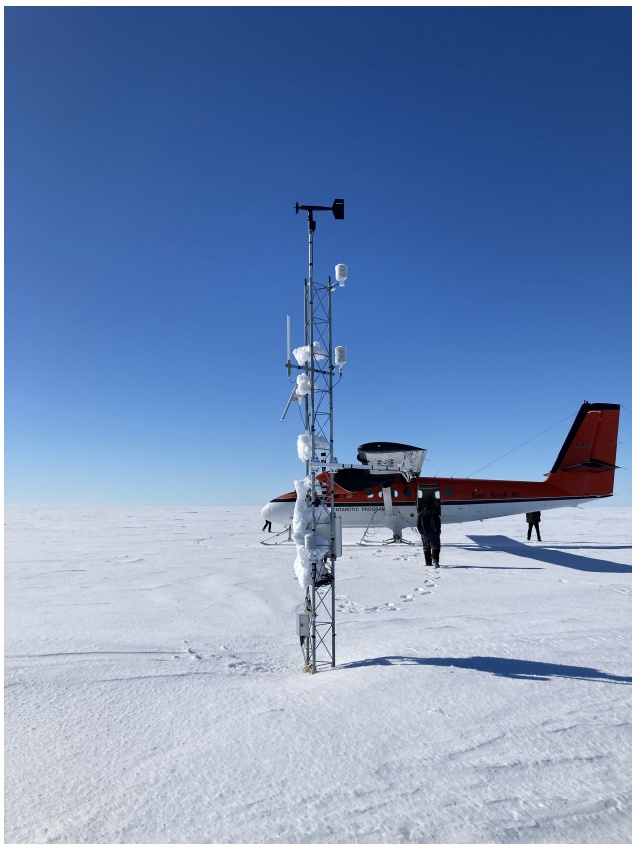
Pointing towards South - Before



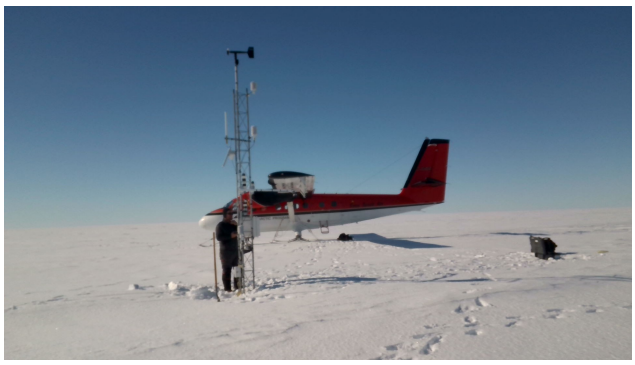
Pointing towards South - After



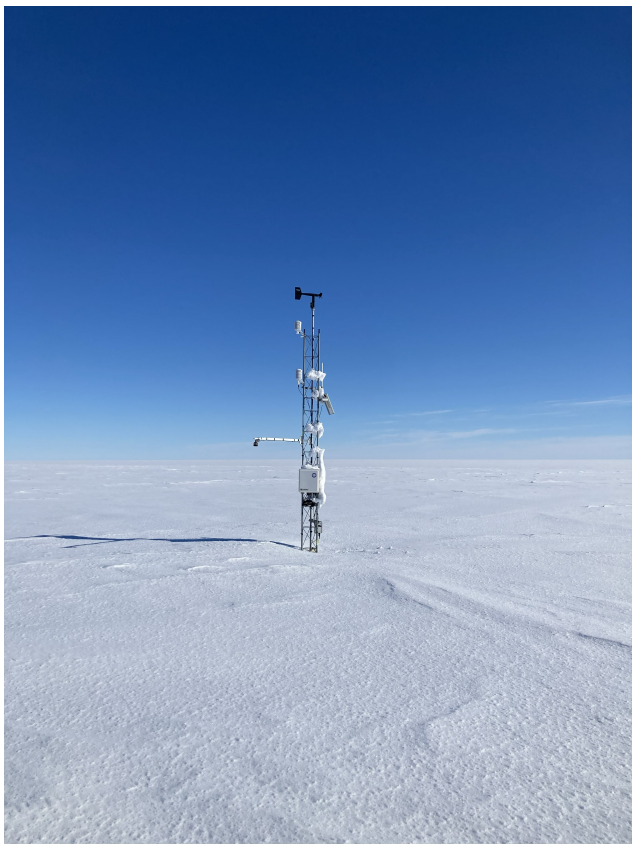
Pointing towards East - Before



Pointing towards East - After



Pointing towards West - Before

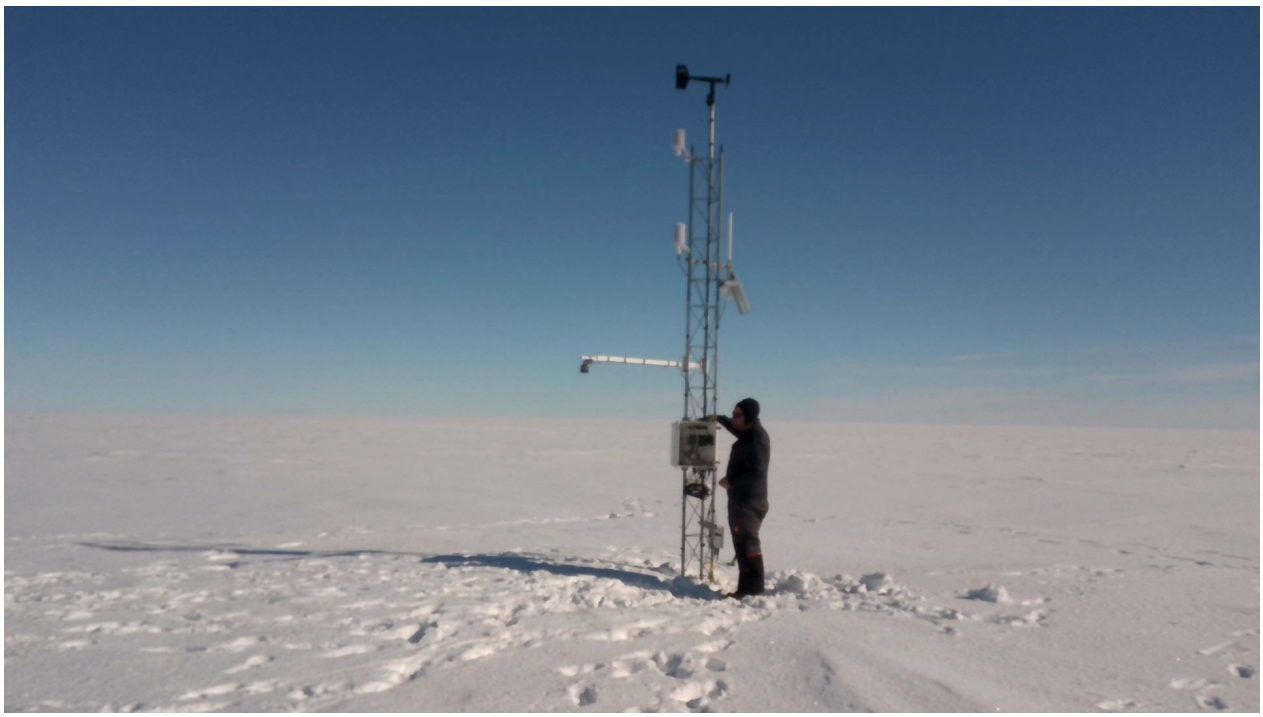


Pointing towards West - After



Extra Pictures

Gill AWS as seen with Lee Welhouse at the electronics enclosure



Manuela AWS

Date Visited: 11/21/2025

Departure Time (from base to AWS): N/A Arrival Time (at AWS): N/A
Departure Time (from AWS to base): N/A Arrival Time (at base): N/A
Location: N/A N/A

Work Crew: ENEA - Italian Program

Purpose for Visit: Manuela stopped transmitting 12 Nov 2025

Transportation Method and Pilot Name(s): N/A

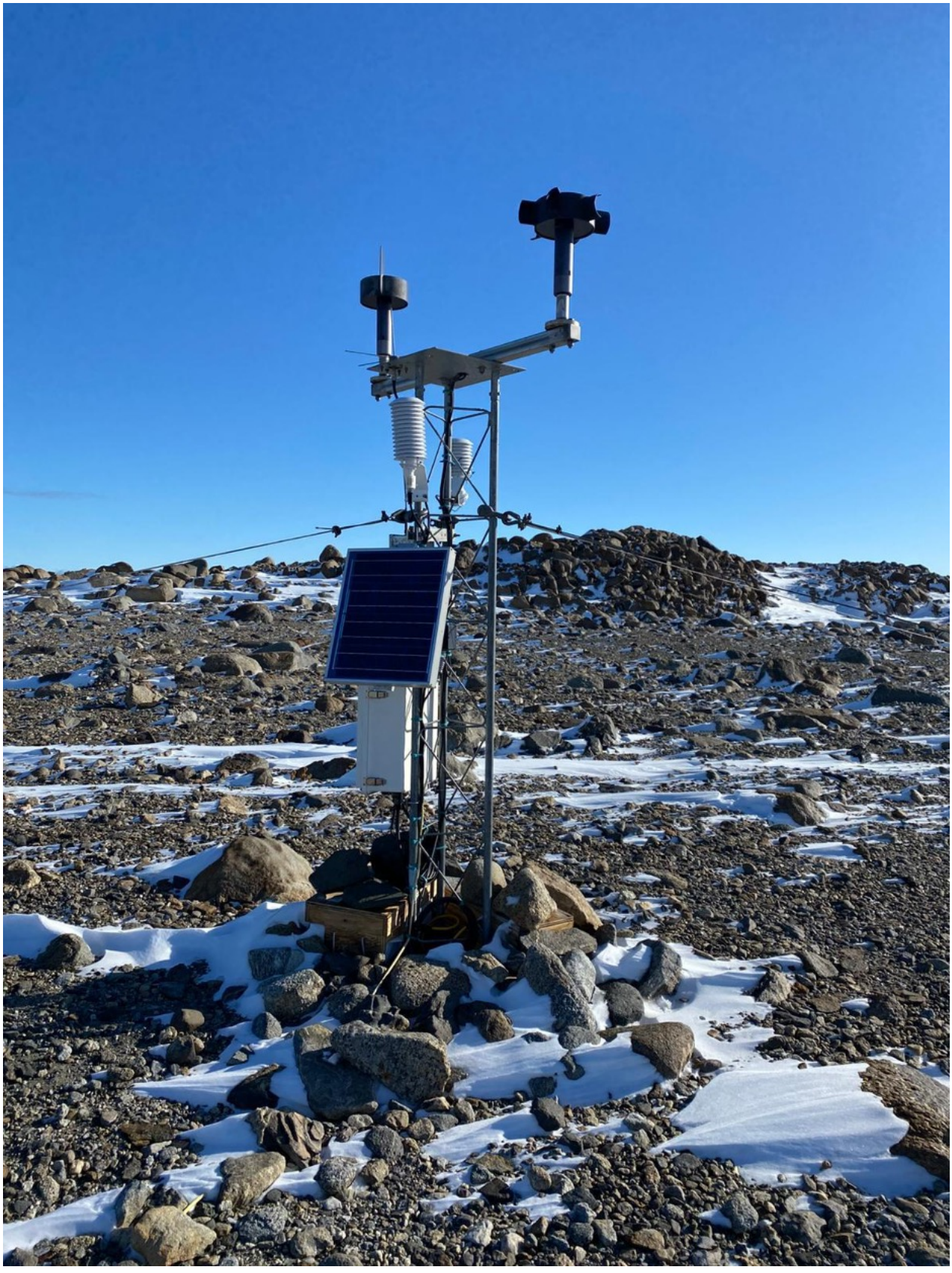
Weather Conditions: N/A

Field Work Notes: Not sure why stopped transmitting. Visit did not show any obvious damage. Lorenzo di Silvestri says that apparently (and from outside) the AWS appears in good health. Photos are courtesy of Lorenzo di Silvestri (ENEA)
Instrumentation Heights (inches):

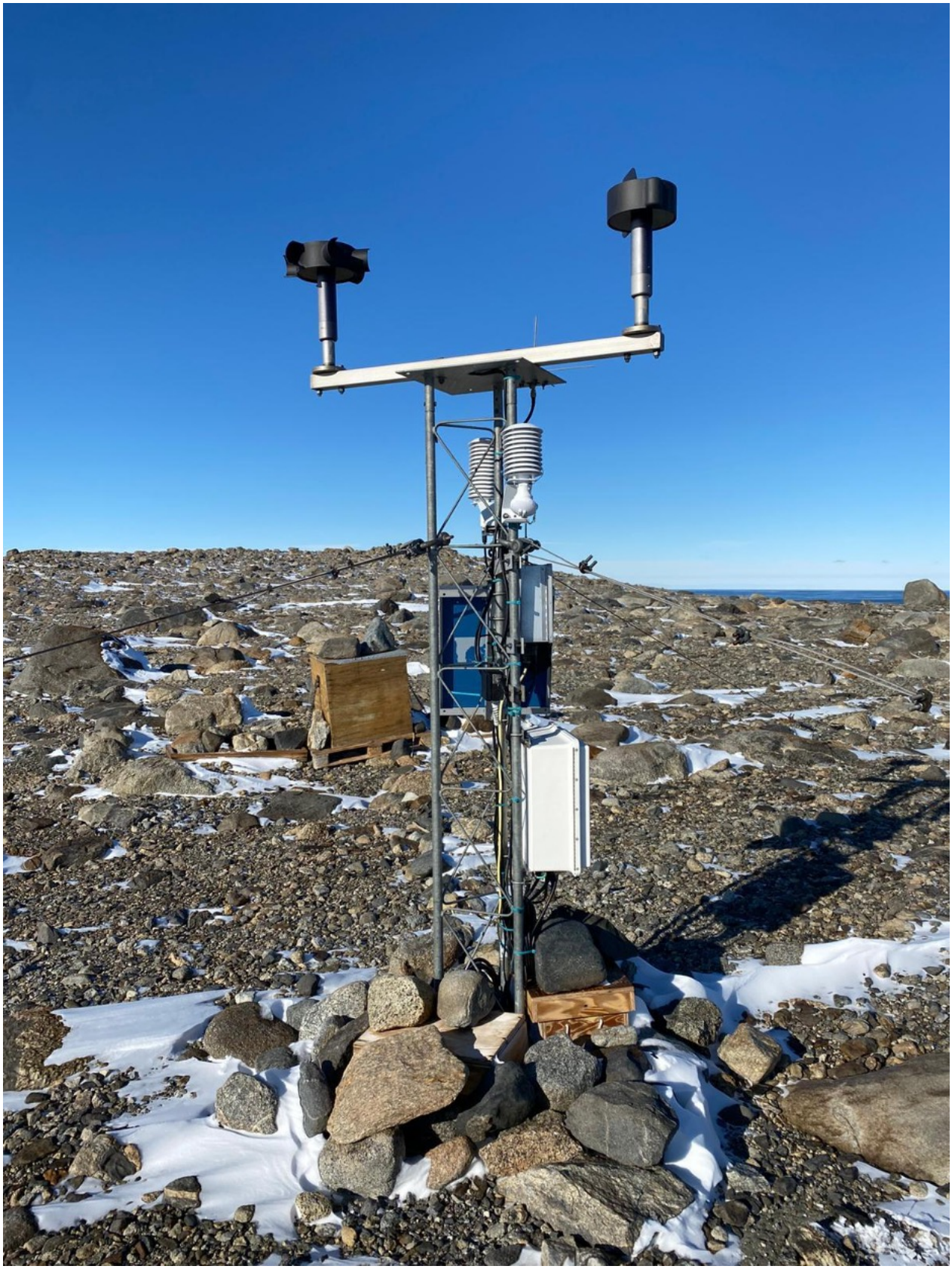
	Before	**After**
Upper Temperature	N/A	N/A
Lower Temperature	N/A	N/A
Pressure	N/A	N/A
Relative Humidity	N/A	N/A
Wind Speed	N/A	N/A
Wind Direction	N/A	N/A
ADG	N/A	N/A
Electronics Enclosure	N/A	N/A

Extra Pictures

Manuela AWS at site visit different view: one.



Manuela AWS at site visit different view: two.



Manuela AWS at site visit different view: three.



Manuela AWS at site visit different view: four.



White Island AWS

Date Visited: 12/01/2025

Departure Time (from base to AWS): 1320 Arrival Time (at AWS): 1332
Departure Time (from AWS to base): 1420 Arrival Time (at base): 1432

Location: N/A N/A

Work Crew: O283 Work Crew: Lee Welhouse and Matthew Lazzara

Purpose for Visit: Fix RH.

Transportation Method and Pilot Name(s): N/A

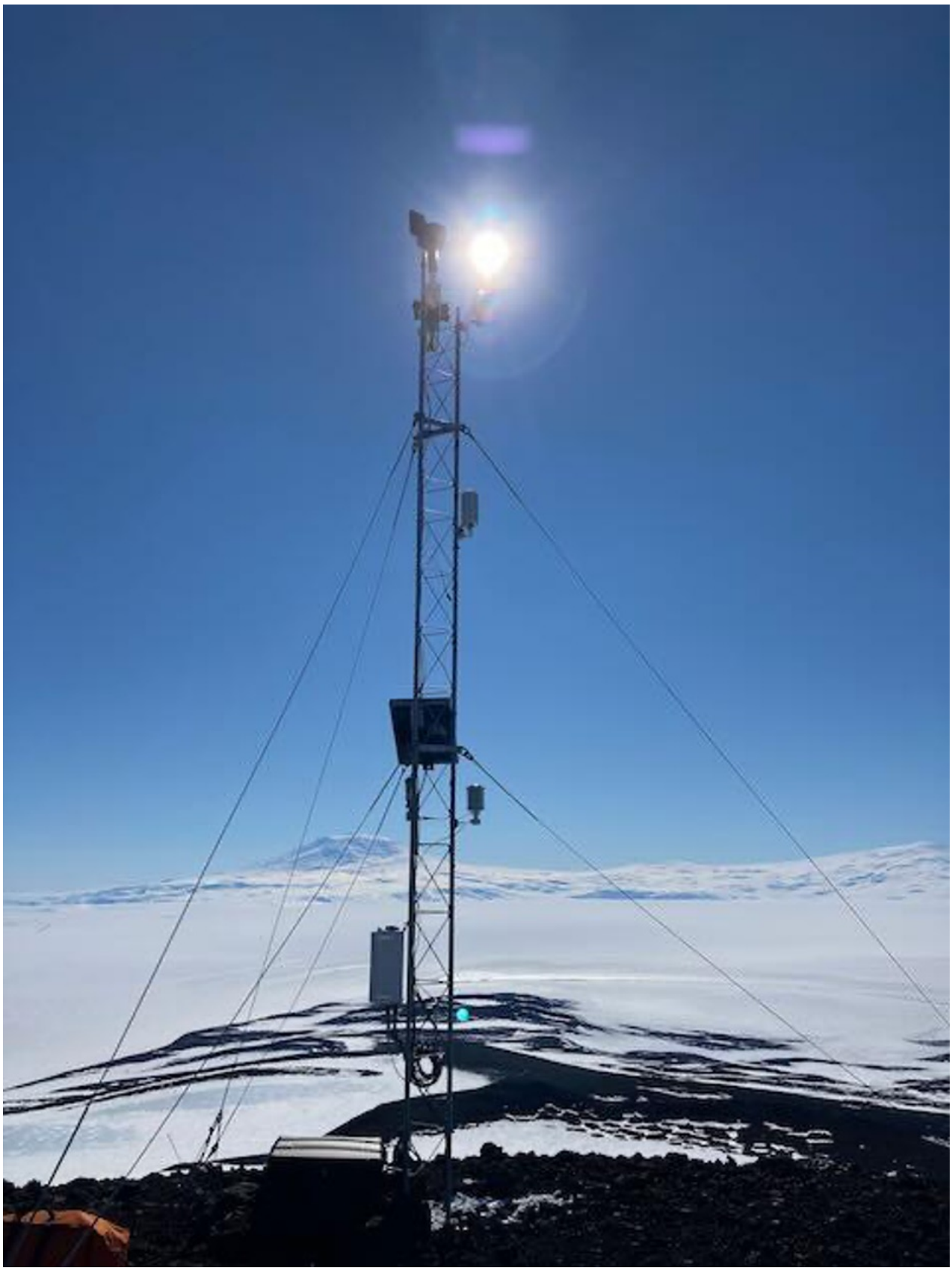
Weather Conditions: RH: 57.85%
Wind 2.8 mph. 81 degrees
Upper temperature: -7.22 C
Lower temperature: -7.18 C
Pressure: 910.07 hPa
Incoming Sunshine - not working
ADG: 2.27 meters

Field Work Notes: We found the RH cable unscrewed! That was the issue there. Added a data card (no card working there, so none removed). MicroSD
Replaced ADG. The incoming solar sensor instrument is not working and needs replacement, and the instruments need e-leveled when doing so.
We found Lee's gloves that got left there from last year.

Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	N/A	N/A
Lower Temperature	N/A	N/A
Pressure	N/A	N/A
Relative Humidity	N/A	N/A
Wind Speed	N/A	N/A
Wind Direction	N/A	N/A
ADG	N/A	N/A
Electronics Enclosure	N/A	N/A

Pointing towards North - Before



Pointing towards South - Before



Pointing towards East - Before



Pointing towards West - Before



Minna Bluff AWS

Date Visited: 12/01/2025

Departure Time (from base to AWS): 1445 Arrival Time (at AWS): 1521
Departure Time (from AWS to base): 1621 Arrival Time (at base): 1645

Location: N/A N/A

Work Crew: O283 Work Crew: Lee Welhouse and Matthew Lazzara

Purpose for Visit: Site Visit.

Transportation Method and Pilot Name(s): N/A

Weather Conditions: No weather taken on site - but a temperature of ~ -7 C, and sensors checked and they were working.

Field Work Notes: Minna was encased in rime ice. Upper temperature sensor was significantly damaged
The wind direction sensor has been completely replaced. The one there no longer has working (not the physical part, but the pin readouts didn't give good values or all the same value)
The I-beam across the top had lost part of the nuts and metal holding the top on. It was all loose. One more storm and it would be blown off. We didn't have a replacement, but used a U-bolt to clamp it in place. We may need a new system here.
Added a data card (no card working there; so none removed) - MicroSD

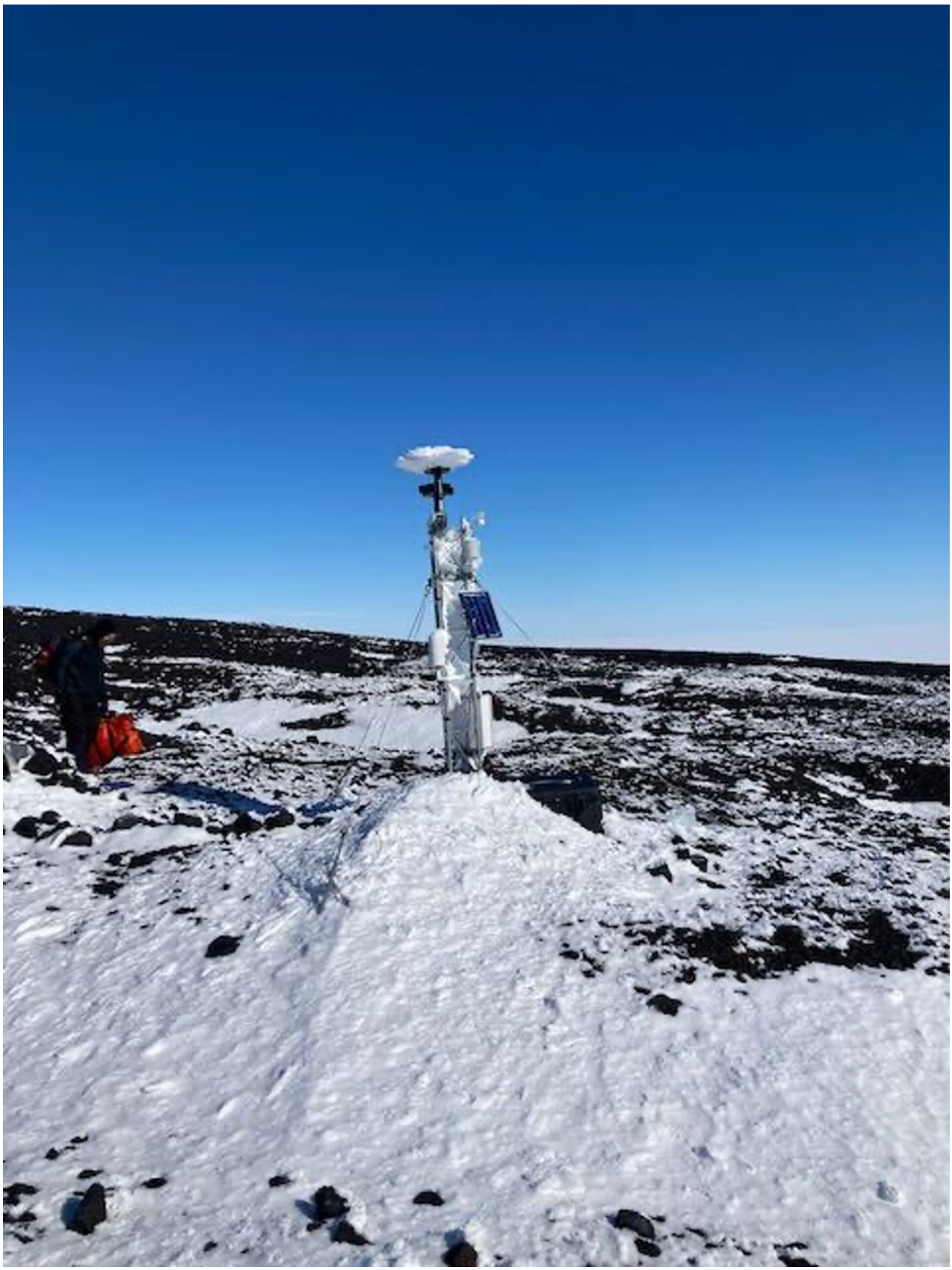
Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	N/A	N/A
Lower Temperature	N/A	N/A
Pressure	N/A	N/A
Relative Humidity	N/A	N/A
Wind Speed	N/A	N/A
Wind Direction	N/A	N/A
ADG	N/A	N/A
Electronics Enclosure	N/A	N/A

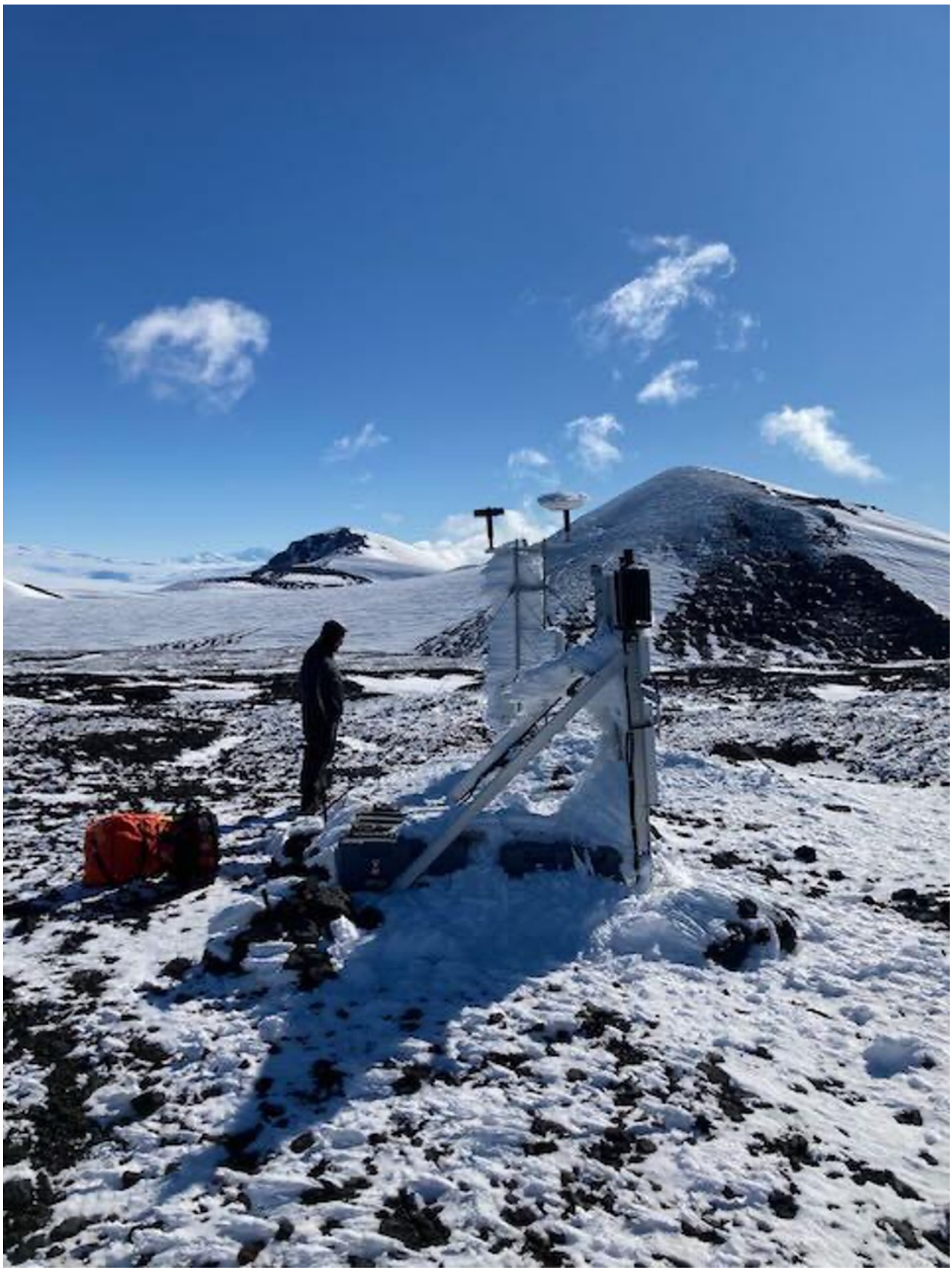
Pointing towards North - Before



Pointing towards South - Before



Pointing towards East - Before



Pointing towards West - Before



Windless Bight AWS

Date Visited: 12/01/2025

Departure Time (from base to AWS): N/A Arrival Time (at AWS): N/A
Departure Time (from AWS to base): N/A Arrival Time (at base): N/A

Location: N/A N/A

Work Crew: Andrew Winkelman (CTBT)

Purpose for Visit: Cargo drop off.

Transportation Method and Pilot Name(s): N/A

Weather Conditions: N/A

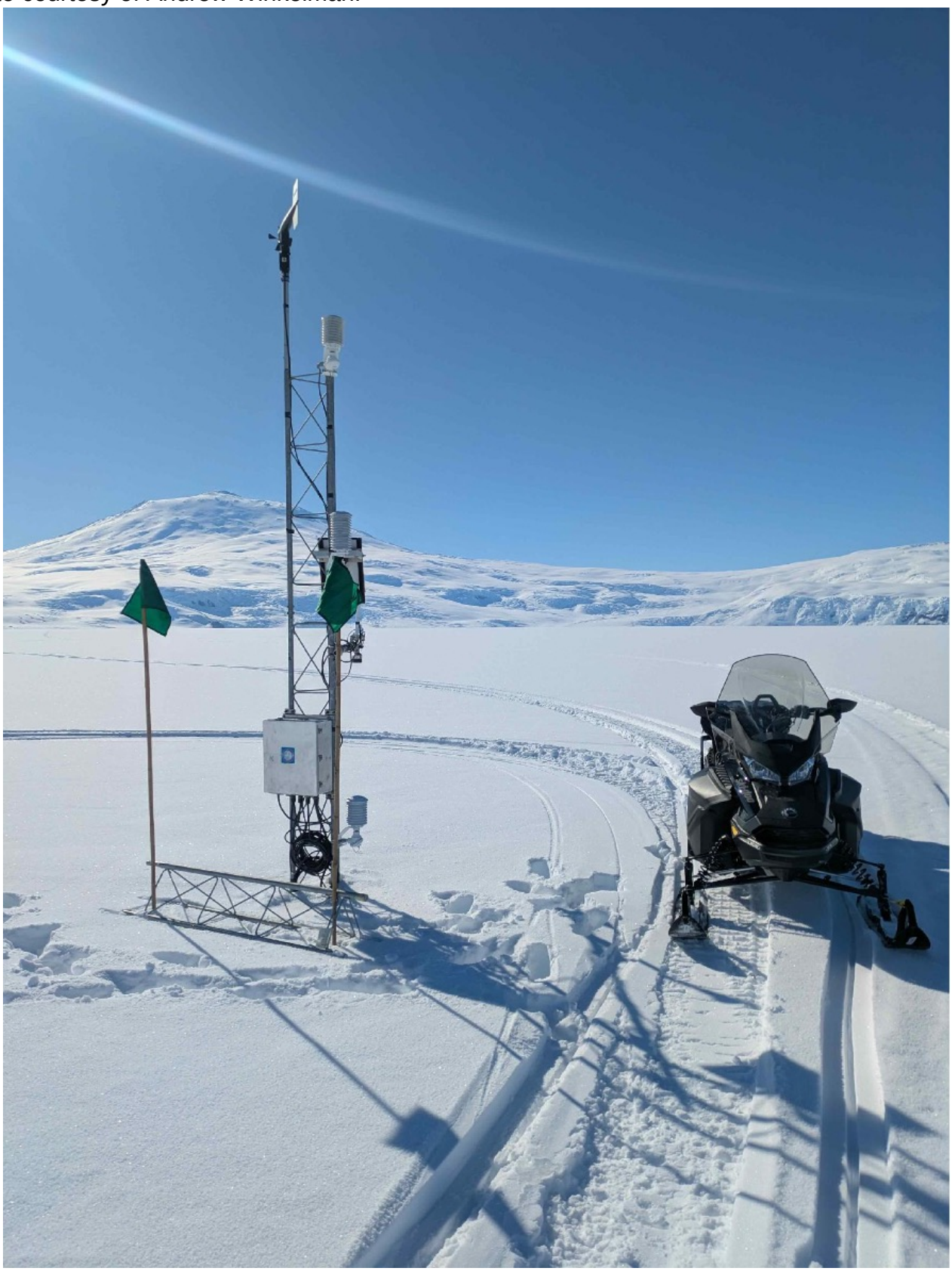
Field Work Notes: Andrew Winkelman (CTBT): he and his group dropped off a tower section at the site

Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	N/A	N/A
Lower Temperature	N/A	N/A
Pressure	N/A	N/A
Relative Humidity	N/A	N/A
Wind Speed	N/A	N/A
Wind Direction	N/A	N/A
ADG	N/A	N/A
Electronics Enclosure	N/A	N/A

Extra Pictures

Photo courtesy of Andrew Winkelman.



Manuela AWS

Date Visited: 12/05/2025

Departure Time (from base to AWS): N/A Arrival Time (at AWS): N/A
Departure Time (from AWS to base): N/A Arrival Time (at base): N/A

Location: N/A N/A

Work Crew: Italian ENEA team

Purpose for Visit: Revisit station for transmission issues.

Transportation Method and Pilot Name(s): N/A

Weather Conditions: N/A

Field Work Notes: December 5, Lorenzo De Silvestri visited Manuela again, to do what you suggested. He checked the power cable and did a sort of "power reset"; Lorenzo supposes that now Manuela is up and running, but need to check.
Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	N/A	N/A
Lower Temperature	N/A	N/A
Pressure	N/A	N/A
Relative Humidity	N/A	N/A
Wind Speed	N/A	N/A
Wind Direction	N/A	N/A
ADG	N/A	N/A
Solar Radiation	N/A	N/A
Electronics Enclosure	N/A	N/A

Elijah Tall Tower AWS

Date Visited: 12/07/2025

Departure Time (from base to AWS): N/A Arrival Time (at AWS): 1000
Departure Time (from AWS to base): 1100 Arrival Time (at base): N/A

Location: N/A N/A

Work Crew: O-283: Matthew Lazzara and Lee Welhouse. ASC Riggers: Will and Laura

Purpose for Visit: RH sensor replacement and site visit.

Transportation Method and Pilot Name(s): N/A

Weather Conditions: N/A

Field Work Notes: Top/Upper RH sensor replaced. No height measurements.
Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	N/A	N/A
Lower Temperature	N/A	N/A
Pressure	N/A	N/A
Relative Humidity	N/A	N/A
Wind Speed	N/A	N/A
Wind Direction	N/A	N/A
ADG	N/A	N/A
Electronics Enclosure	N/A	N/A

Pointing towards North - Before



Pointing towards South - Before



Pointing towards East - Before



Pointing towards West - Before



Extra Pictures

Rigger Laura ascending.



Willie Field AWS

Date Visited: 12/07/2025

Departure Time (from base to AWS): N/A Arrival Time (at AWS): 1030
Departure Time (from AWS to base): N/A Arrival Time (at base): N/A
Location: N/A N/A

Work Crew: O-283: Matthew Lazzara and Lee Welhouse.

Purpose for Visit: Replace upper temperature sensor. Remove all temperature sensors and electronics enclosure.

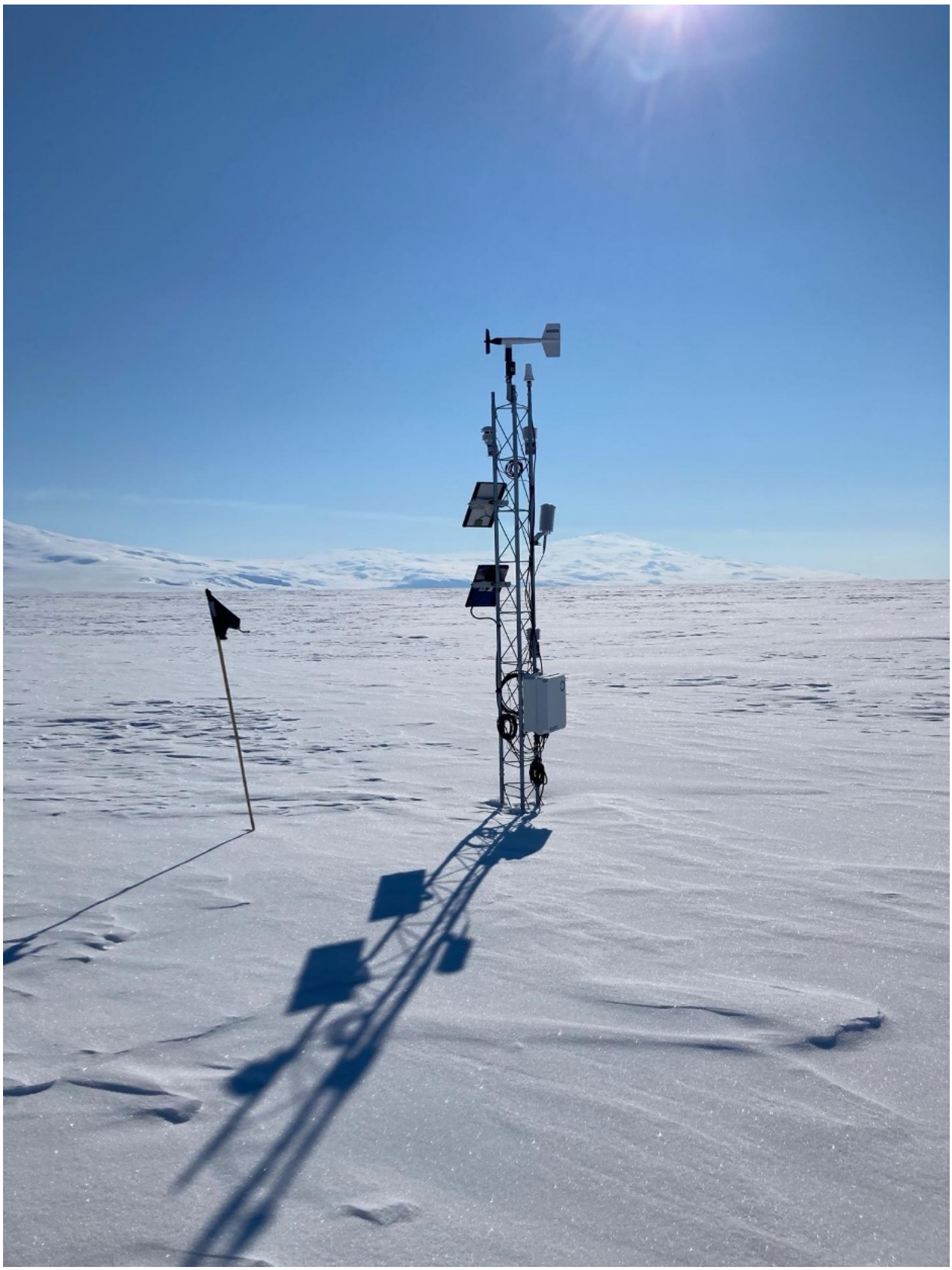
Transportation Method and Pilot Name(s): N/A

Weather Conditions: N/A

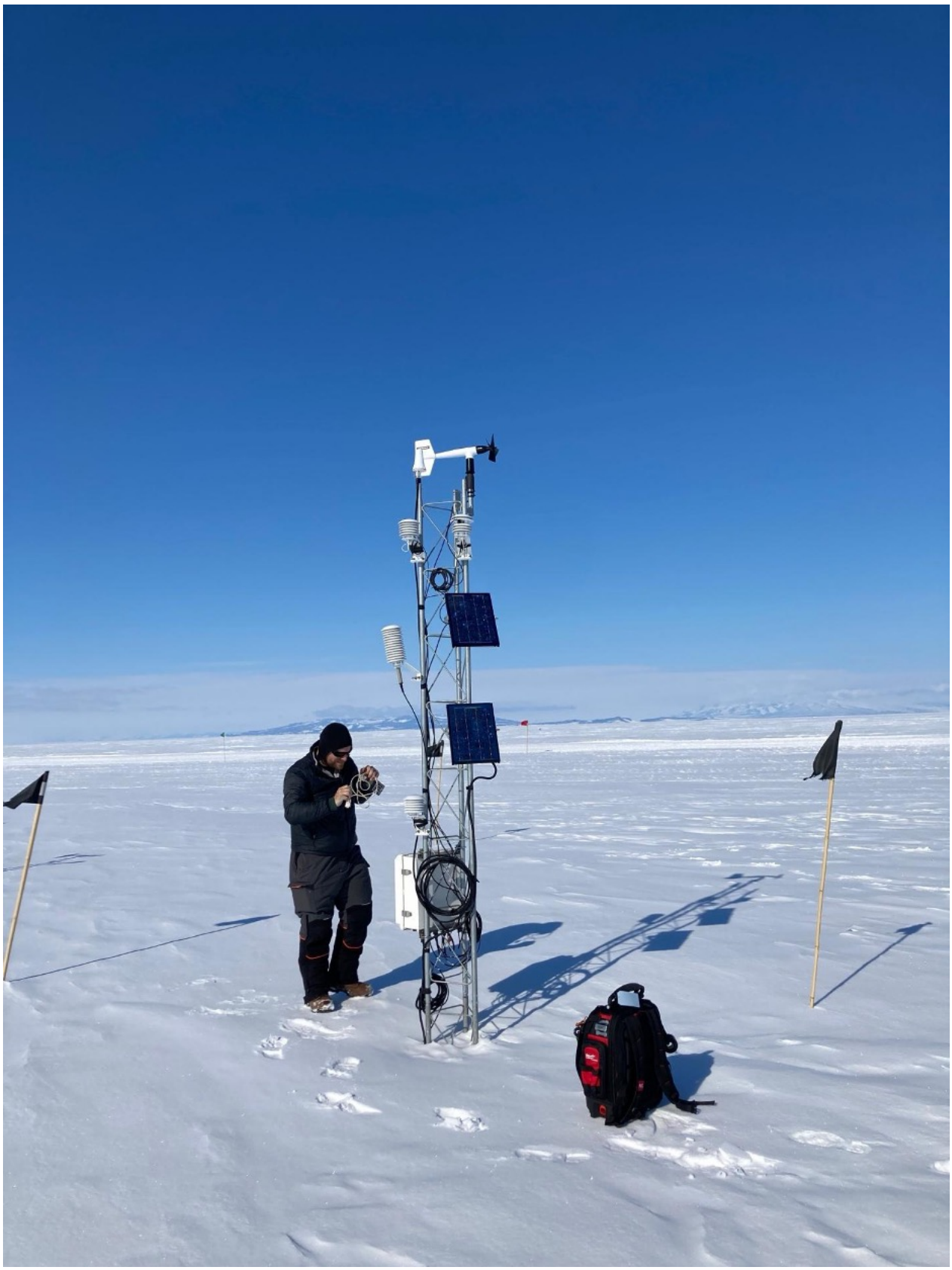
Field Work Notes: Upper temperature sensor iteslef failed (thermistor itself). One of the two that just broke that we have ever had. One upper temperature sensor failed due to cable inside the plug it has been over crimped (and this is a guess only). Doing a solder connection would be better. This is the first failure in the field (Lee caught the rest before deployment and only a couple at best). All temperature sensors and electronics enclosure all removed for repair in Crary Lab at McMurdo. No height measurements.
Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	N/A	N/A
Lower Temperature	N/A	N/A
Pressure	N/A	N/A
Relative Humidity	N/A	N/A
Wind Speed	N/A	N/A
Wind Direction	N/A	N/A
ADG	N/A	N/A
Electronics Enclosure	N/A	N/A

Pointing towards North - Before



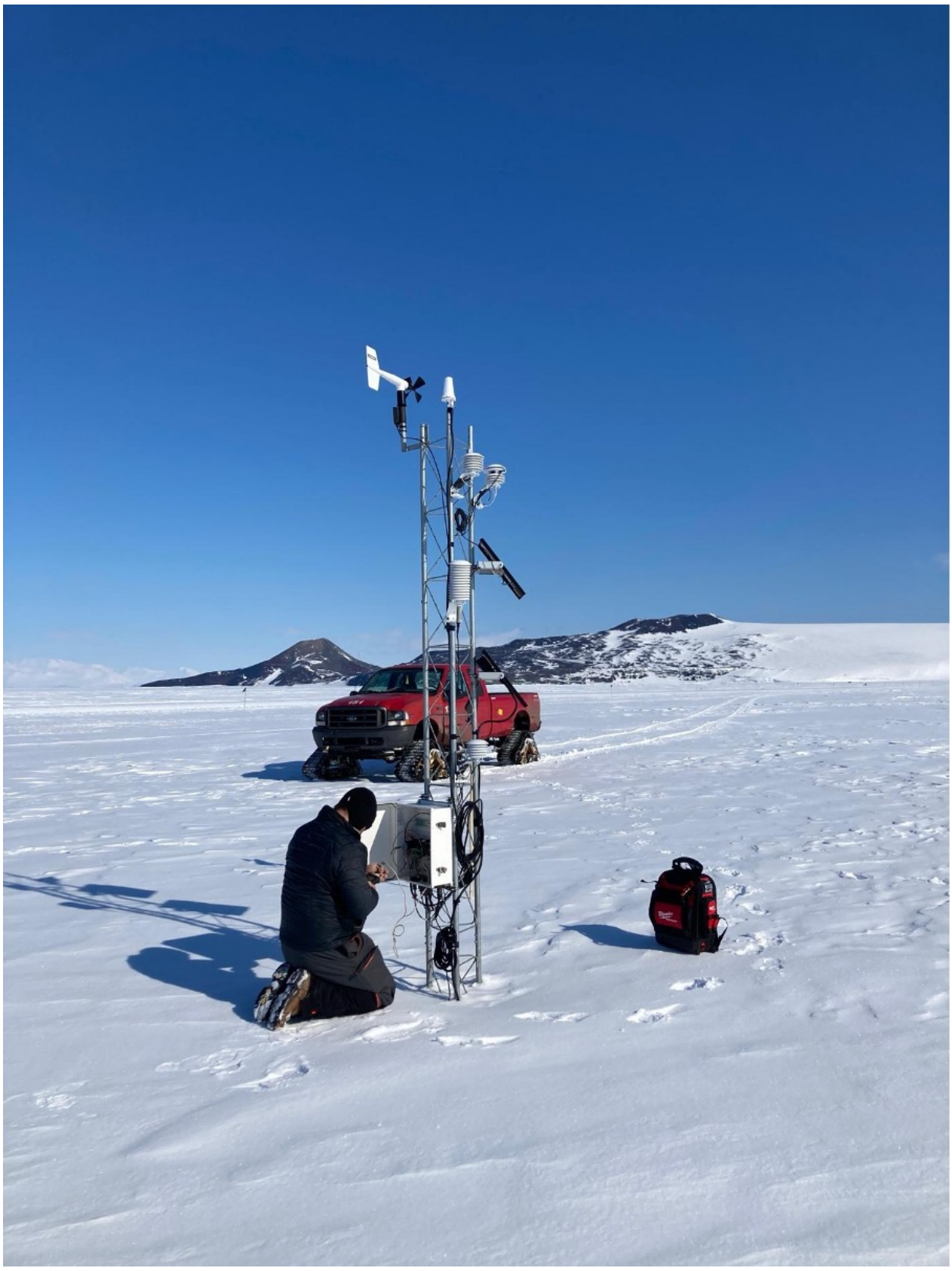
Pointing towards South - Before



Pointing towards East - Before



Pointing towards West - Before



Sarah M-AWS AWS

Date Visited: 12/07/2025

Departure Time (from base to AWS): N/A Arrival Time (at AWS): 1030
Departure Time (from AWS to base): 1100 Arrival Time (at base): N/A

Location: N/A N/A

Work Crew: O-283: Matthew Lazzara and Lee Welhouse.

Purpose for Visit: Site visit

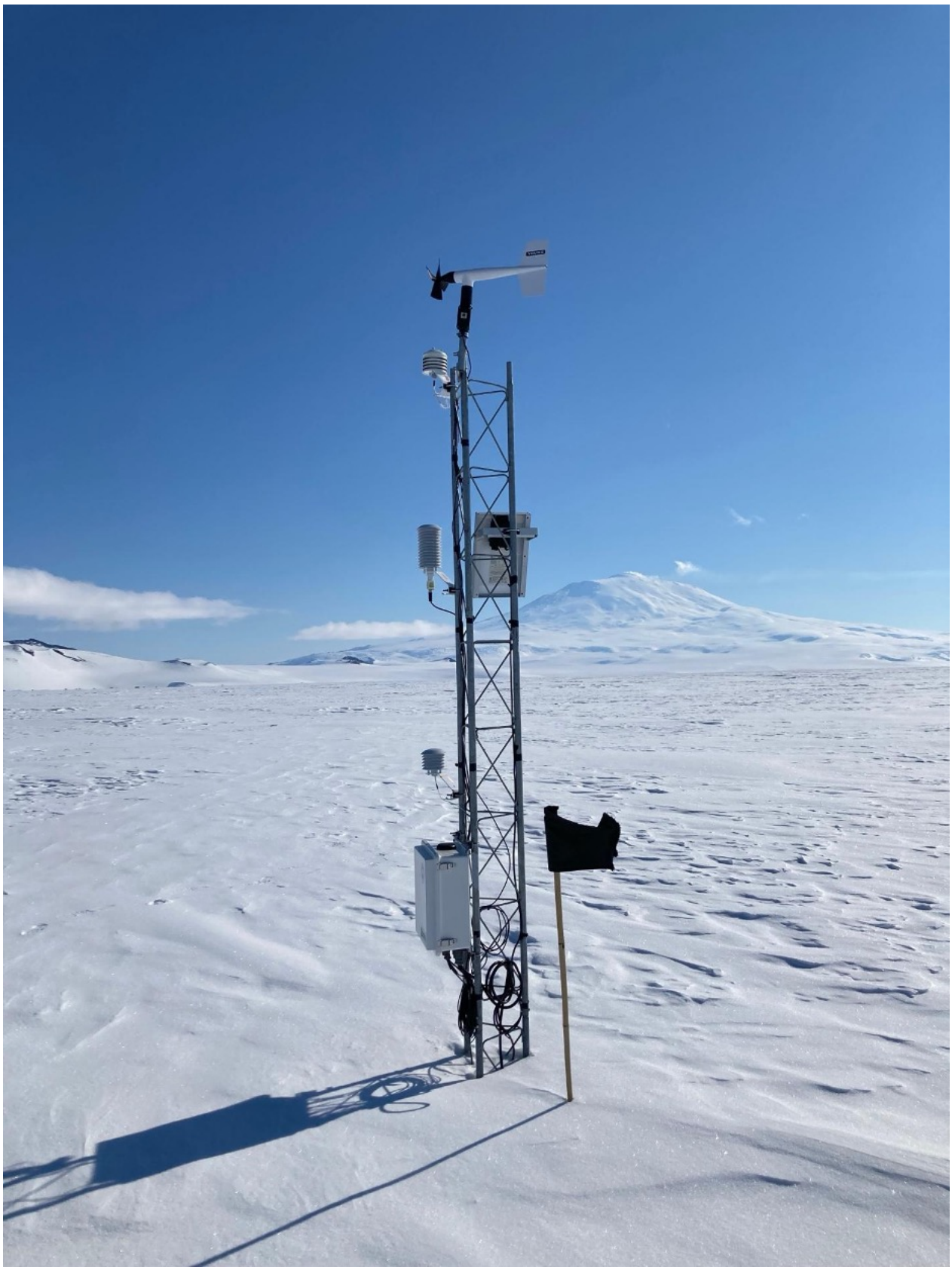
Transportation Method and Pilot Name(s): N/A

Weather Conditions: N/A

Field Work Notes: Only photos taken and the wind sensor mount is noticeably tilted and will need to be remounted on next visit. No height measurements.
Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	N/A	N/A
Lower Temperature	N/A	N/A
Pressure	N/A	N/A
Relative Humidity	N/A	N/A
Wind Speed	N/A	N/A
Wind Direction	N/A	N/A
ADG	N/A	N/A
Electronics Enclosure	N/A	N/A

Pointing towards North - Before



Pointing towards South - Before



Pointing towards East - Before

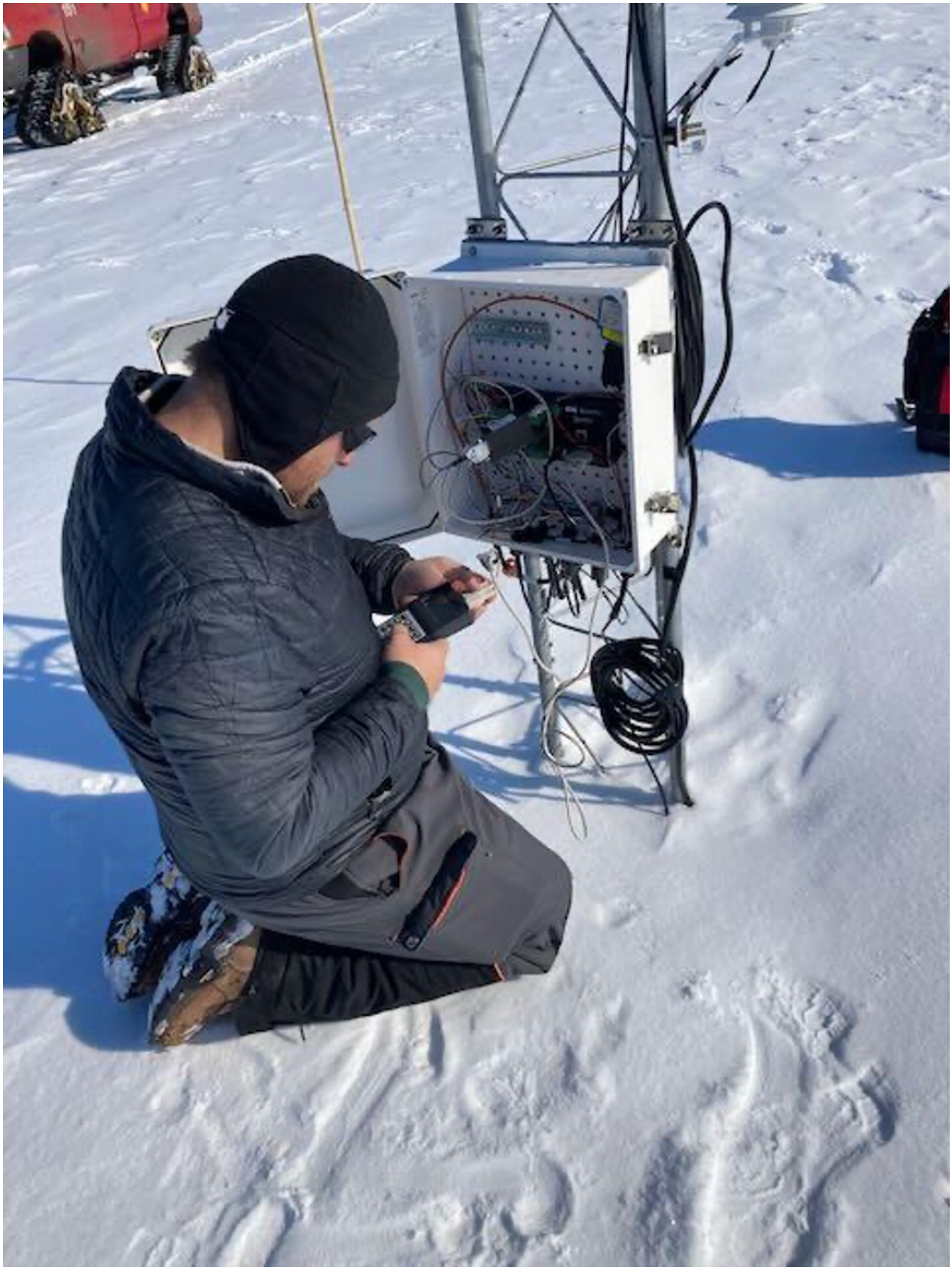


Pointing towards West - Before



Extra Pictures

Lee in action.



Wind tilting issue.



D-10 AWS

Date Visited: 12/07/2025

Departure Time (from base to AWS): N/A Arrival Time (at AWS): N/A
Departure Time (from AWS to base): N/A Arrival Time (at base): N/A

Location: N/A N/A

Work Crew: IPEV Visit

Purpose for Visit: Not sure exactly what work was done. Dig out sledge to raise station?

Transportation Method and Pilot Name(s): N/A

Weather Conditions: N/A

Field Work Notes: N/A

Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	N/A	N/A
Lower Temperature	N/A	N/A
Pressure	N/A	N/A
Relative Humidity	N/A	N/A
Wind Speed	N/A	N/A
Wind Direction	N/A	N/A
ADG	N/A	N/A
Electronics Enclosure	N/A	N/A

Windless Bight AWS

Date Visited: 12/09/2025

Departure Time (from base to AWS): 0854 Arrival Time (at AWS): 0912
Departure Time (from AWS to base): 1318 Arrival Time (at base): 1330

Location: N/A N/A

Work Crew: O-283-M Field Team: Matthew Lazzara, Lee Welhouse

Visitors: CTBT Team: Andrew, Matt, and Kestal

Purpose for Visit: Installation of new CR1000X System.

Transportation Method and Pilot Name(s): 804 Helo (A-Star). Pilot: Nick

Weather Conditions: N/A

Field Work Notes: Five (5) foot section added. All instruments and batteries raised. Batteries left on the surface. Failure of the system due to low batteries - only at 3 volts. Batteries are old (~10 years or more). ADG is broken, failed. No data card in the system, no data card left in the system
GPS: Lee has waypoint (I think) for GPS

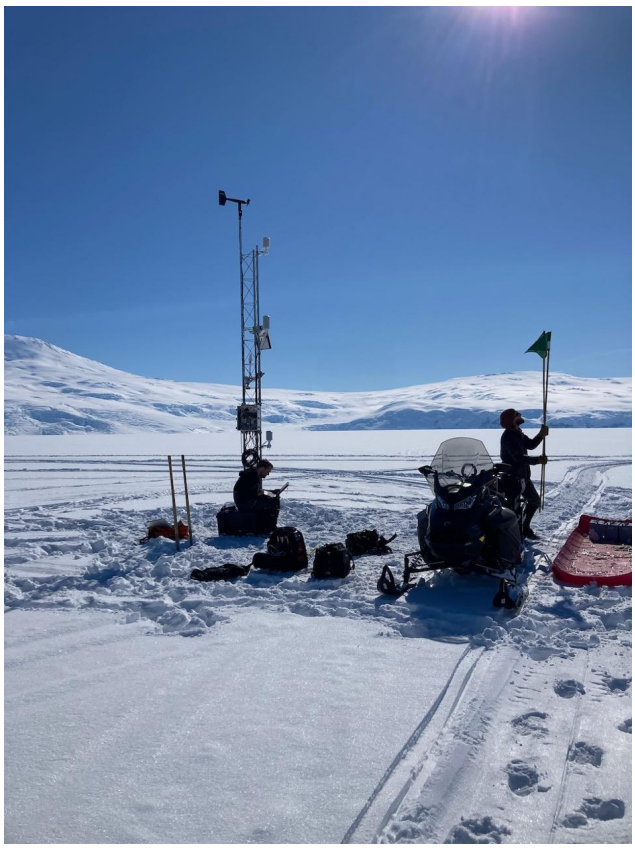
Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	N/A	179
Lower Temperature	12	N/A
Pressure	26	N/A
Relative Humidity	74	126
Wind Speed	124.5	210
Wind Direction	124.5	210
ADG	49	97
Solar Radiation	57	N/A
Electronics Enclosure	26	N/A

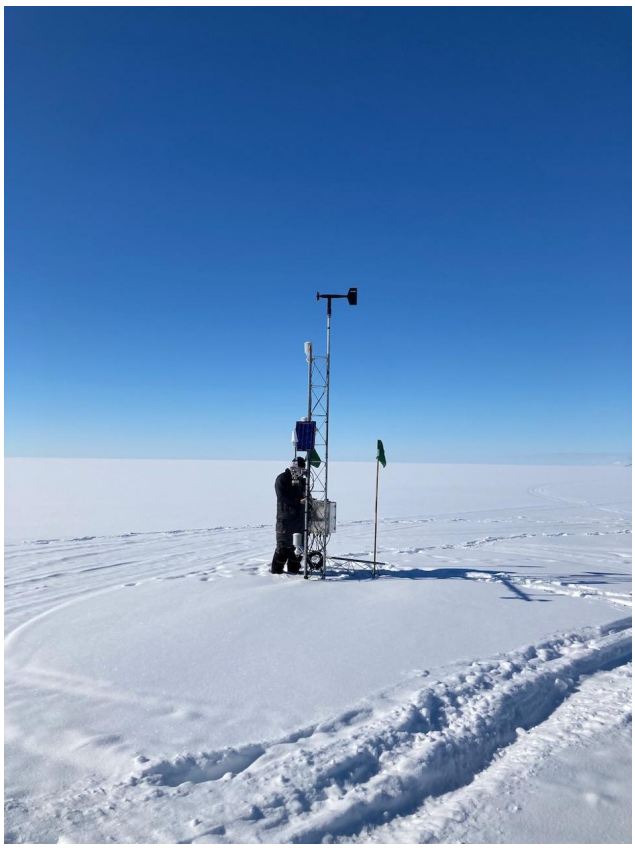
Pointing towards North - Before



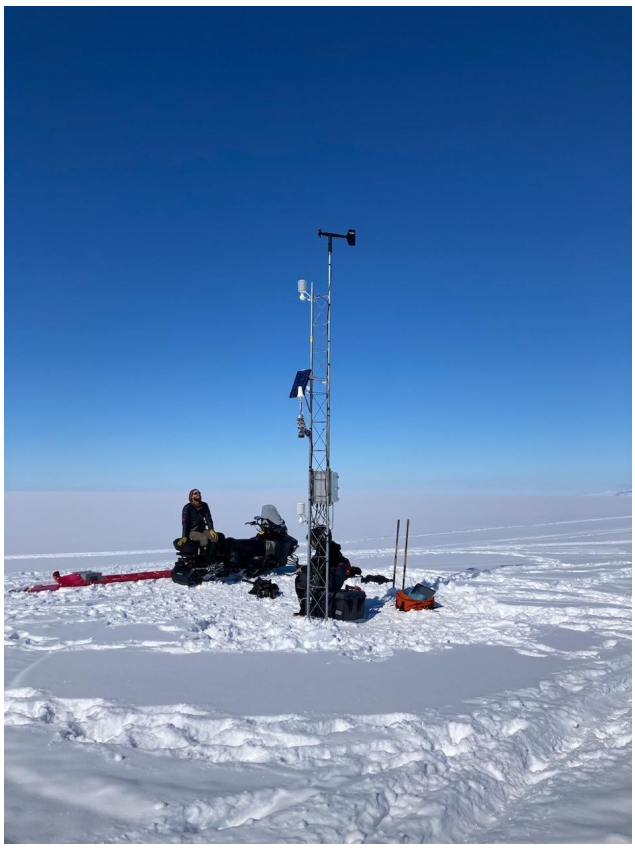
Pointing towards North - After



Pointing towards South - Before



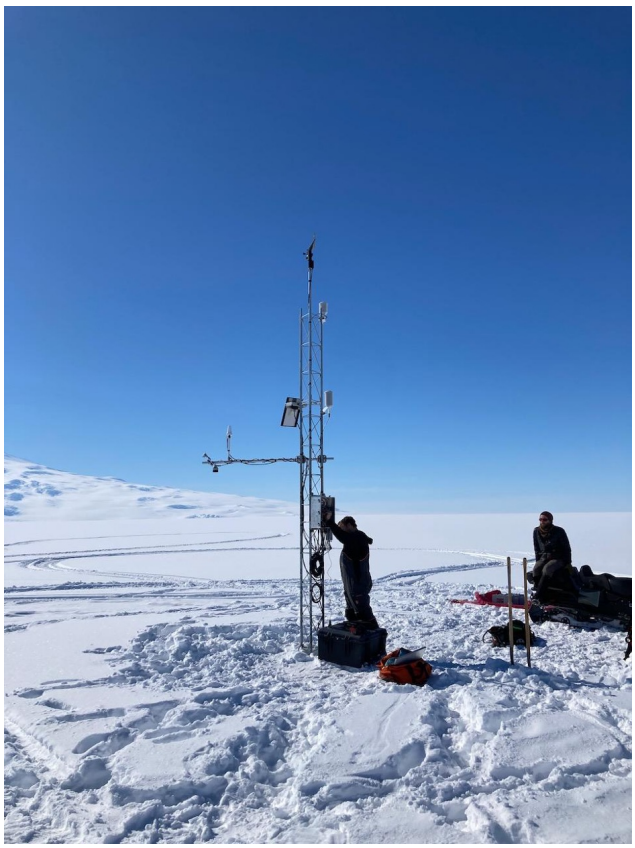
Pointing towards South - After



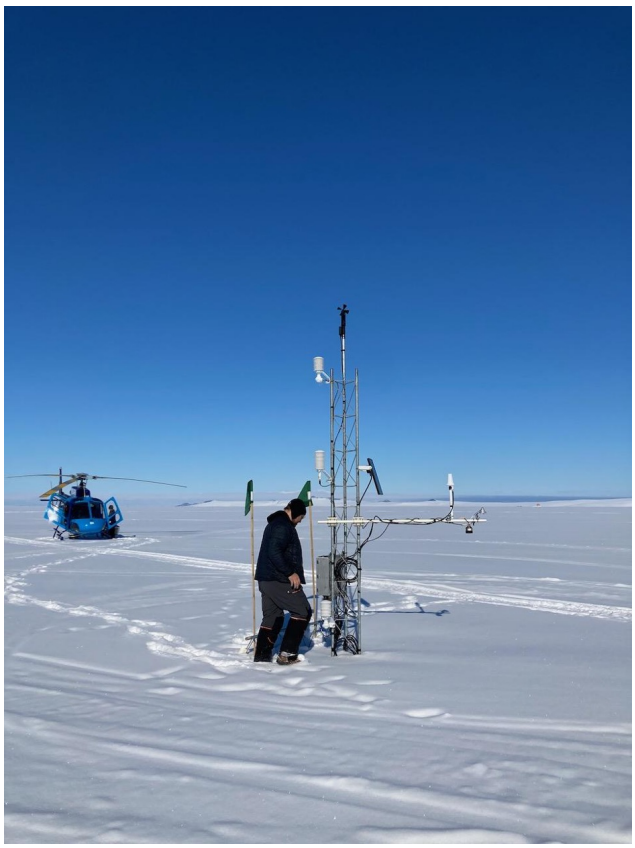
Pointing towards East - Before



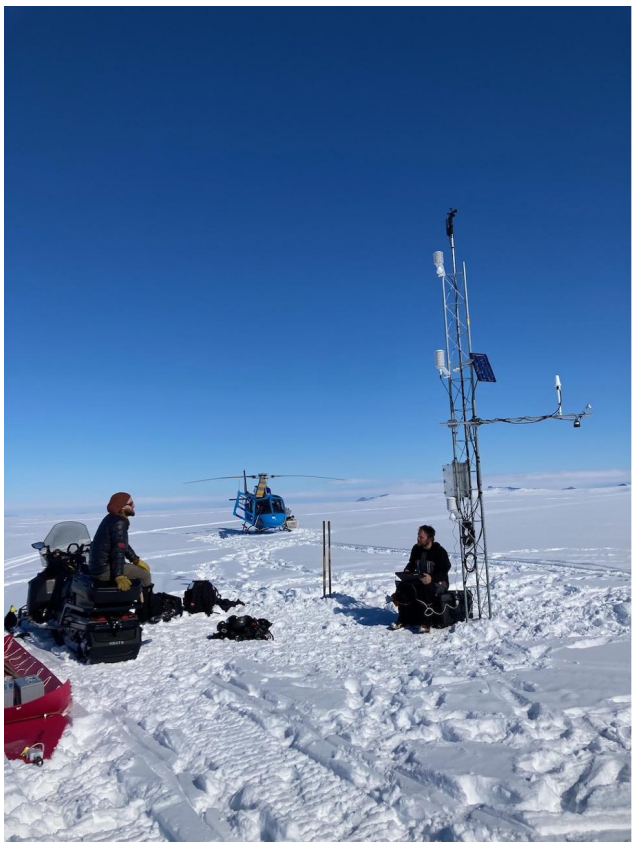
Pointing towards East - After



Pointing towards West - Before



Pointing towards West - After



Windless Bight AWS

Date Visited: 12/11/2025

Departure Time (from base to AWS): N/A Arrival Time (at AWS): N/A
Departure Time (from AWS to base): N/A Arrival Time (at base): N/A
Location: N/A N/A

Work Crew: Andrew Winkelman (CTBT)

Purpose for Visit: Replace RH sensor

Transportation Method and Pilot Name(s): N/A

Weather Conditions: N/A

Field Work Notes: Andrew Winkelman (CTBT) removed RH sensor for us (it was dysfunctional).
Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	N/A	N/A
Lower Temperature	N/A	N/A
Pressure	N/A	N/A
Relative Humidity	N/A	N/A
Wind Speed	N/A	N/A
Wind Direction	N/A	N/A
ADG	N/A	N/A
Electronics Enclosure	N/A	N/A

Extra Pictures

RH sensor that was removed



RH sensor that was removed



Windless Bight AWS after RH sensor was removed.



Marble Point II AWS

Date Visited: 12/13/2025

Departure Time (from base to AWS): 1012 Arrival Time (at AWS): 1050
Departure Time (from AWS to base): 1135 Arrival Time (at base): 1615

Location: -77.439 163.754

Work Crew: O-283-M Field Team: Matthew Lazzara, Lee Welhouse, and Forbes Filip

Purpose for Visit: Station Visit.

Transportation Method and Pilot Name(s): 804 Helo (A-Star). Pilot: Nick

Weather Conditions: Low clouds and flat light prevented safe flight back to McMurdo, causing the helicopter pilot to put down on the sea ice once at 12:05 pm, 10NM from station and once at 12:50 pm, 4NM from station before weather improved for safe flight to McMurdo.

Field Work Notes: Noted that nuts and bolts need to be replaced at next visit. ADG has some corrosion, yet still functional (need to consider viability of ADG at site). No new measurements taken, rock floor site.

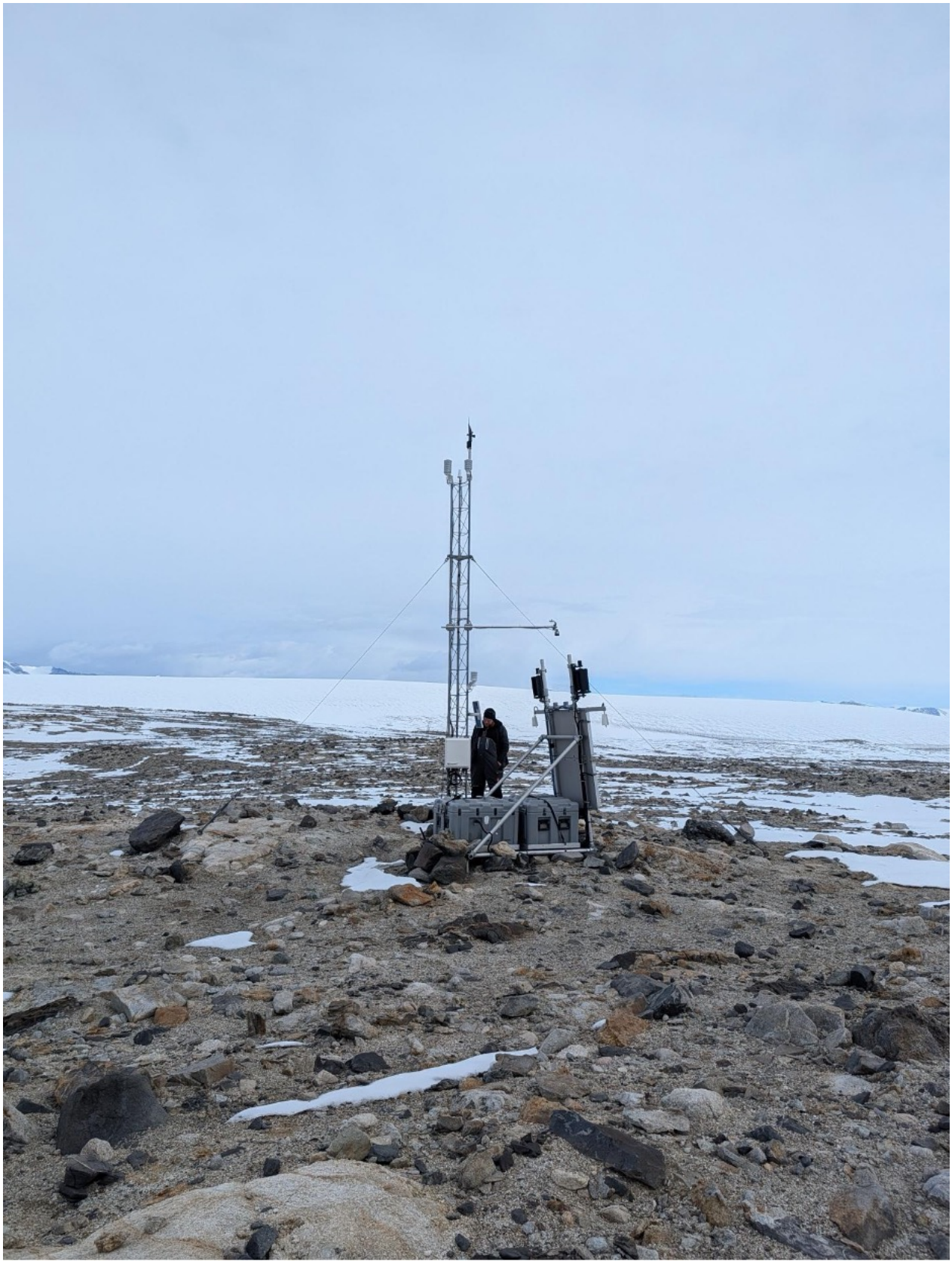
Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	N/A	N/A
Lower Temperature	N/A	N/A
Pressure	N/A	N/A
Relative Humidity	N/A	N/A
Wind Speed	N/A	N/A
Wind Direction	N/A	N/A
ADG	N/A	N/A
Electronics Enclosure	N/A	N/A

Pointing towards North - Before



Pointing towards South - Before



Pointing towards East - Before



Pointing towards West - Before



Marble Point AWS

Date Visited: 12/13/2025

Departure Time (from base to AWS): 1012 Arrival Time (at AWS): 1050
Departure Time (from AWS to base): 1135 Arrival Time (at base): 1615

Location: -77.439 163.754

Work Crew: O-283-M Field Team: Matthew Lazzara, Lee Welhouse, and Forbes Filip

Purpose for Visit: Station Visit.

Transportation Method and Pilot Name(s): 804 Helo (A-Star). Pilot: Nick

Weather Conditions: Low clouds and flat light prevented safe flight back to McMurdo, causing the helicopter pilot to put down on the sea ice once at 12:05 pm, 10NM from station and once at 12:50 pm, 4NM from station before weather improved for safe flight to McMurdo.

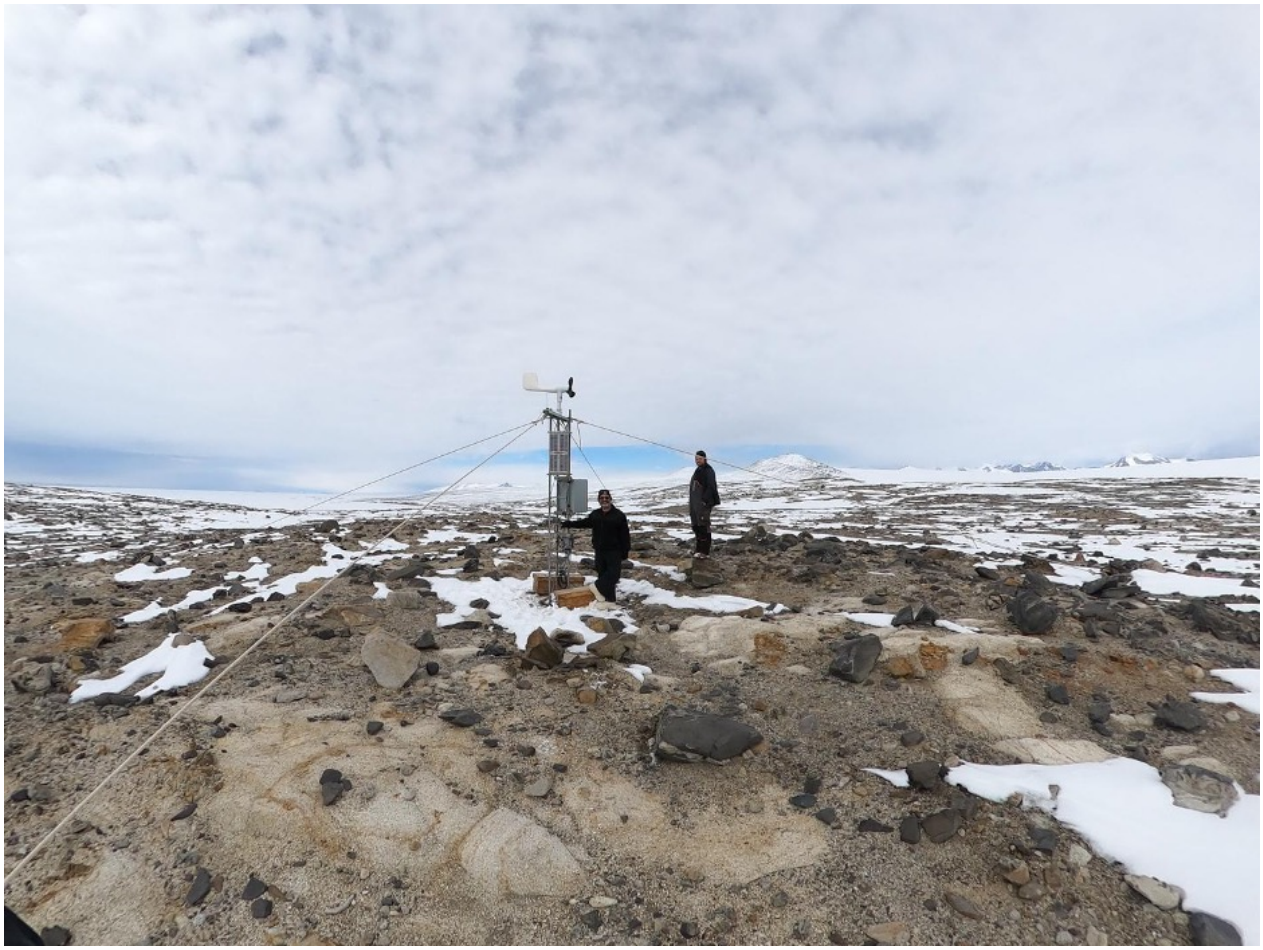
Field Work Notes: Noted rust. Taped loose cables. Inspected guy wires, they are nominal. No new measurements taken, rock floor site.
Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	N/A	N/A
Lower Temperature	N/A	N/A
Pressure	N/A	N/A
Relative Humidity	N/A	N/A
Wind Speed	N/A	N/A
Wind Direction	N/A	N/A
ADG	N/A	N/A
Electronics Enclosure	N/A	N/A

Pointing towards North - Before



Pointing towards South - Before



D-47 AWS

Date Visited: 12/31/2025

Departure Time (from base to AWS): N/A Arrival Time (at AWS): N/A
Departure Time (from AWS to base): N/A Arrival Time (at base): N/A

Location: N/A N/A

Work Crew: IPEV Field Team

Purpose for Visit: Site visit

Transportation Method and Pilot Name(s): N/A

Weather Conditions: N/A

Field Work Notes: According to Coline Marciau (IPEV), IPEV field team visited D-47 on 31 Dec 2025. They replaced the RM Young wind monitor. Interestingly, wind obs returned on 28 Dec 2025.
Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	N/A	N/A
Lower Temperature	N/A	N/A
Pressure	N/A	N/A
Relative Humidity	N/A	N/A
Wind Speed	N/A	N/A
Wind Direction	N/A	N/A
ADG	N/A	N/A
Electronics Enclosure	N/A	N/A

Dome Fuji AWS

Date Visited: 01/06/2026

Departure Time (from base to AWS): N/A Arrival Time (at AWS): N/A
Departure Time (from AWS to base): N/A Arrival Time (at base): N/A

Location: -77.30966 39.67235

Work Crew: JARE Field Team

Purpose for Visit: Replace Dome Fuji station with CR1000x datalogger

Transportation Method and Pilot Name(s): N/A

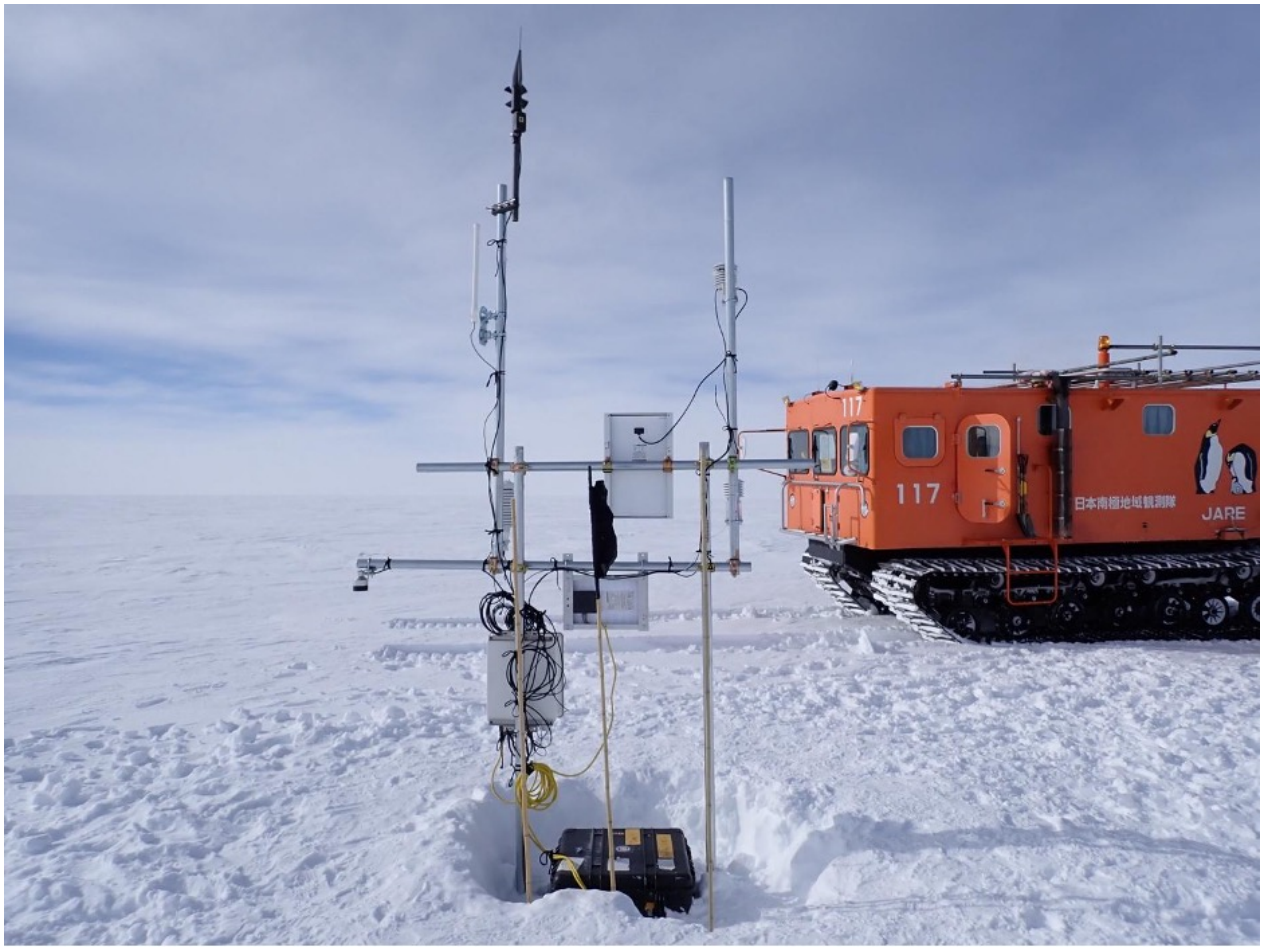
Weather Conditions: N/A

Field Work Notes: - New Dome Fuji AWS installed on 2026-01-06 at 13:27 UTC
 - CR1000x datalogger, programs: DomeFuji.CR1X and Domefujiheader.CR1X
 - Paroscientific pressure gauge SN 152406
 - Using same elevation as old FUJ. (According to REMA from PGC at rema.apps.pgc.umn.edu, new FUJ elevation: 3800.15 m based on ellipsoidal height.)
 - Wind monitor is misaligned. -30 degrees offset needs to be applied. See FUJ 01/11/2026 notes.

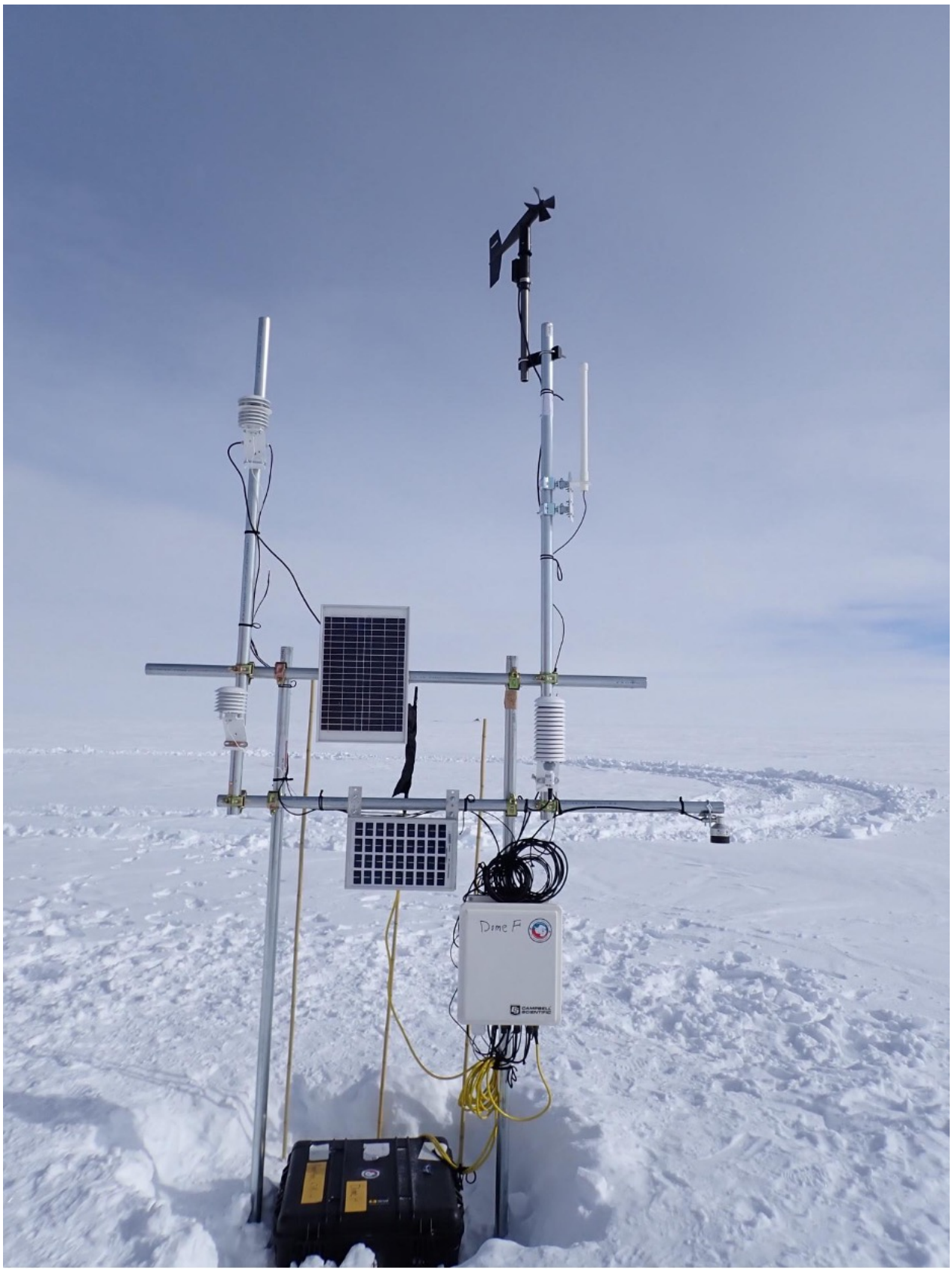
Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	N/A	N/A
Lower Temperature	N/A	N/A
Pressure	N/A	N/A
Relative Humidity	N/A	N/A
Wind Speed	N/A	N/A
Wind Direction	N/A	N/A
ADG	N/A	N/A
Electronics Enclosure	N/A	N/A

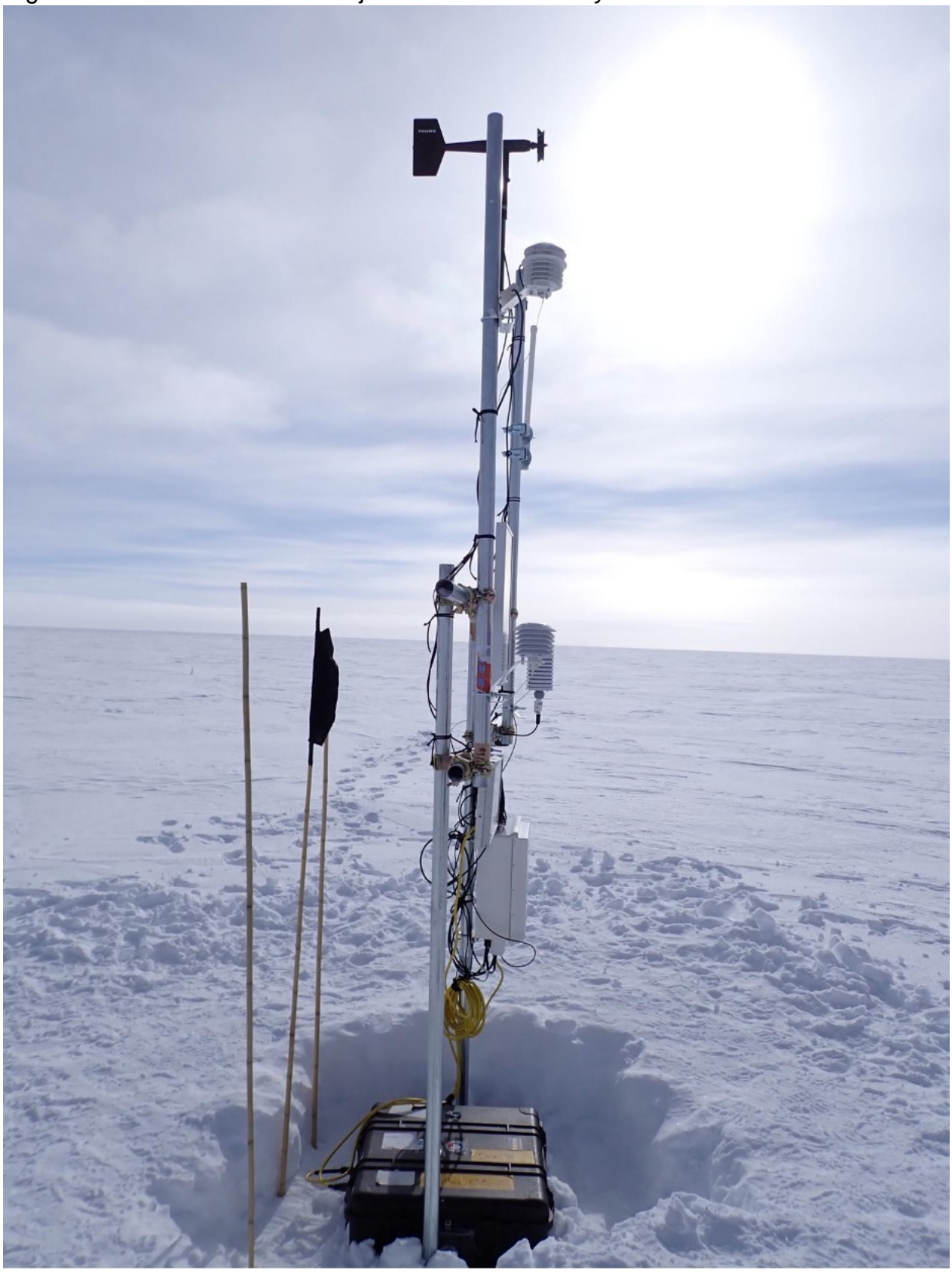
Pointing towards North. New Dome Fuji AWS. Photo courtesy of Prof. Dr. Fumio Nakazawa at NIPR.



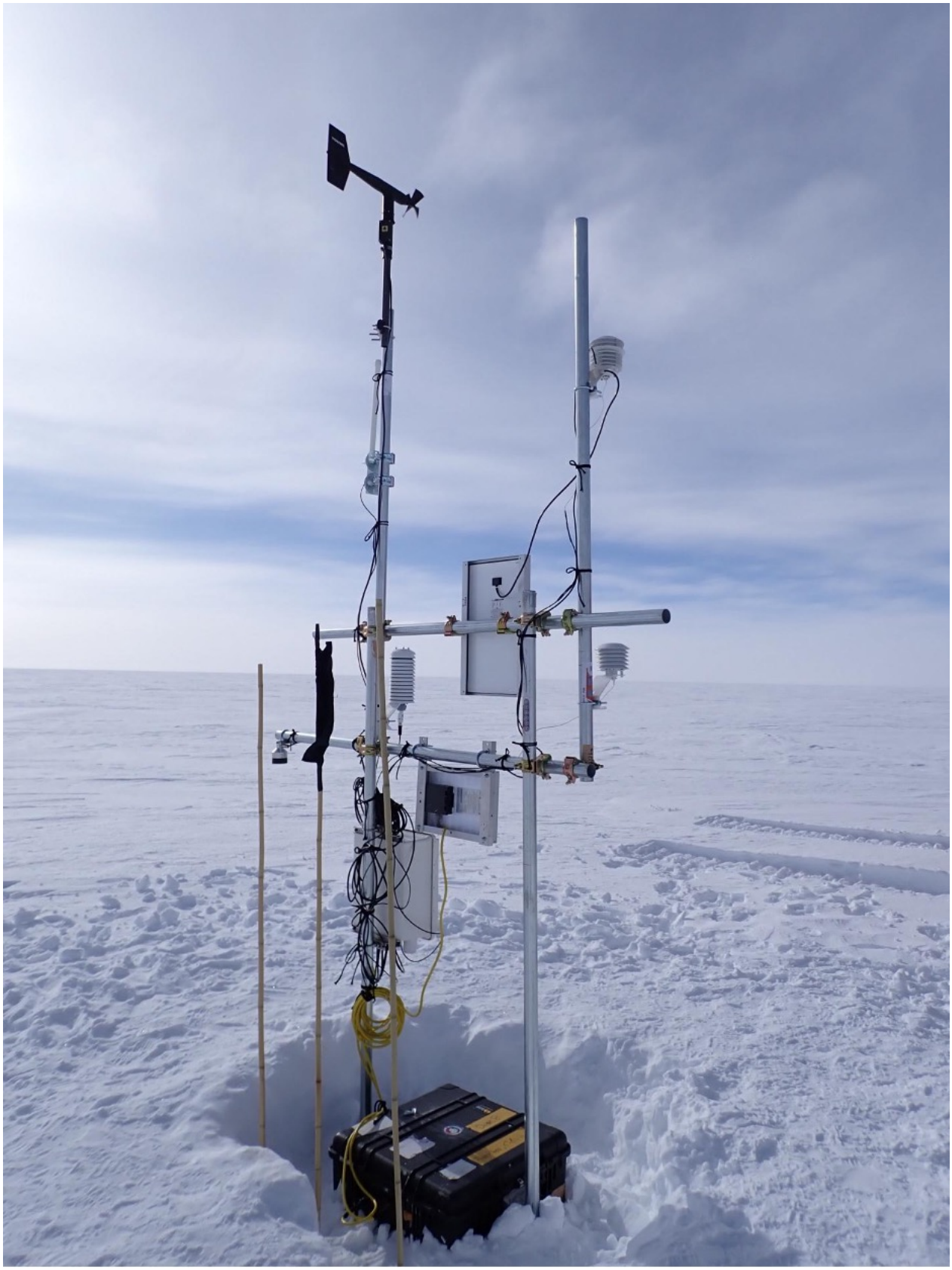
Pointing towards South. New Dome Fuji AWS. Photo courtesy of Prof. Dr. Fumio Nakazawa at NIPR.



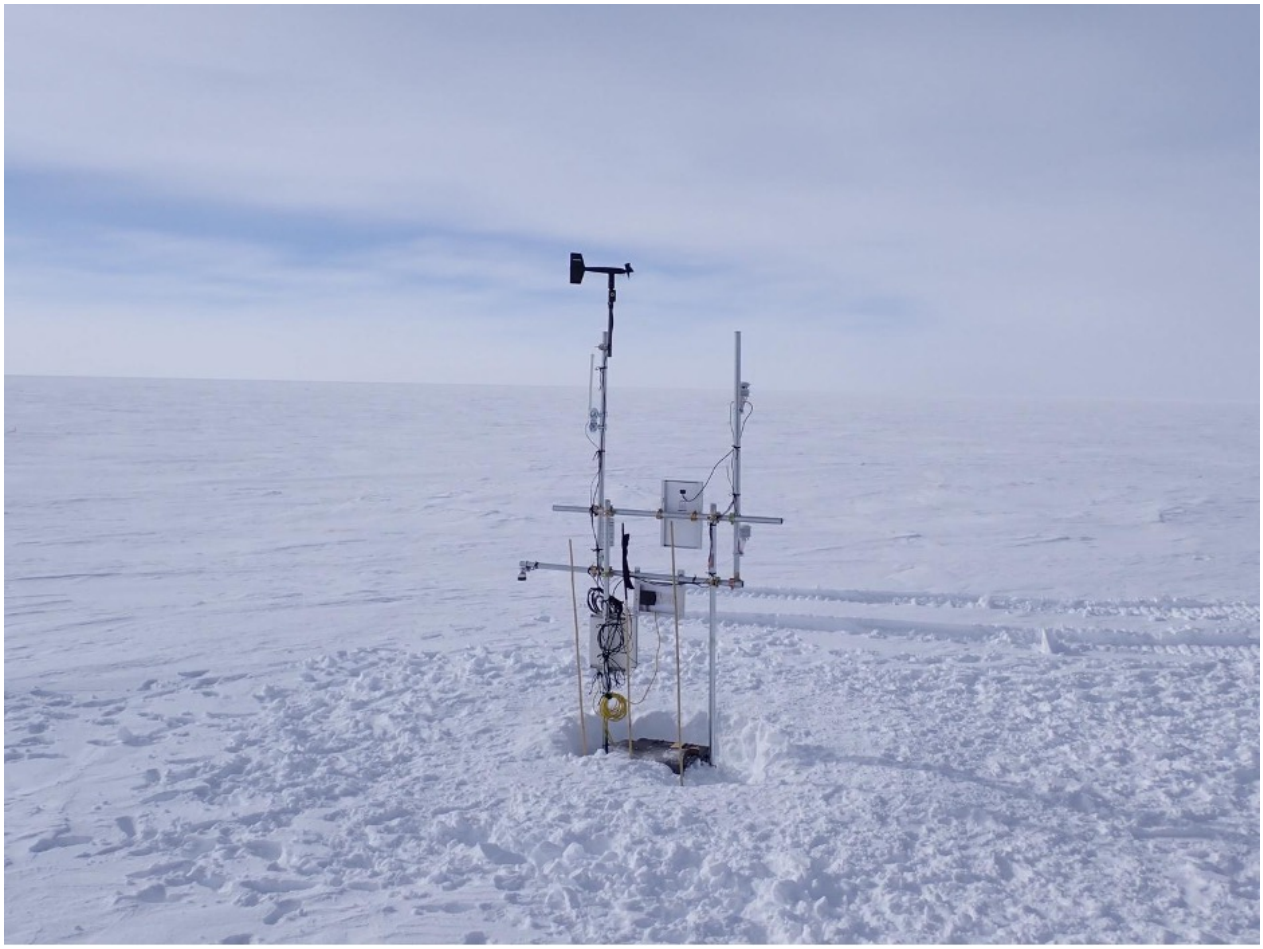
Pointing towards West. New Dome Fuji AWS. Photo courtesy of Prof. Dr. Fumio Nakazawa at NIPR.



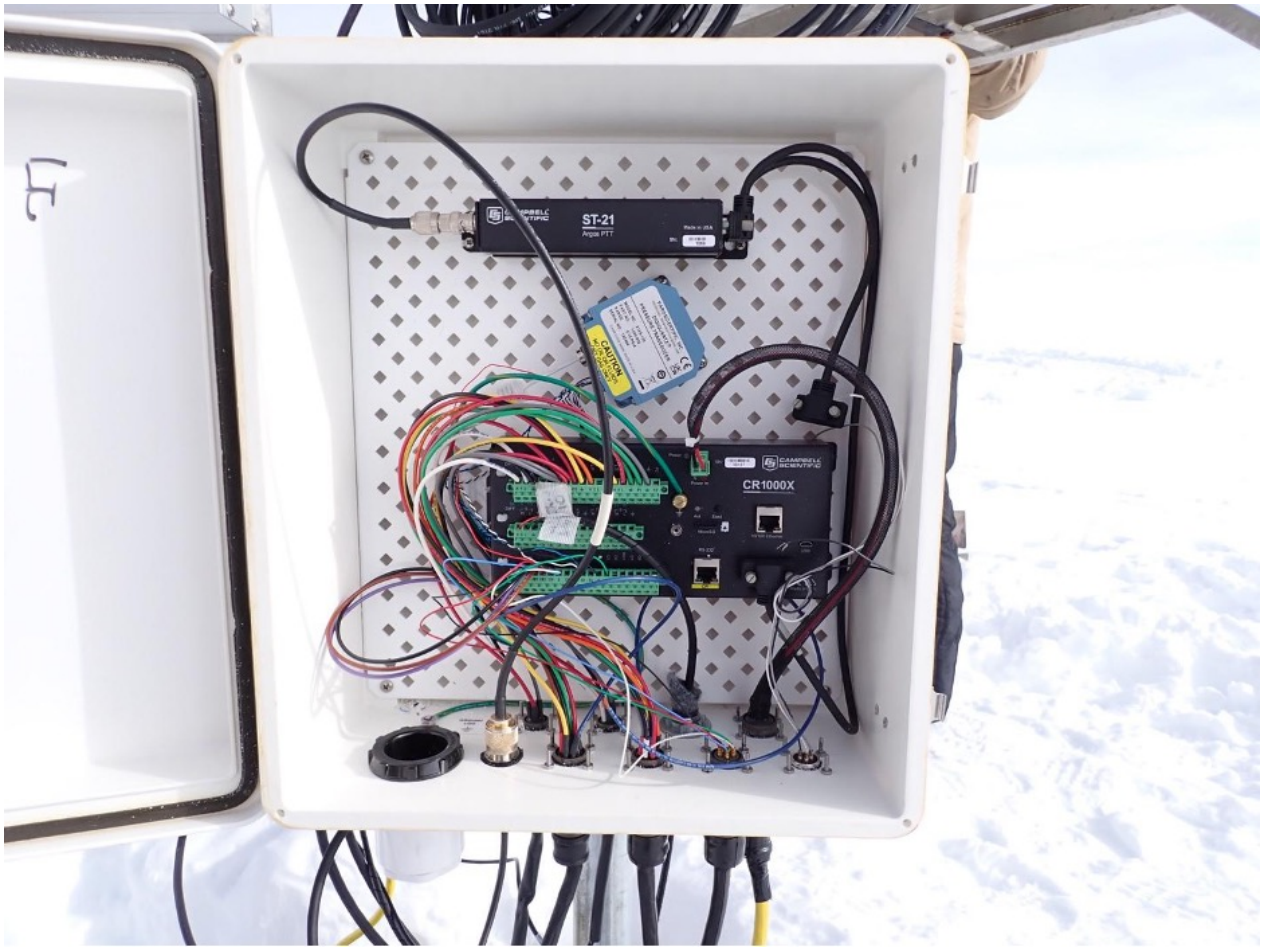
New Dome Fuji AWS. Photo courtesy of Prof. Dr. Fumio Nakazawa at NIPR.



New Dome Fuji AWS. Photo courtesy of Prof. Dr. Fumio Nakazawa at NIPR.



New Dome Fuji AWS electronics enclosure. Photo courtesy of Prof. Dr. Fumio Nakazawa at NIPR.



Dome Fuji AWS

Date Visited: 01/11/2026

Departure Time (from base to AWS): N/A Arrival Time (at AWS): N/A
Departure Time (from AWS to base): N/A Arrival Time (at base): N/A

Location: -77.30966 39.67235

Work Crew: JARE Field Team

Purpose for Visit: Turn off old Dome Fuji transmissions and check on new Dome Fuji.

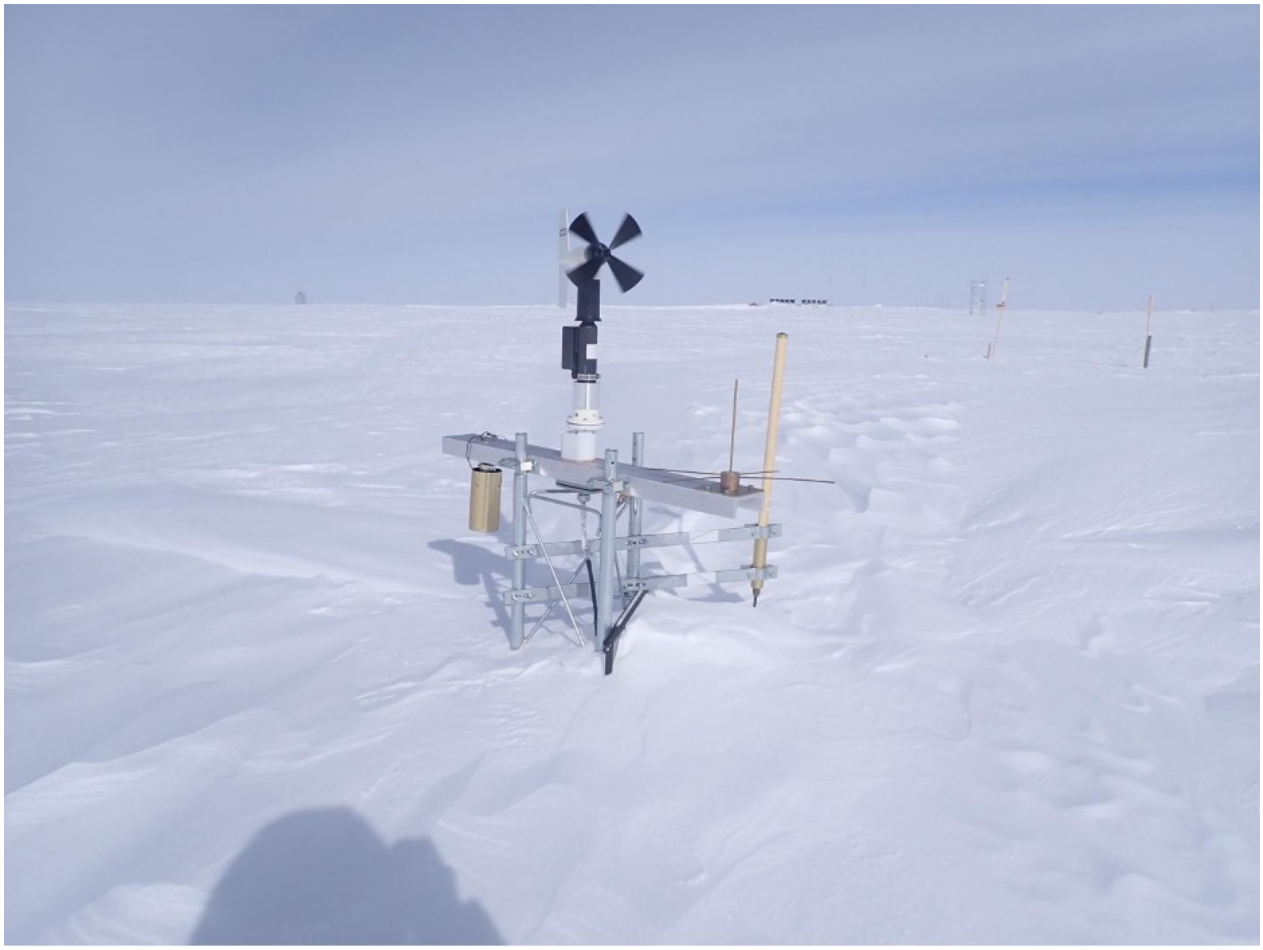
Transportation Method and Pilot Name(s): N/A

Weather Conditions: N/A

Field Work Notes: Old Dome Fuji: At 07:20 UTC, field team turned off old FUJ transmissions by disconnecting Argos antenna. Last TX from old FUJ was at 07:08 UTC on Jan 11.
New Dome Fuji: Transmitting nominally. Wind Monitor is misaligned ~30 towards southeast, so wdir observations
need to be corrected by -30 degrees (e.g. if actual wind is 180 degrees, it will report 210 degrees).
Dave Mikolajczyk fixed the aws calibration file to have -30 degree wdir offset.
Report from Naoyuki Kurita:"Yesterday (January 11th), at 07:20 UTC, the field team disconnected the antenna cable from the old FUJ AWS. They did not cut the cable, but just disconnected the N connector at the bottom of the antenna. After being disconnected, they covered N connector with a plastic bag and secured it to the end of antenna with strings. In addition, they buried solar panel with snow. So, the old AWS will shut down later when the batteries run out. At new FUJ: The black box on the wind monitor should be installed facing south. In contrast, solar panels are installed facing north. So, the positional relationship between the black box and the solar panel should be linear (please see the attached picture taken at old FUJ AWS as comparison). However, the black box is tilted toward the southeast. This means that the measured wind direction is biased toward the north and we can explain the difference of wind direction as our installation error." Need to correct this before publishing.
Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	N/A	N/A
Lower Temperature	N/A	N/A
Pressure	N/A	N/A
Relative Humidity	N/A	N/A
Wind Speed	N/A	N/A
Wind Direction	N/A	N/A
ADG	N/A	N/A
Solar Radiation	N/A	N/A
Electronics Enclosure	N/A	N/A

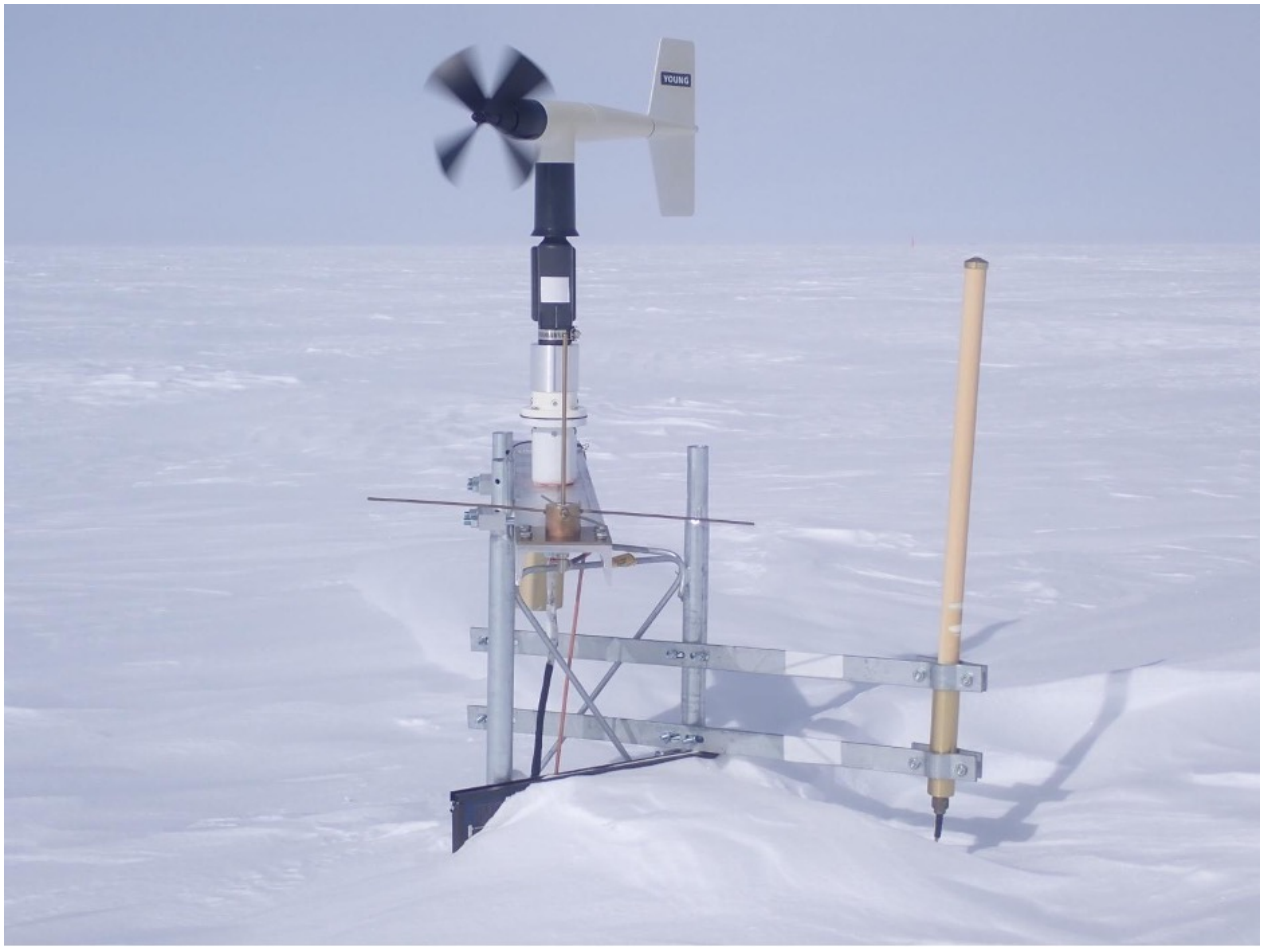
Old Dome Fuji AWS before argos antenna disconnection. Photo courtesy of Prof. Dr. Fumio Nakazawa at NIPR.



Old Dome Fuji AWS before argos antenna disconnection. Photo courtesy of Prof. Dr. Fumio Nakazawa at NIPR.



Old Dome Fuji AWS before argos antenna disconnection. Photo courtesy of Prof. Dr. Fumio Nakazawa at NIPR.

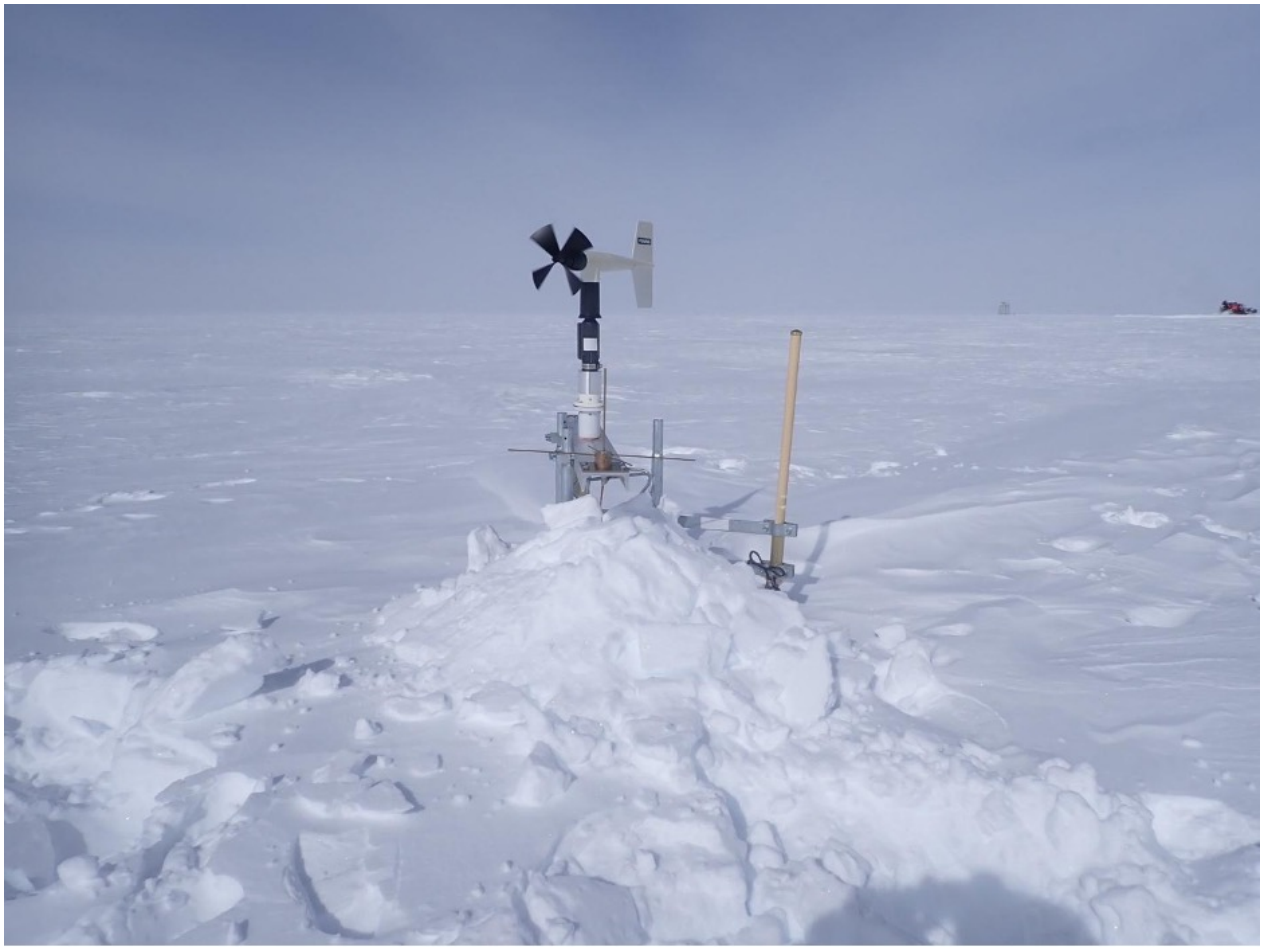


Argos antenna cable unplugged from antenna and secured. Photo courtesy of Prof. Dr. Fumio Nakazawa at NIPR.



Extra Pictures

Old Dome Fuji AWS after argos antenna disconnection. Photo courtesy of Prof. Dr. Fumio Nakazawa at NIPR.



Mizuho II AWS

Date Visited: 01/23/2026

Departure Time (from base to AWS): N/A Arrival Time (at AWS): N/A
Departure Time (from AWS to base): N/A Arrival Time (at base): N/A

Location: -70.708 44.248

Work Crew: JARE Field Team

Purpose for Visit: Identify transmission issue.

Transportation Method and Pilot Name(s): N/A

Weather Conditions: N/A

Field Work Notes: Report from Naoyuki Kurita: "[Field team] found that the center contact (center pin) of the N connector was short. The center contact is usually connected to the coax cable using solder. However, it has not been soldered, so it can easily move up and down. We speculate that the center contact was pushed down when the connector was fitted, resulting in an insufficient of power supply to the antenna. The field team member soldered the center contact and coax cable, then reconnected it to the enclosure. We now believe that the poor contact issue has been resolved, and you should be able to receive all transmissions."

Instrumentation Heights (inches):

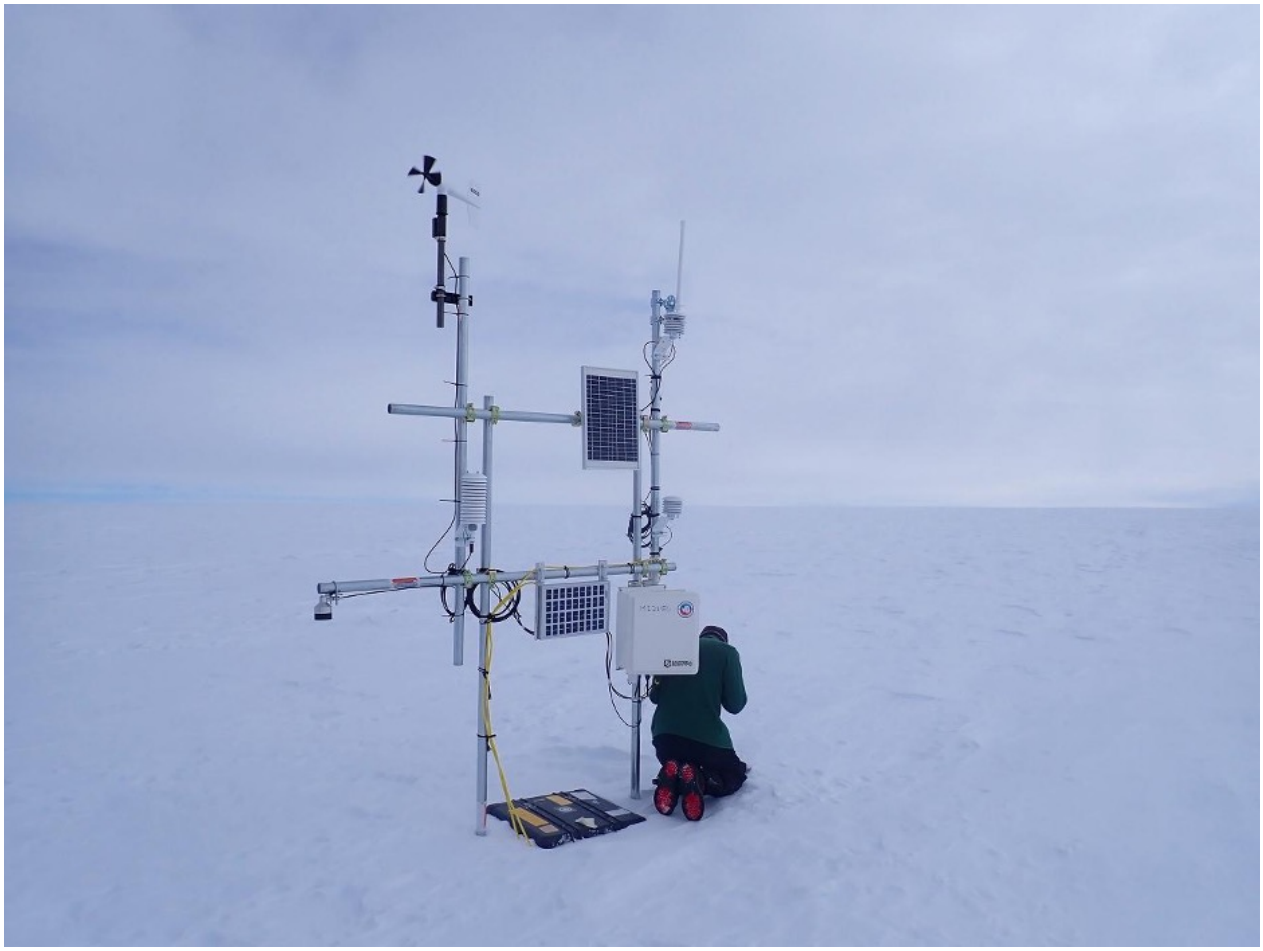
	Before	**After**
Upper Temperature	N/A	N/A
Lower Temperature	N/A	N/A
Pressure	N/A	N/A
Relative Humidity	N/A	N/A
Wind Speed	N/A	N/A
Wind Direction	N/A	N/A
ADG	N/A	N/A
Electronics Enclosure	N/A	N/A

Extra Pictures

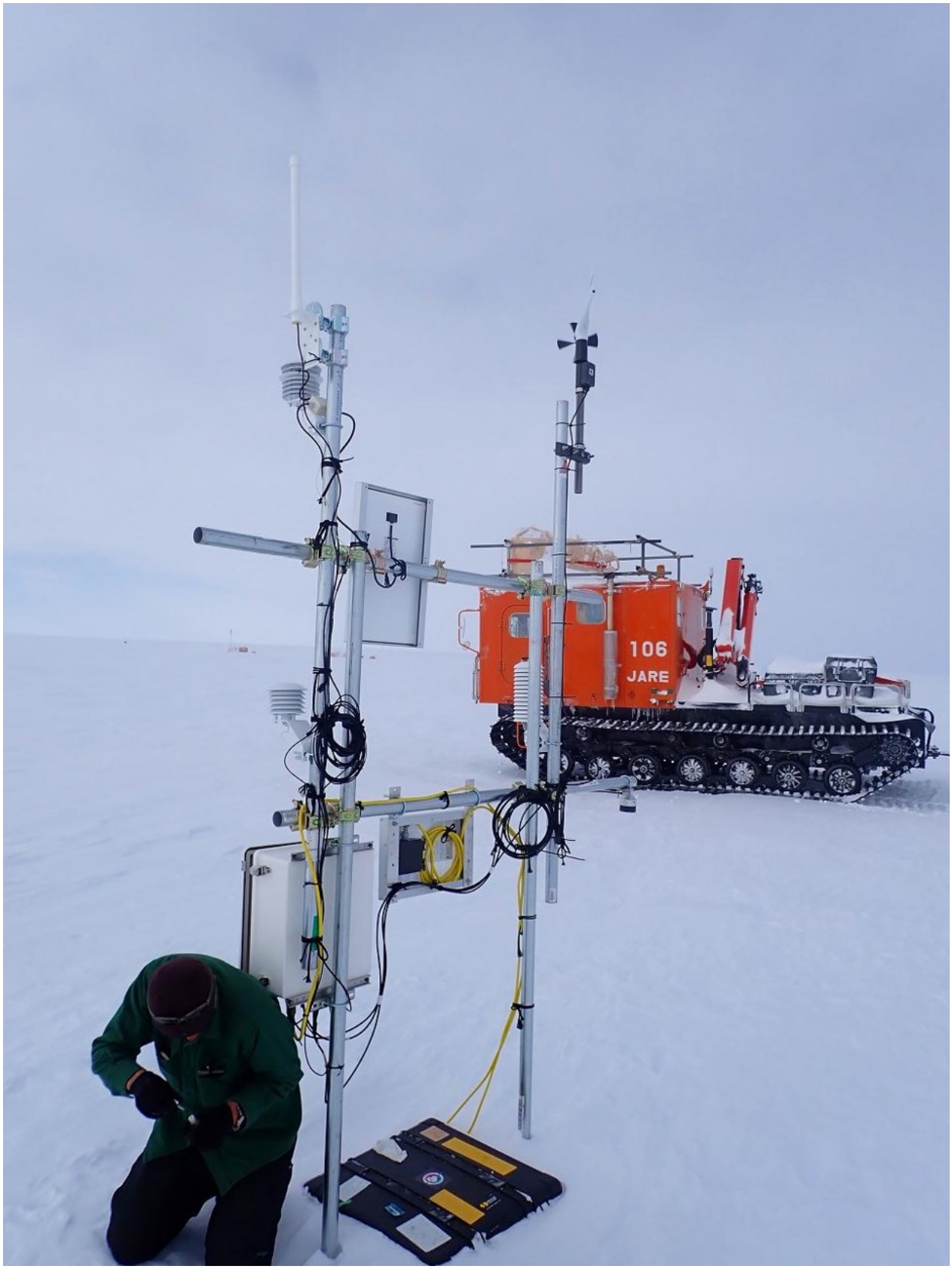
The center pin of the N connector on the antenna cable (connecting the antenna to the outside of the enclosure) after soldering in the field. Photo courtesy of Prof. Dr. Fumio Nakazawa at NIPR.



Mizuho II AWS with JARE team member. Photo courtesy of Prof. Dr. Fumio Nakazawa at NIPR.



Mizuho II AWS with JARE team member. Photo courtesy of Prof. Dr. Fumio Nakazawa at NIPR.



Lorne AWS

Date Visited: 12/12/2025(NZDT)

Departure Time (from base to AWS): 1950 Arrival Time (at AWS): 2020
Departure Time (from AWS to base): 2150 Arrival Time (at base): 2220

Location: -78.15 170.046

Work Crew: Matthew Lazzara, Lee Welhouse, Forbes Filip

Purpose for Visit: Replace ADG, retrieve and replace data card

Transportation Method and Pilot Name(s): Helicopter A-Star 806

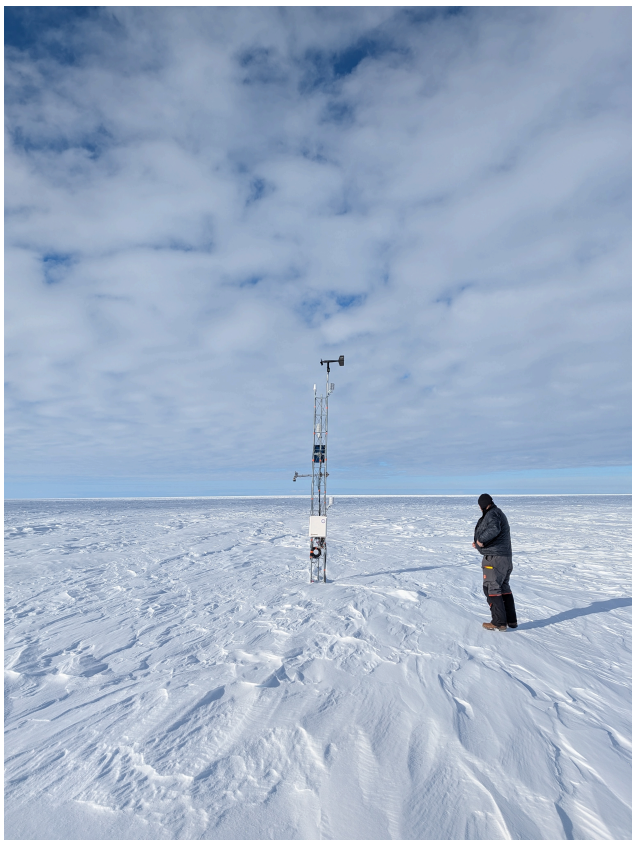
Weather Conditions: Slightly cloudy, wind speed <15 knots

Field Work Notes: Replaced the data card. Tightened satellite modem cable. Verified Iridium transmissions before departure.

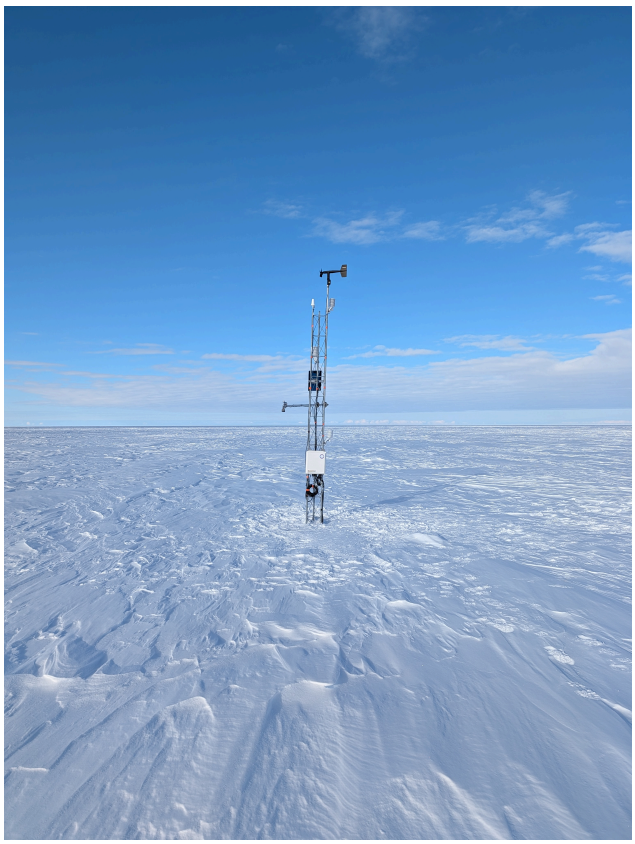
Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	158	158
Lower Temperature	56	56
Pressure	33	33
Relative Humidity	126	126
Wind Speed	178	178
Wind Direction	178	178
ADG	90	90
Electronics Enclosure	33	33

Pointing towards North - Before



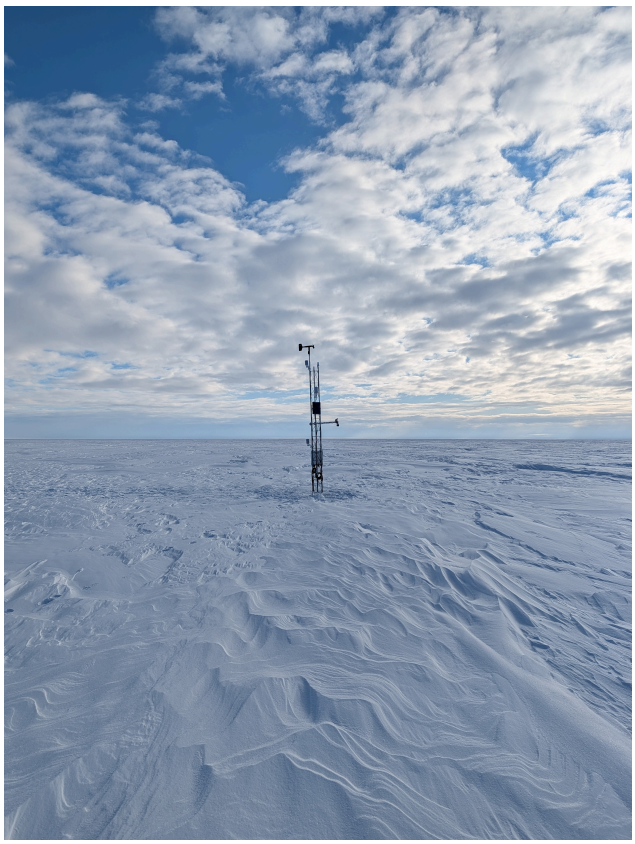
Pointing towards North - After



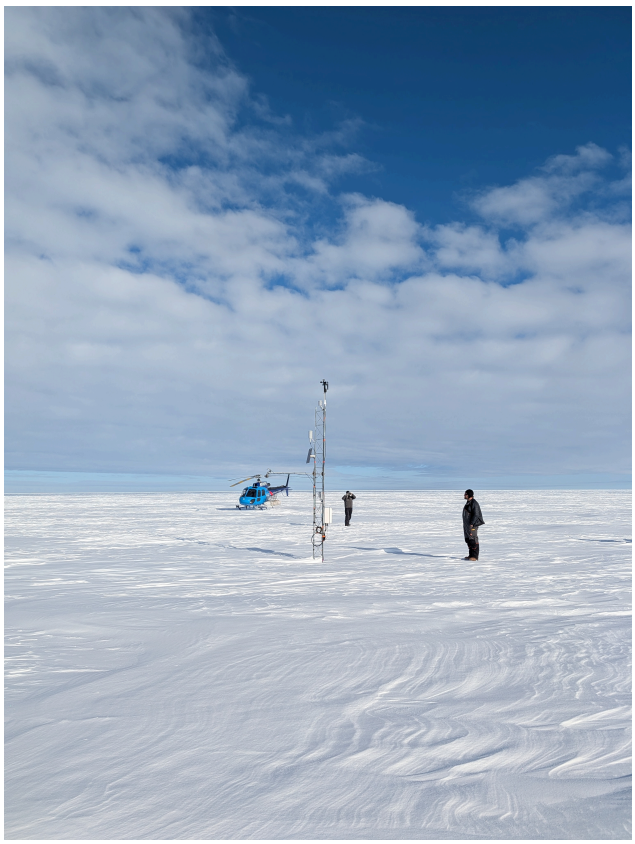
Pointing towards South - Before



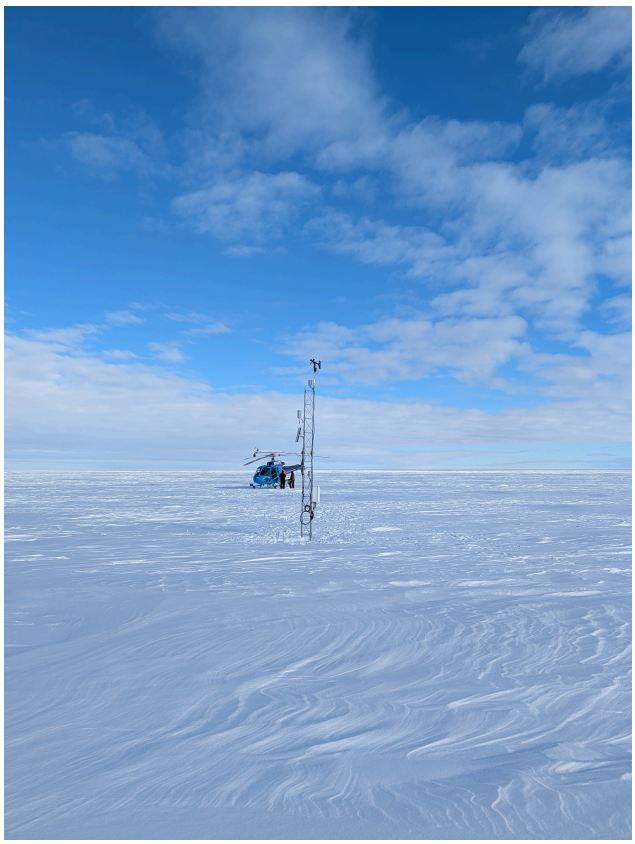
Pointing towards South - After



Pointing towards East - Before



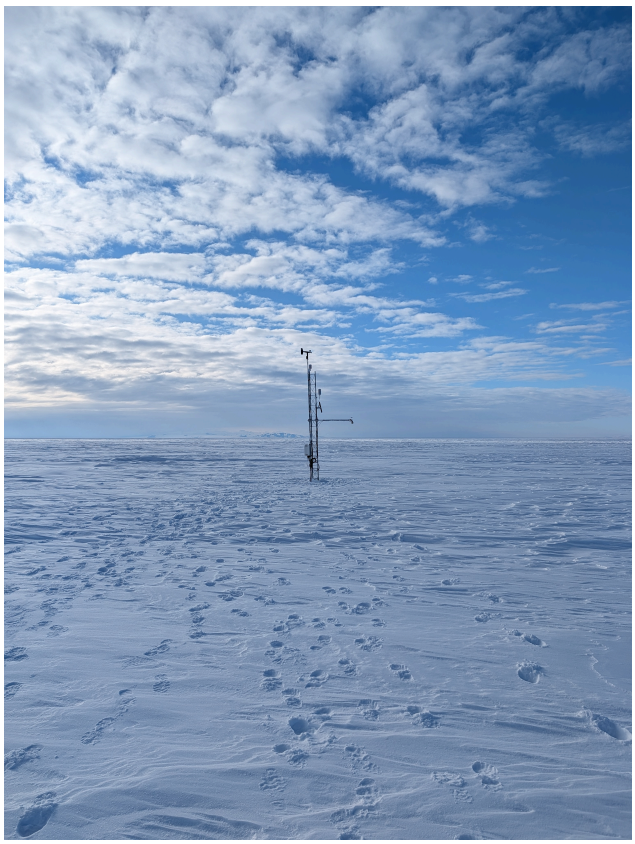
Pointing towards East - After



Pointing towards West - Before



Pointing towards West - After



Cape Bird AWS

Date Visited: 12/24/2025(NZDT)

Departure Time (from base to AWS): 0852 Arrival Time (at AWS): 0931
Departure Time (from AWS to base): 1628 Arrival Time (at base): 1654

Location: -77.217 166.439

Work Crew: Forbes Filip, Daniel Tropper

Purpose for Visit: Replace all instruments and power system

Transportation Method and Pilot Name(s): A-Star Helicopter 804 - pax (Eric Ridington), A-Star Helicopter 806 - slingload (Nick)

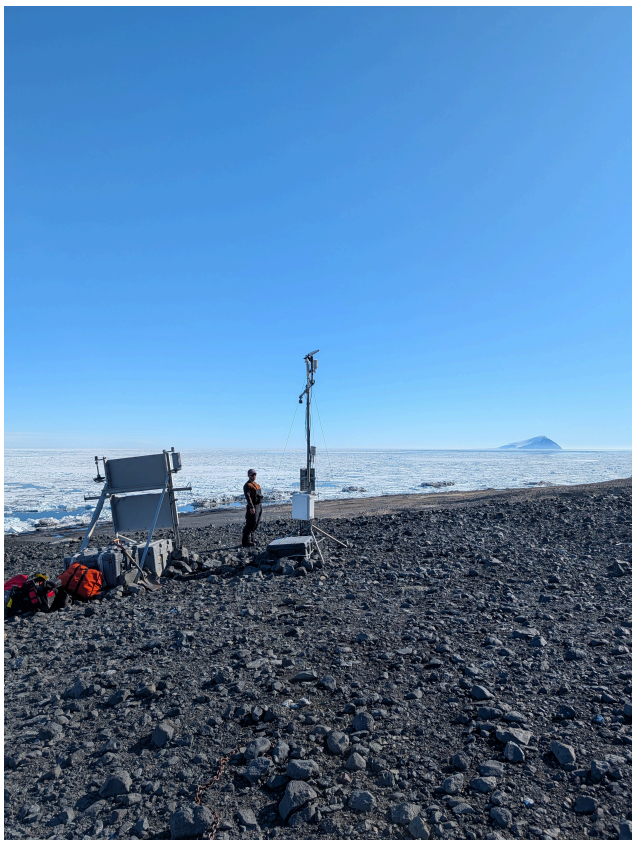
Weather Conditions: Warm, sunny, wind speed <15 knots

Field Work Notes: Instruments were delivered in two hard cases via sling load after work crew arrival (10:04 NZDT). Replaced meteorological instrumentation (wind, RH, temp upper/lower, ADG, solar panel, enclosure, antenna). All instrument cables are fastened to the tripod tower with tie wire. Inspected guy wires on tripod, all nominal. Installed three new batteries - cross threaded one 1/2" nut on a battery terminal after installing ring terminal and is not removable with hand tools (fortunately, does not prevent electrical continuity). The power cable for the adjacent abandoned observation station was coiled underneath the AWS power box. The AWS power box was fastened to the tripod base with a heavy rope. Noted rust and corrosion on base of tripod tower and bolts; no noticeable impact on structure. The old instruments and power system were picked up via sling load after work was completed (15:45 NZDT). Verified Iridium transmissions with Lee Welhouse before departure.

Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	134	134
Lower Temperature	69	69
Pressure	25	25
Relative Humidity	69	69
Wind Speed	134	134
Wind Direction	134	134
ADG	114	114
Electronics Enclosure	25	25

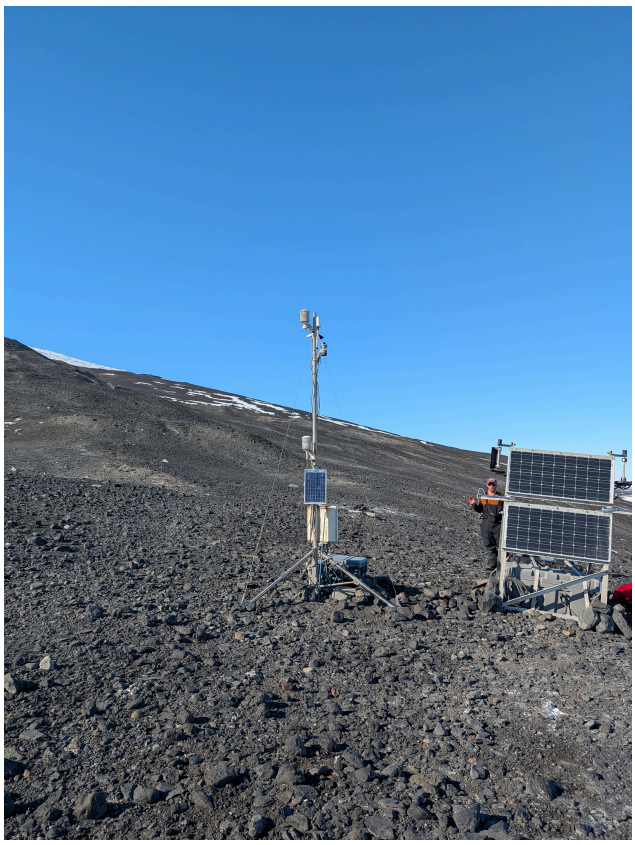
Pointing towards North - Before



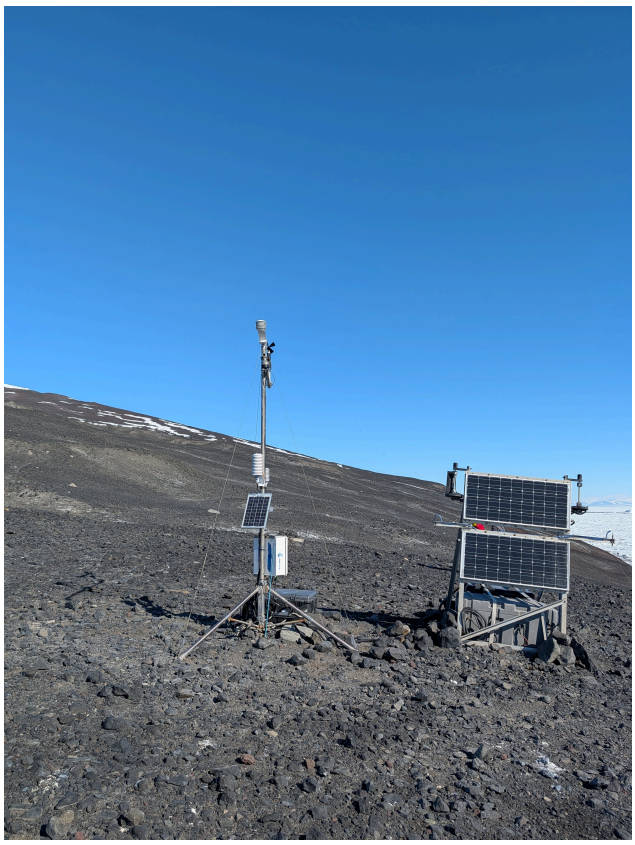
Pointing towards North - After



Pointing towards South - Before



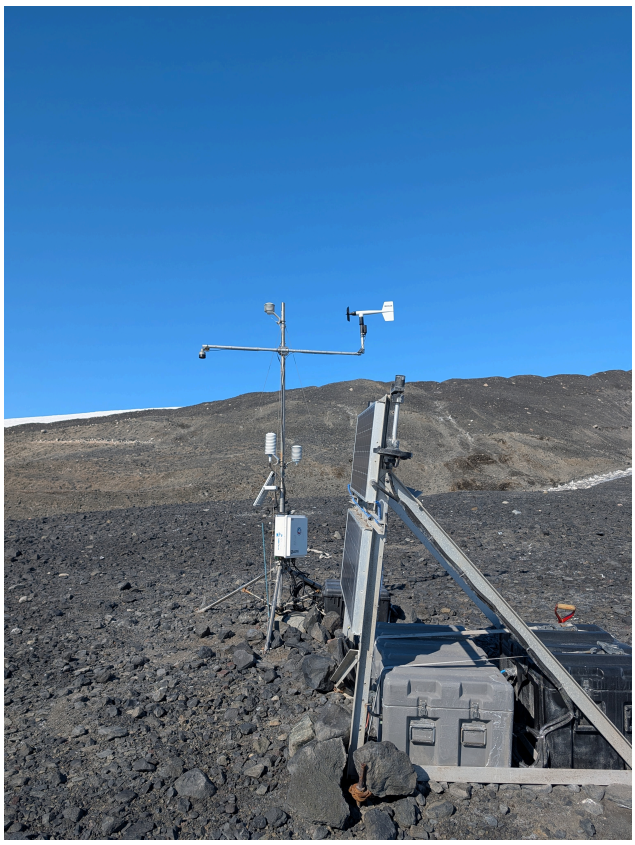
Pointing towards South - After



Pointing towards East - Before



Pointing towards East - After



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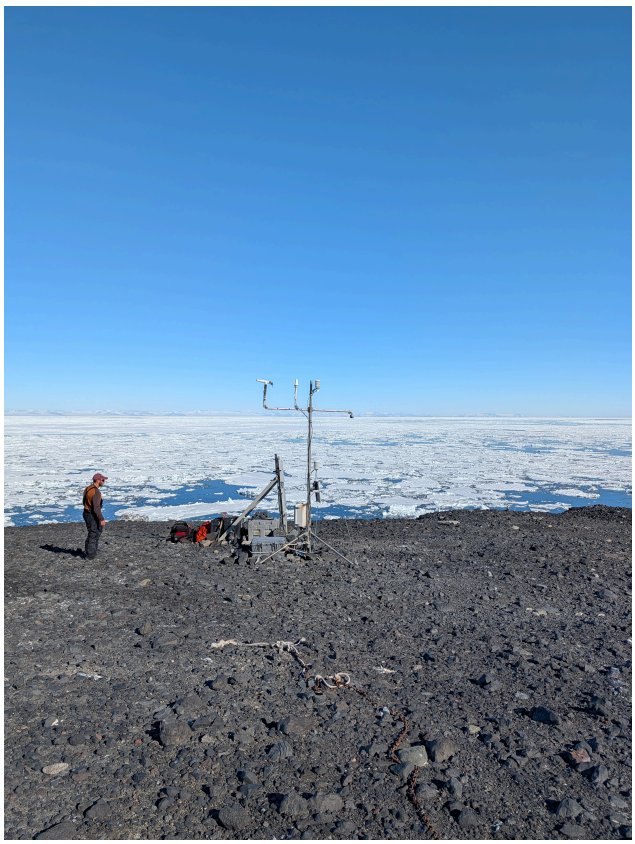
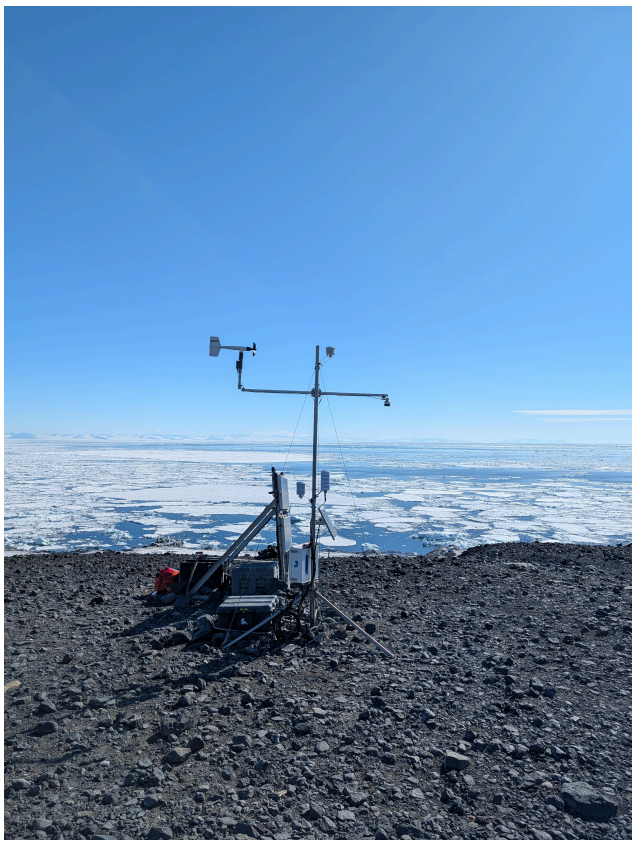


Pointing towards West - After



Extra Pictures

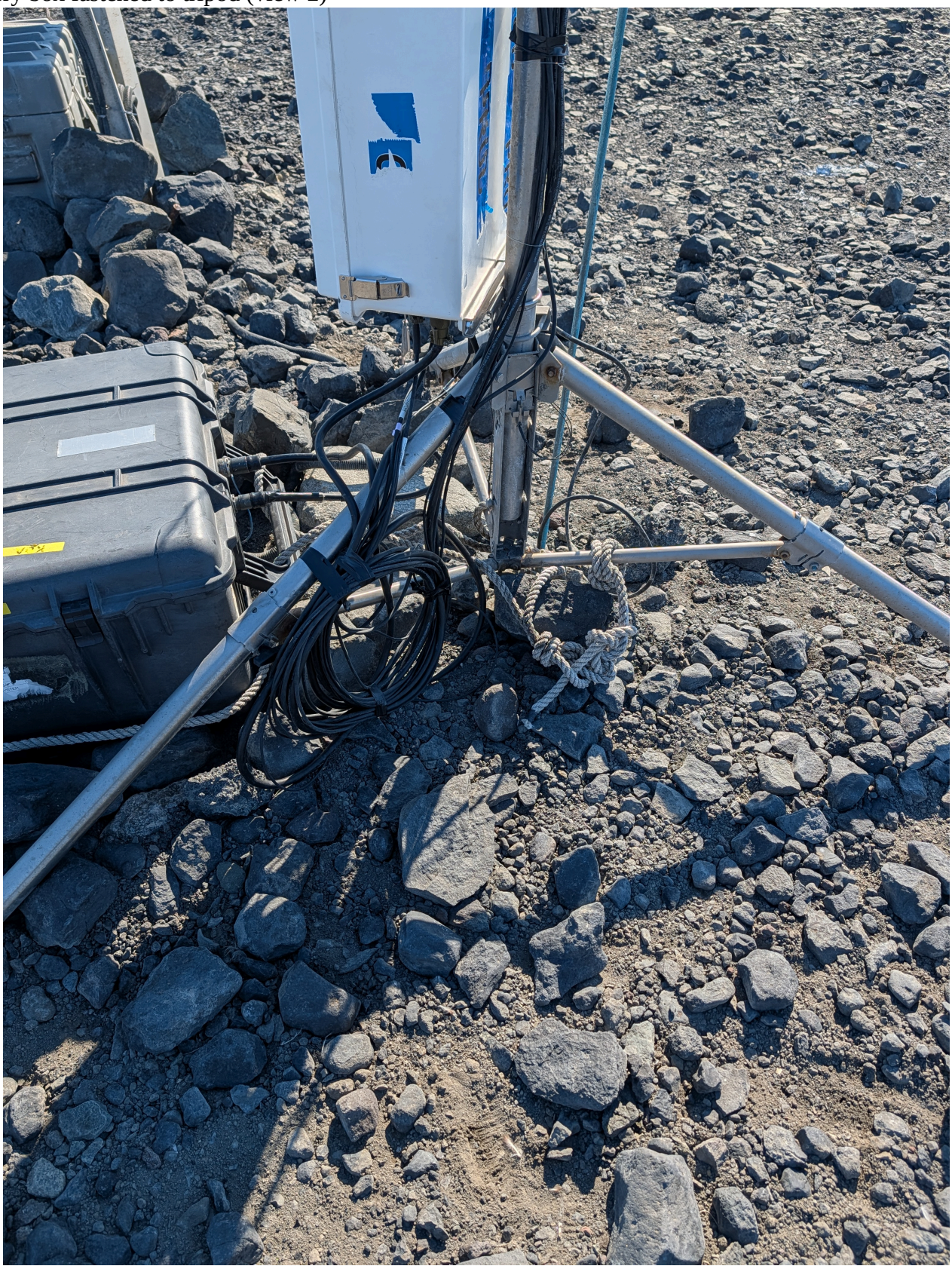
Battery box fastened to tripod (view 1)



Light corrosion on tripod hardware



Battery box fastened to tripod (view 2)



Vito AWS

Date Visited: 12/27/2025(NZDT)

Departure Time (from base to AWS): 1011 Arrival Time (at AWS): 1111
Departure Time (from AWS to base): 1425 Arrival Time (at base): 1534

Location: -78.3215 177.900833

Work Crew: Forbes Filip, Jonathan DeLong (fire team)

Purpose for Visit: Replace power system

Transportation Method and Pilot Name(s): Fixed Wing Twin Otter BBV (Jeffery Amantea, Jeniene Remillard)

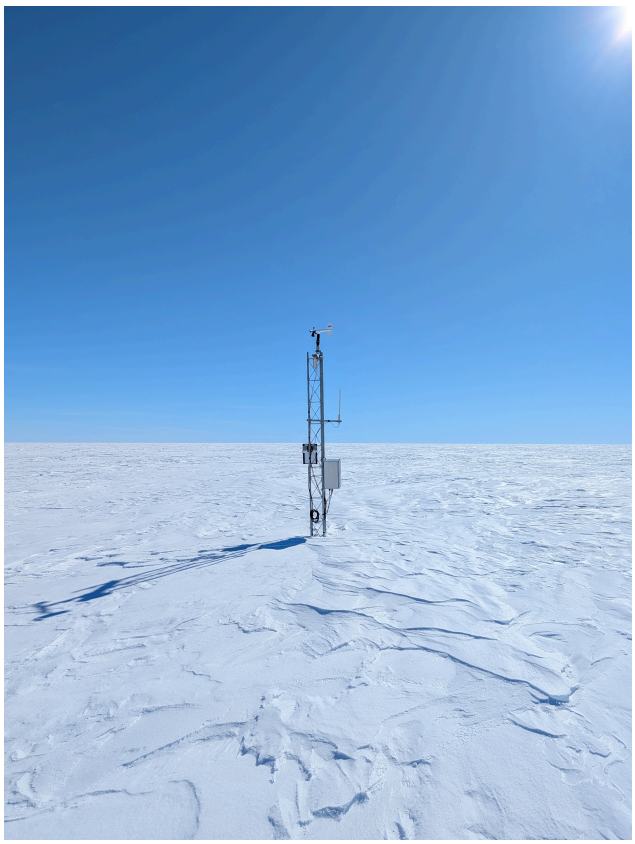
Weather Conditions: Warm, mostly sunny, wind speed <15 knots

Field Work Notes: All instruments in working shape. Dug out the battery box from around 30" below surface. Replaced two batteries in the battery box. Strain relief on mil-spec plugs that enter the battery box are cracked; verified end-to-end continuity for solar panel and battery power and then repaired separated strain reliefs with electrical tape. Verified Argos transmissions with Telonix before leaving.

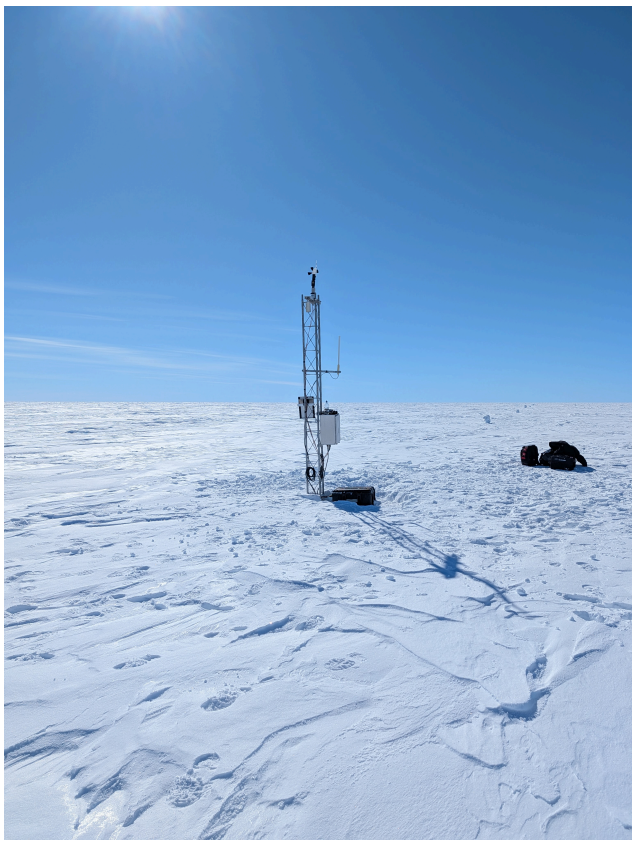
Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	119	119
Lower Temperature	N/A	N/A
Pressure	36	36
Relative Humidity	128	128
Wind Speed	147	147
Wind Direction	147	147
ADG	N/A	N/A
Electronics Enclosure	36	36

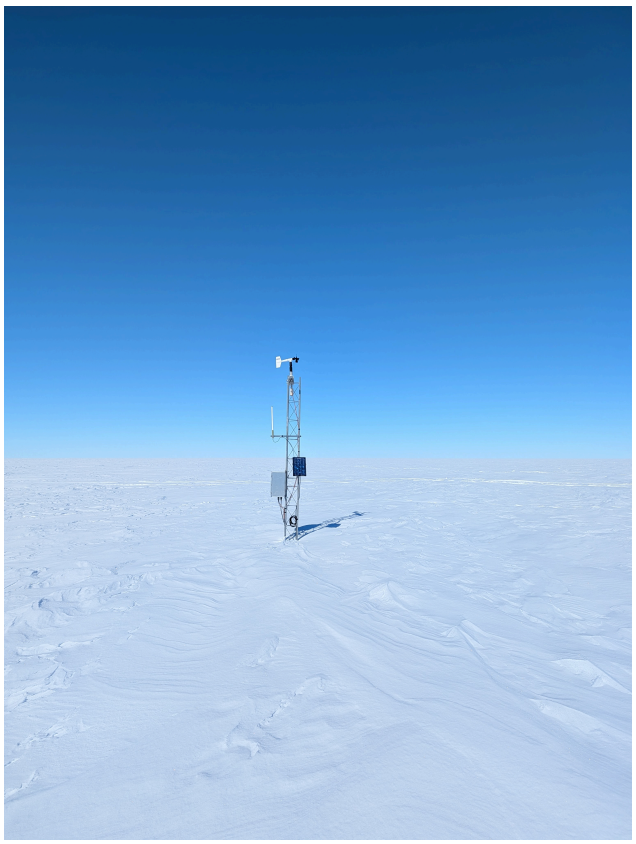
Pointing towards North - Before



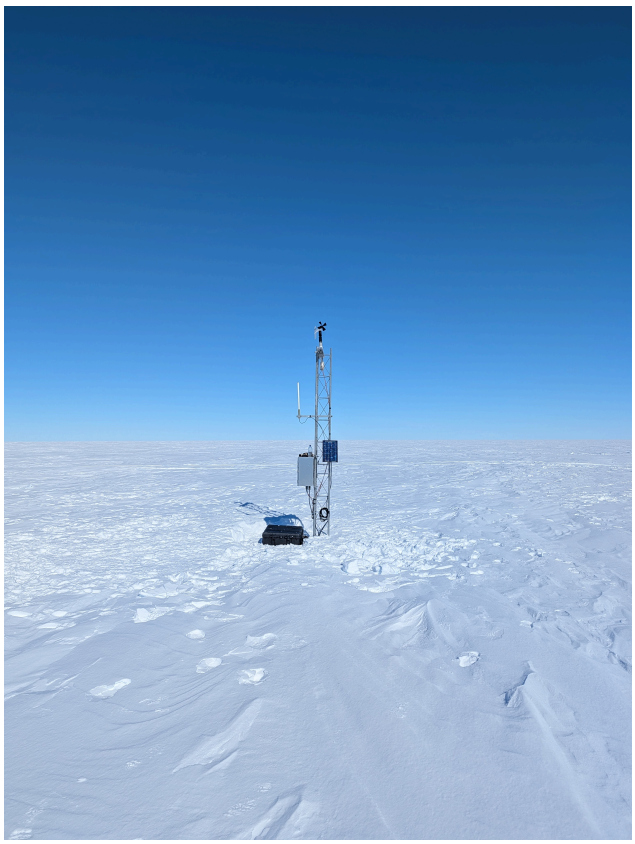
Pointing towards North - After



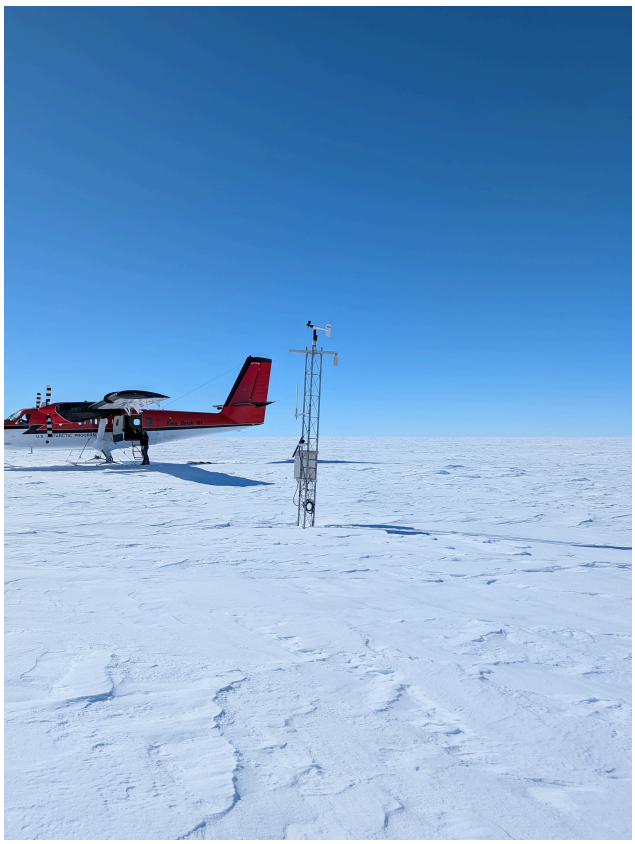
Pointing towards South - Before



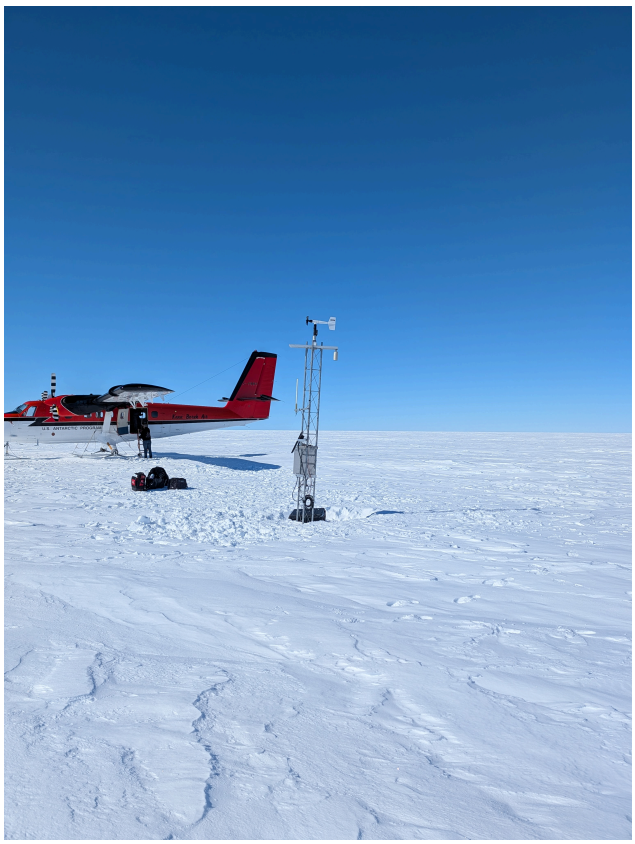
Pointing towards South - After



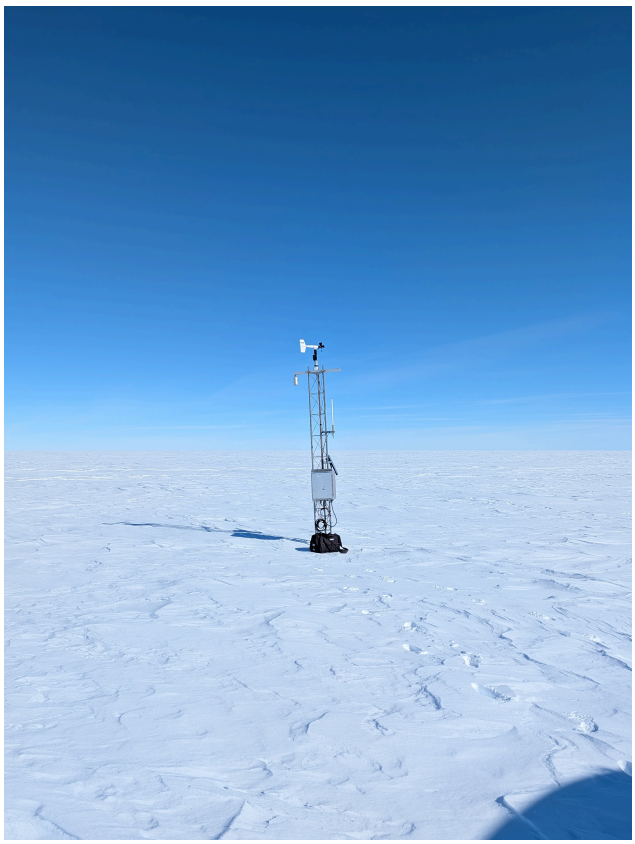
Pointing towards East - Before



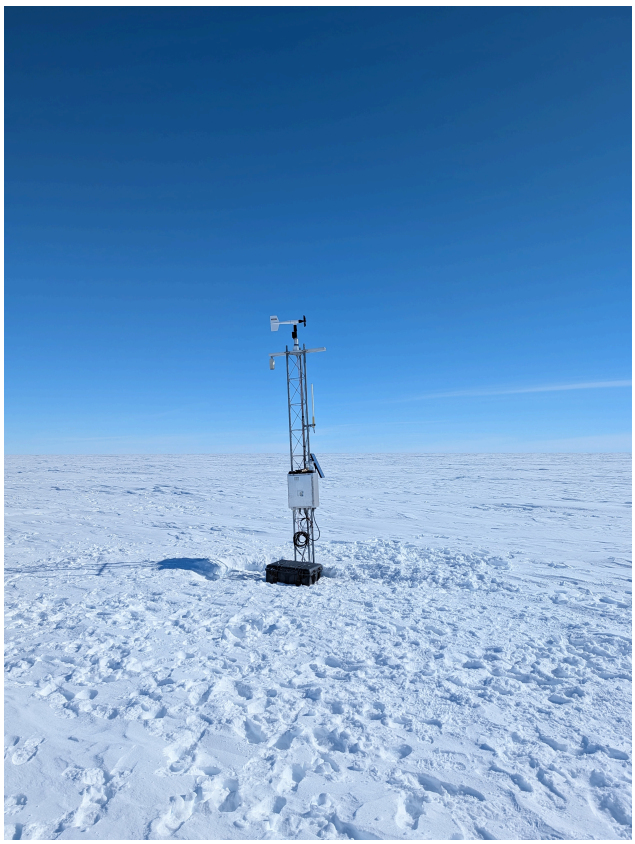
Pointing towards East - After



Pointing towards West - Before



Pointing towards West - After



Extra Pictures

Power system cable strain reliefs - cracked



Power system cable strain reliefs - repaired



Laurie III AWS

Date Visited: 12/29/2025(NZDT)

Departure Time (from base to AWS): 1413 Arrival Time (at AWS): 1439
Departure Time (from AWS to base): 1726 Arrival Time (at base): 1745

Location: -77.604167 169.760333

Work Crew: Forbes Filip, Gabriel Menkhus (Rigging team supervisor), Ryan Emond (Safety team)

Purpose for Visit: Install a replacement AWS site for Laurie II at new location

Transportation Method and Pilot Name(s): Fixed Wing Twin Otter BBV (Jeffery Amantea, Jeniene Remillard)

Weather Conditions: Warm, wind speed <15 knots

Field Work Notes: The AWS tower was mounted at site with effort led by rigging team supervisor Gabe Menkhus; 3' base section buried in snow, 3 guy lines set 120 degrees apart collared 8-9' above snow surface, 10-11' tower above snow surface. Gabe brought extra fastener hardware for tower installation that we needed, saved us from having to repair later on. No instrumentation or power system installed at this visit.
Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	N/A	N/A
Lower Temperature	N/A	N/A
Pressure	N/A	N/A
Relative Humidity	N/A	N/A
Wind Speed	N/A	N/A
Wind Direction	N/A	N/A
ADG	N/A	N/A
Electronics Enclosure	N/A	N/A

Pointing towards North - After



Pointing towards South - After



Pointing towards East - After



Pointing towards West - After



Extra Pictures

Guy collar (view 1)



Dead-men (x3)



Guy collar (view 2)



Guy wire shackles (x3)



Siple Dome AWS

Date Visited: 12/31/2025(NZDT)

Departure Time (from base to AWS): 1140 Arrival Time (at AWS): 1450
Departure Time (from AWS to base): 1625 Arrival Time (at base): 1909

Location: -81.66 -149.02

Work Crew: Forbes Filip, Shelly Campbell (Crary Lab Research Associate)

Purpose for Visit: Reflash the AWS data logger to fix a bug that drains the power system

Transportation Method and Pilot Name(s): Fixed Wing Basler MKB (Stephen Kaizer, Luke Loewen, Brody Nicholson)

Weather Conditions: Warm, wind speed <15 knots

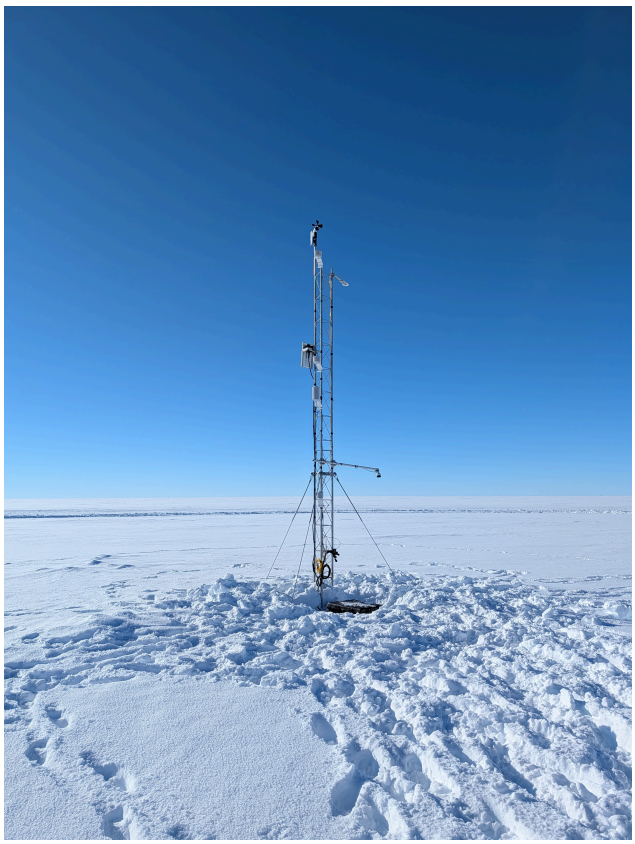
Field Work Notes: This was the second visit to Siple Dome AWS in the 25-26 field season. The field laptop could not communicate with the data logger. Enclosure was removed from AWS to investigate faults once back in Crary Lab, McMurdo Station; issue was later identified as a broken RS-232 cable used for serial connection. The pressure sensor - located in the enclosure - was also removed from the AWS. Covered all instrument/power system plugs with electrical tape.

Instrumentation Heights (inches):	**Before**	**After**
Upper Temperature	205	205
Lower Temperature	50	50
Pressure	26	N/A
Relative Humidity	112	112
Wind Speed	232	232
Wind Direction	232	232
ADG	74	74
Electronics Enclosure	26	N/A

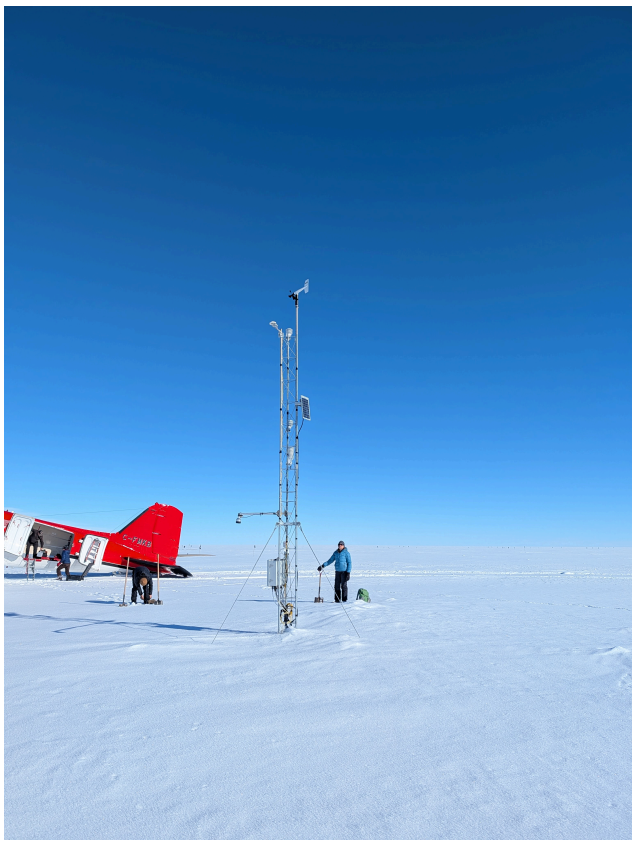
Pointing towards North - Before



Pointing towards North - After



Pointing towards South - Before



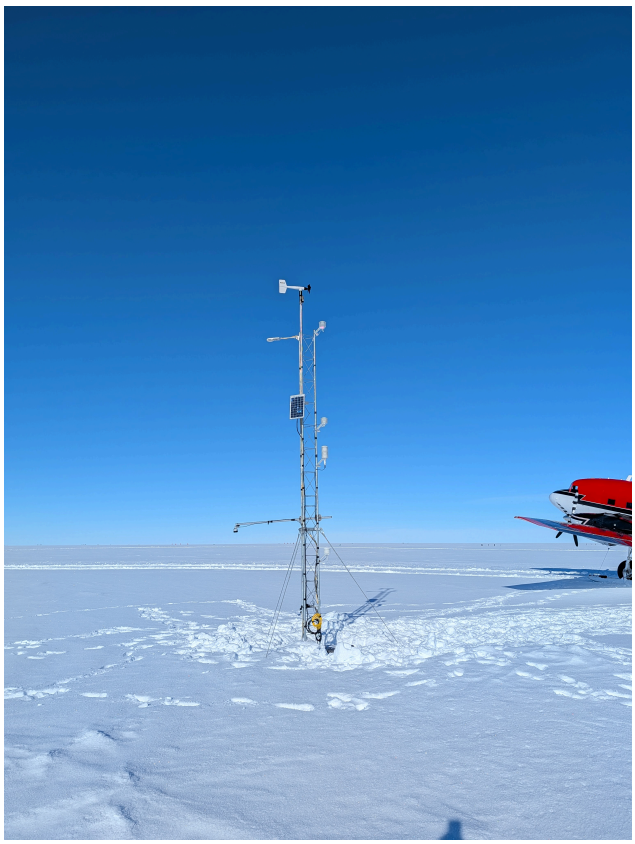
Pointing towards South - After



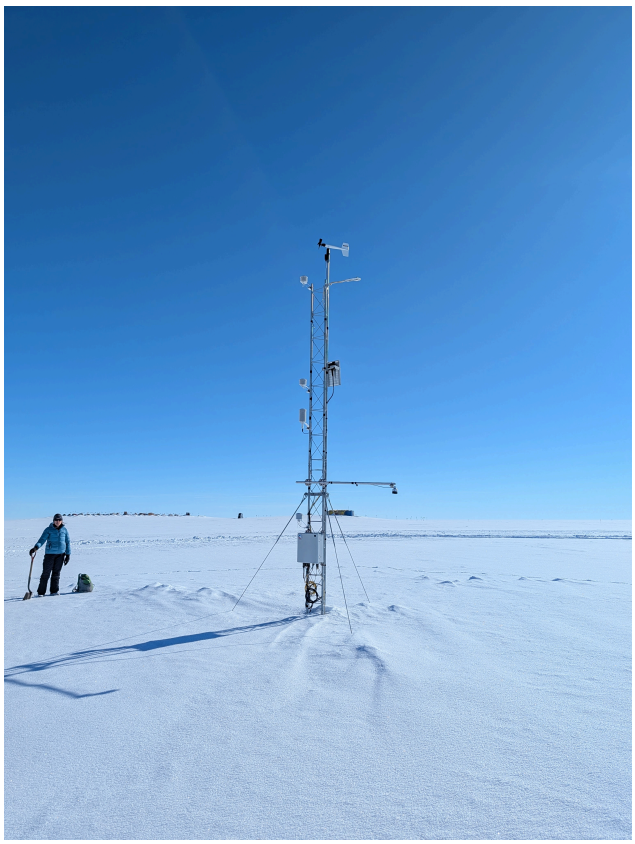
Pointing towards East - Before



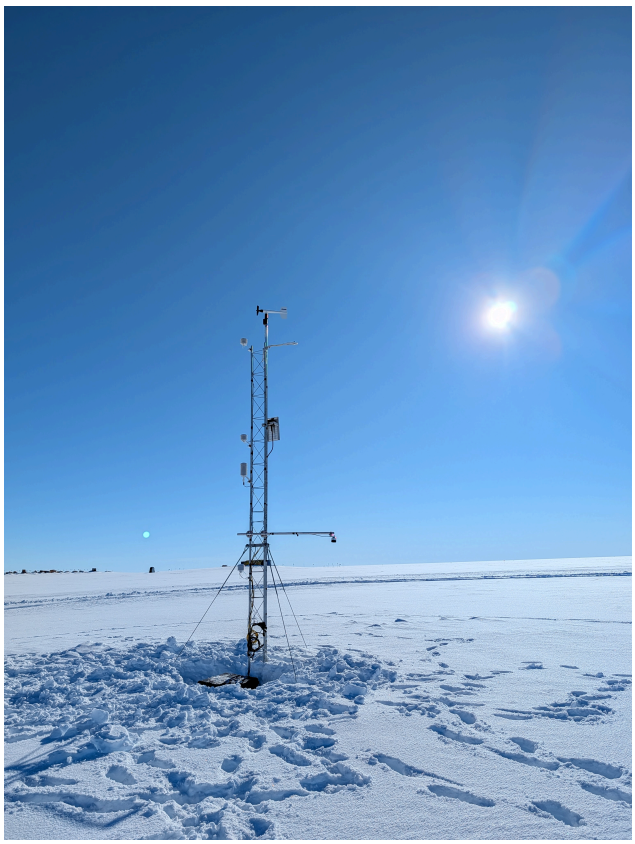
Pointing towards East - After



Pointing towards West - Before



Pointing towards West - After



Extra Pictures

All enclosure plugs covered with electrical tape - courtesy of MKB crew members Luke and Brody



Cape Bird AWS

Date Visited: 01/04/2026(NZDT)

Departure Time (from base to AWS): 0952 Arrival Time (at AWS): 1015
Departure Time (from AWS to base): 1220 Arrival Time (at base): 1244

Location: -77.217 166.441778

Work Crew: Forbes Filip, Jenny Cunningham (Science Implementor), Thomas Hodgens (maintenance team)

Purpose for Visit: Fix the AWS from continuously draining the system power

Transportation Method and Pilot Name(s): Helicopter A-Star 806 (Cody Bryant)

Weather Conditions: Warm, sunny, wind speed <15 knots

Field Work Notes: This was the second visit to Cape Bird AWS in the 25-26 field season. Fixed a constant drain on power system by reconfiguring wiring scheme of the battery interconnects - the interconnects have a higher than ideal resistance when plugged together and therefore batteries are not truly parallel (at the same voltage) to each other when each interconnect's ring terminals are exclusive to a single battery, so their ring terminals and plug connections must be distributed among all three batteries in order for charge sharing across all batteries. Properly fastened the earth ground strap to the base of the tripod tower. No changes to tower height or instrument heights since previous visit on 12/24/2025. Verified Iridium transmissions with Lee Welhouse before departure. NOTE: no before/after pictures of the tower - there were no visible external changes from previous visit on 12/24/2025.

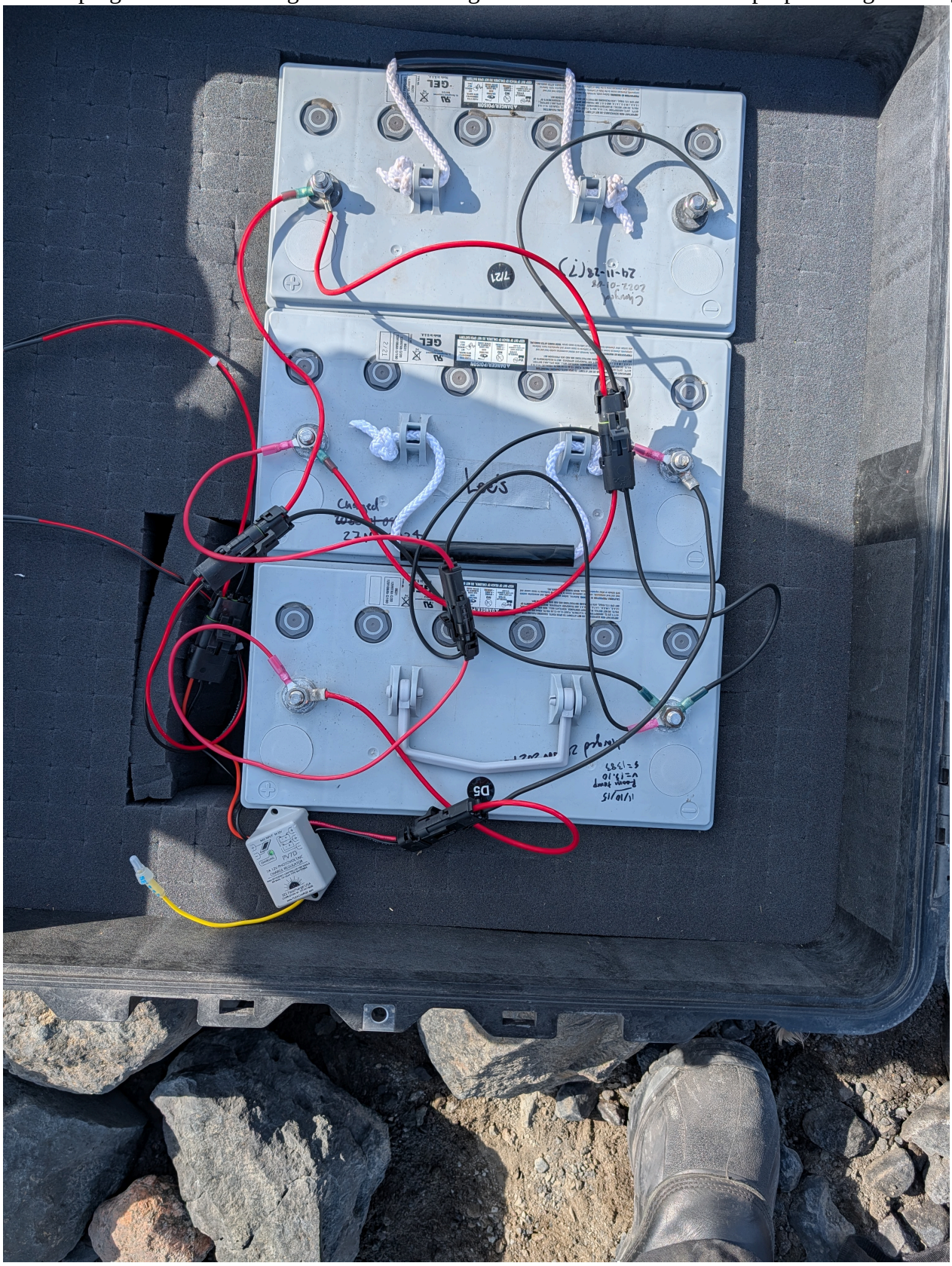
Instrumentation Heights (inches):	**Before**	**After**
Upper Temperature	134	134
Lower Temperature	69	69
Pressure	25	25
Relative Humidity	69	69
Wind Speed	134	134
Wind Direction	134	134
ADG	114	114
Electronics Enclosure	25	25

Extra Pictures

Earth ground strap properly fastened to tripod tower base



Interconnect plugs now have wiring distributed among all three batteries to ensure proper charge sharing



Sarah M-AWS

Date Visited: 01/07/2026(NZDT)

Departure Time (from base to AWS): 1356 Arrival Time (at AWS): 1417
Departure Time (from AWS to base): 1629 Arrival Time (at base): 1650

Location: -77.855 166.904

Work Crew: Forbes Filip, Sarah Allen (Rigging team)

Purpose for Visit: Replace the M-AWS data logger

Transportation Method and Pilot Name(s): Mattracks Ford F-350 #154

Weather Conditions: Warm, sunny, wind speed <15 knots

Field Work Notes: Replaced the data logger (M-AWS Logger v2.2) to get more units field tested. There were no adjustments to any instrument heights or the power system. Verified Iridium transmissions with Lee Welhouse before departure. NOTE: no visible external changes to the AWS during this visit.
Instrumentation Heights (inches):

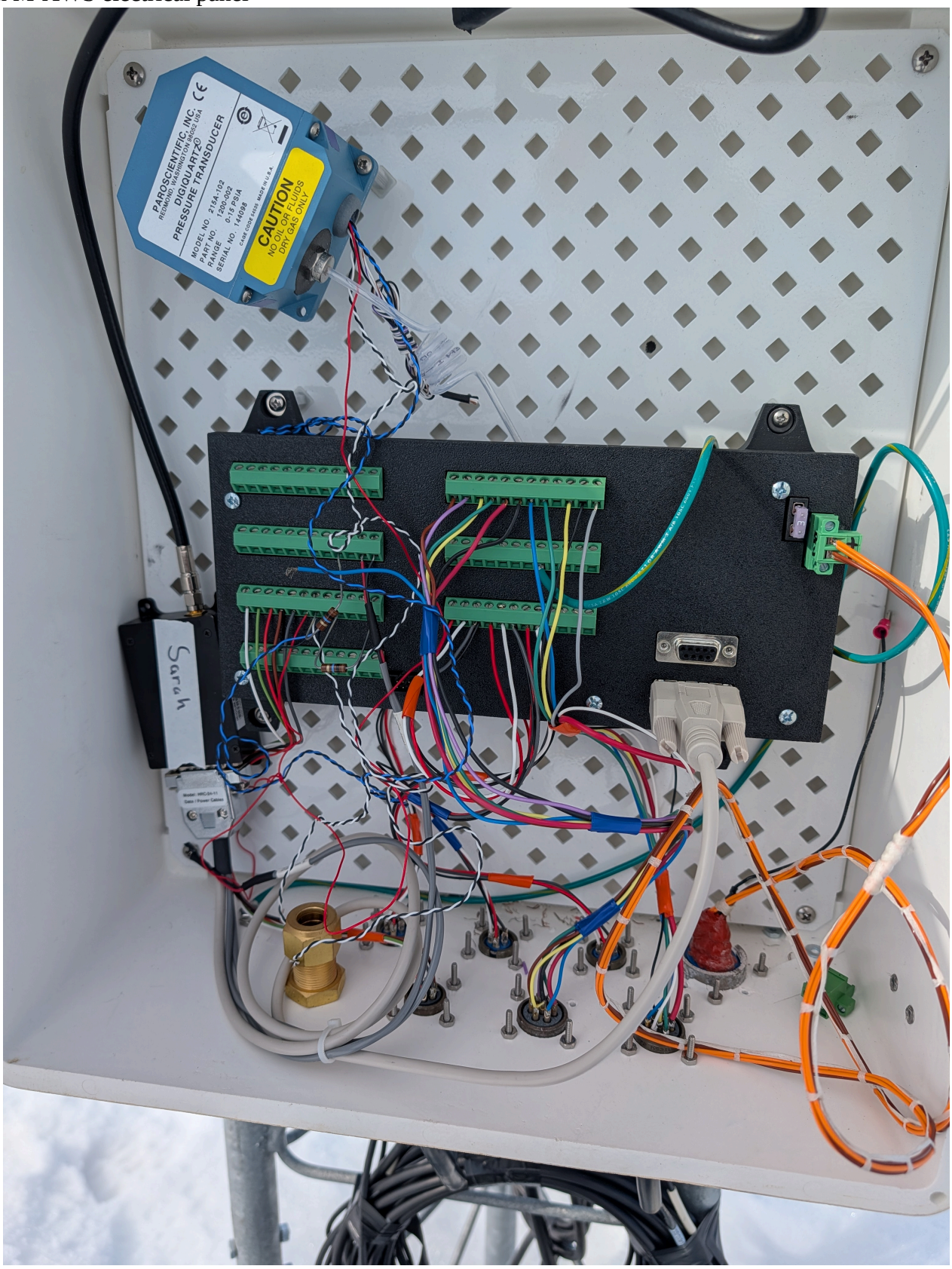
	Before	**After**
Upper Temperature	125	125
Lower Temperature	48	48
Pressure	21	21
Relative Humidity	79	79
Wind Speed	125	125
Wind Direction	125	125
ADG	N/A	N/A
Electronics Enclosure	21	21

Pointing towards East - After



Extra Pictures

Sarah M-AWS electrical panel



Byrd AWS

Date Visited: 01/18/2026(NZDT)

Departure Time (from base to AWS): 0914 Arrival Time (at AWS): 1001
Departure Time (from AWS to base): 1608 Arrival Time (at base): 1647

Location: -80.011 -119.438

Work Crew: Forbes, Laura Wert, Garrett (mechanic), Ethan (hvy equipment), Quinn (carp), Emily (weather observer)

Purpose for Visit: Raise the AWS power system and instruments

Transportation Method and Pilot Name(s): Fixed Wing Twin Otter CKB (Troy McKerral, Marie-France Lavalle)

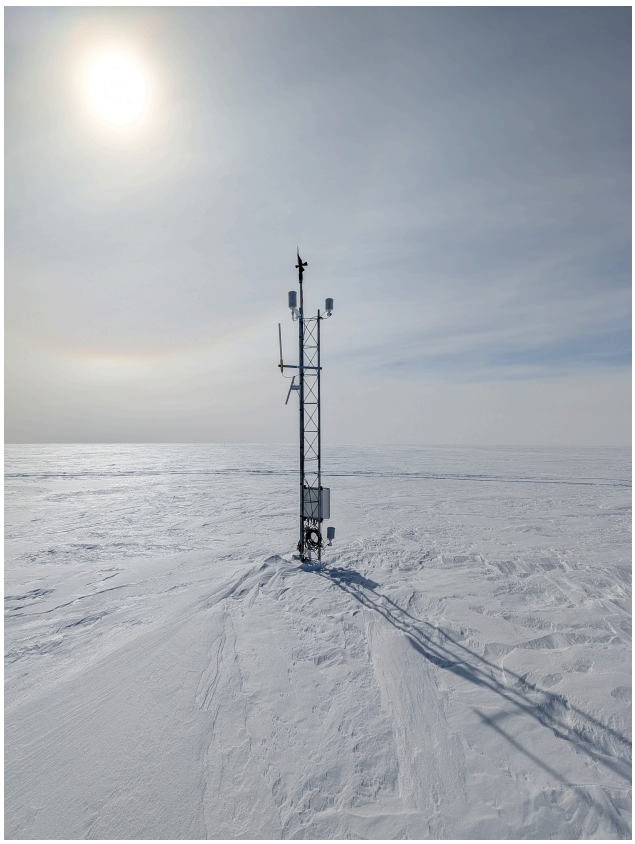
Weather Conditions: Chilly, cloudy and overcast, constant wind around 15 knots

Field Work Notes: Four WAIS Divide camp staff members came along to assist with the raise. ADG boom was very nearly at the surface level on arrival. Moved the ADG boom arm up, along with the electronics enclosure, pressure sensor, and lower temperature probe. Byrd experiences prevalent north winds, therefore the anemometer was oriented 180 degrees offset from normal orientation (faces South, rather than typical North) to avoid the instrument's dead zone for determining wind direction. Power system was raised, batteries were 4'-5' below surface level. A replacement power system was brought to the site, but the existing power system was an older style (different electrical plugs than the current system with a makeshift diode-based charge controller inside of a junction box that connects managed power to the electronics enclosure), therefore the power system replacement could not be completed as planned.

Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	139	139
Lower Temperature	12	80
Pressure	24	57
Relative Humidity	139	139
Wind Speed	168	168
Wind Direction	168	168
ADG	3	106
Electronics Enclosure	24	57

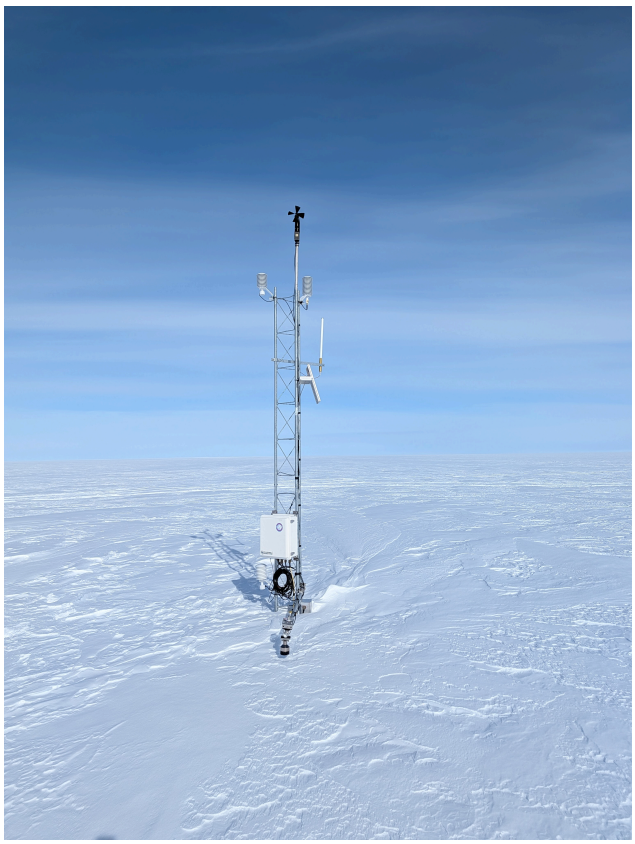
Pointing towards North - Before



Pointing towards North - After



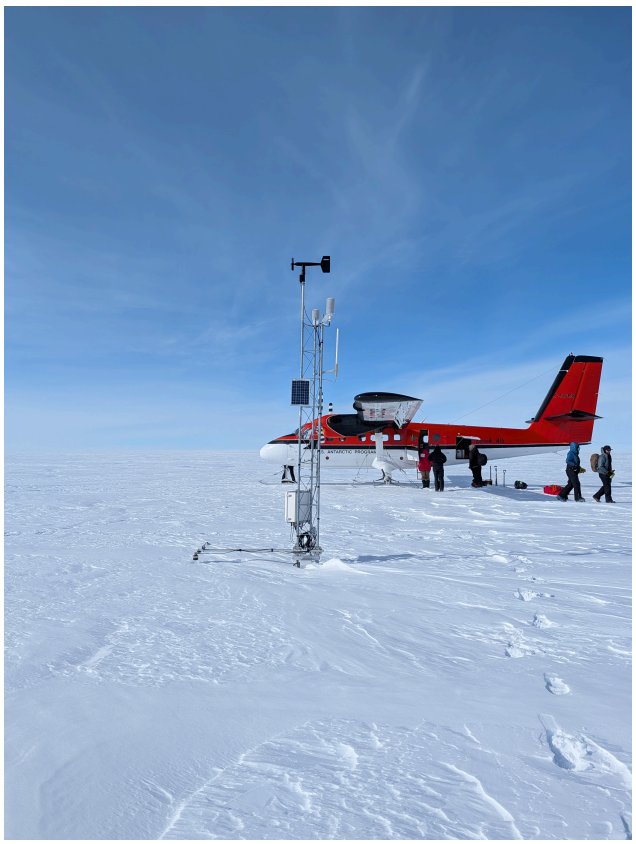
Pointing towards South - Before



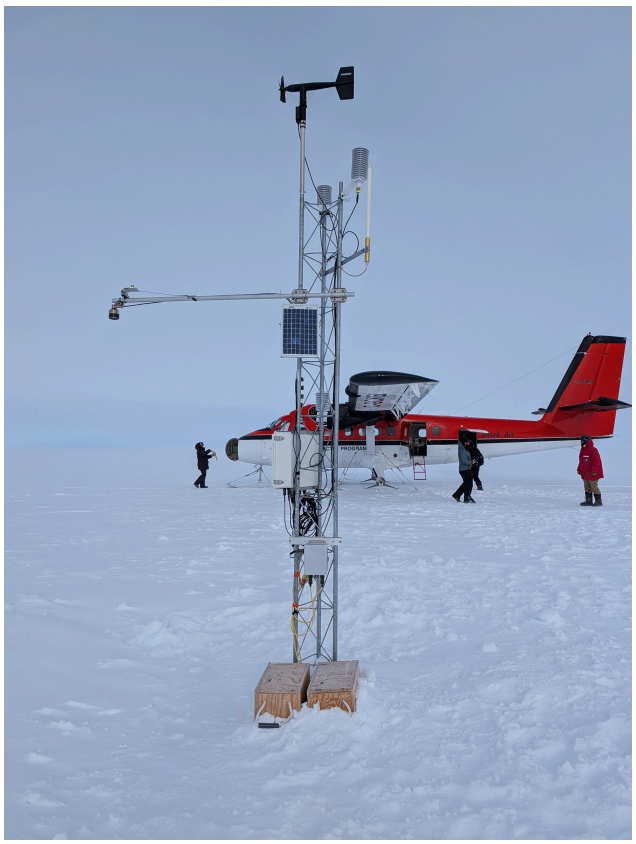
Pointing towards South - After



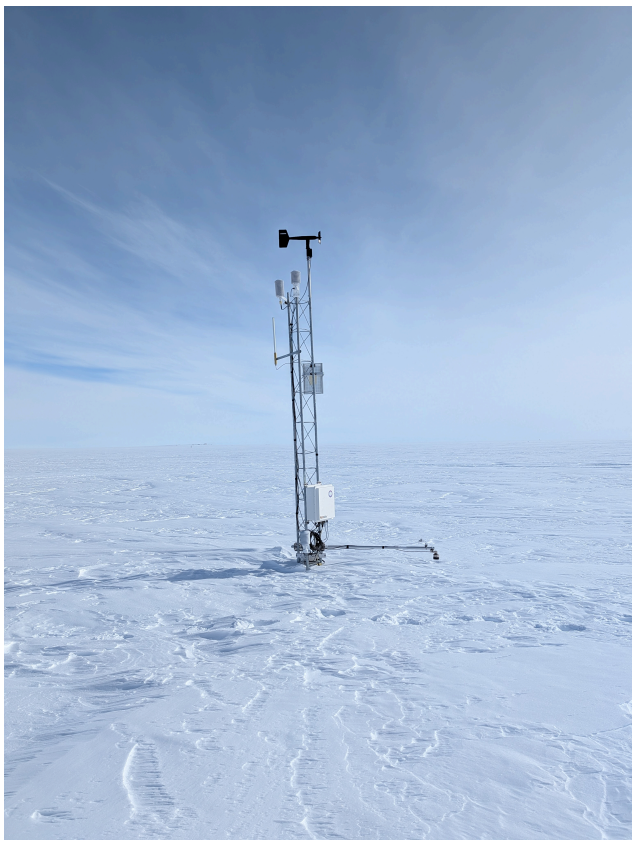
Pointing towards East - Before



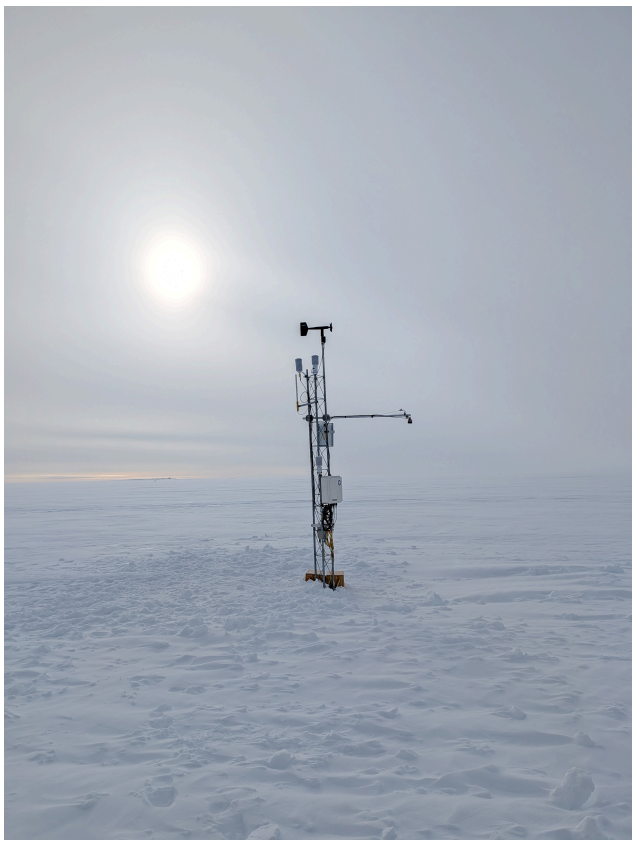
Pointing towards East - After



Pointing towards West - Before



Pointing towards West - After



Extra Pictures

Plug for electronics enclosure: 16-115



Plug for solar panel: 18-3S



Plug for battery boxes: 16-10



Bear Peninsula AWS

Date Visited: 01/19/2026(NZDT)

Departure Time (from base to AWS): 1013 Arrival Time (at AWS): 1240
Departure Time (from AWS to base): 1520 Arrival Time (at base): 1924
Location: -74.548056 -111.868056

Work Crew: Forbes Filip, Laura Wert (rigger team), Liz Widen (WAIS Divide camp manager), Chris (fuels)

Purpose for Visit: Investigate failure of AWS and repair/recover the site

Transportation Method and Pilot Name(s): Fixed Wing Twin Otter CKB (Troy McKerral, Marie-France Lavalle)

Weather Conditions: Cold, very wet, heavy snow, cloudy and overcast, wind speed >15 knots

Field Work Notes: The twin otter pilots landed on a plateau at the base of the hill, around 200 meters from where the AWS is located. It took the work crew and flight team 20 minutes to haul the equipment cases and tools in a fiberglass banana sled over sharp rocks and thick ice to the top of the slope. No one was injured on the way up the hill to the AWS. It was snowing heavily and wind speed was very high and when the team reached the site and it was not possible to take reasonable pictures. All instruments and electronics were properly fastened, and the tower - including hardware such as guy wires and footings - appeared to be in excellent shape. The batteries were holding a charge around 13 volts. The weather conditions prevented troubleshooting and repair of the AWS. All instruments and electronics were recovered from the tower. One of two power system wood battery boxes was left on site, part frozen deeply in the ice and part weighted underneath rocks. The snow and wind mostly subsided by the time recovery was complete. No one was injured on the way back down the hill to the Twin Otter. NOTE: there are no before pictures of the AWS, owing to the intense wind and snow preventing pictures being taken further than 1-2 feet from any object.
Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	124	N/A
Lower Temperature	N/A	N/A
Pressure	82	N/A
Relative Humidity	126	N/A
Wind Speed	N/A	N/A
Wind Direction	N/A	N/A
ADG	N/A	N/A
Electronics Enclosure	82	N/A

After



Pointing towards 30 degrees south of East - After



Extra Pictures

Treacherous hiking



One battery box remains frozen in the ice, battery still inside



Footing for guy wire drilled into rock



Footing for guy wire drilled into rock



Turnbuckle assembly for tower rigging



Both battery boxes were frozen in and covered with rocks on arrival



Footing for guy wire drilled into rock



Turnbuckle assembly for tower rigging



Turnbuckle assembly for tower rigging



Kathie AWS

Date Visited: 01/20/2026(NZDT)

Departure Time (from base to AWS): 0954 Arrival Time (at AWS): 1124
Departure Time (from AWS to base): 1801 Arrival Time (at base): 1917

Location: -77.995 -97.266667

Work Crew: Forbes Filip, Laura Wert (rigging team), Erin (weather observer), Elle (traverse lead)

Purpose for Visit: Raise/Reinstall Kathie AWS

Transportation Method and Pilot Name(s): Fixed Wing Twin Otter CKB (Troy McKerral, Marie-France Lavalle)

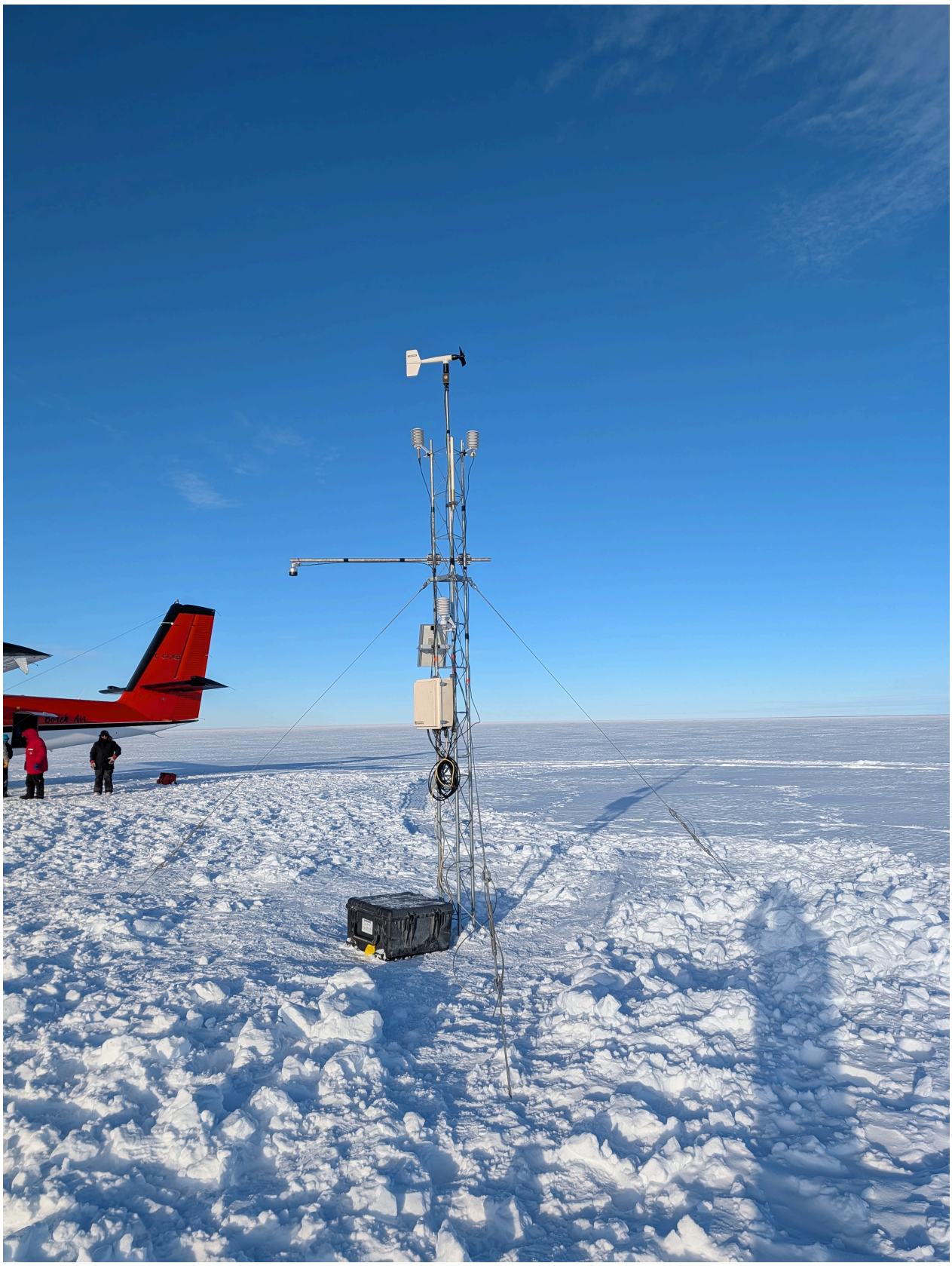
Weather Conditions: Cold, sunny with some clouds, wind speed <15 knots

Field Work Notes: Kathie AWS was last visited on 12/29/2017, and was buried beyond recovery - the original tower could not be found. Laura Wert led the effort to install the 10' base section of the tower and the guy wires. Final AWS tower height was around 4.3 meters. All instruments and electronics were installed on the new tower section. Verified Argos transmissions with Lee Welhouse before departure. NOTE: elevation at 1627 meters.

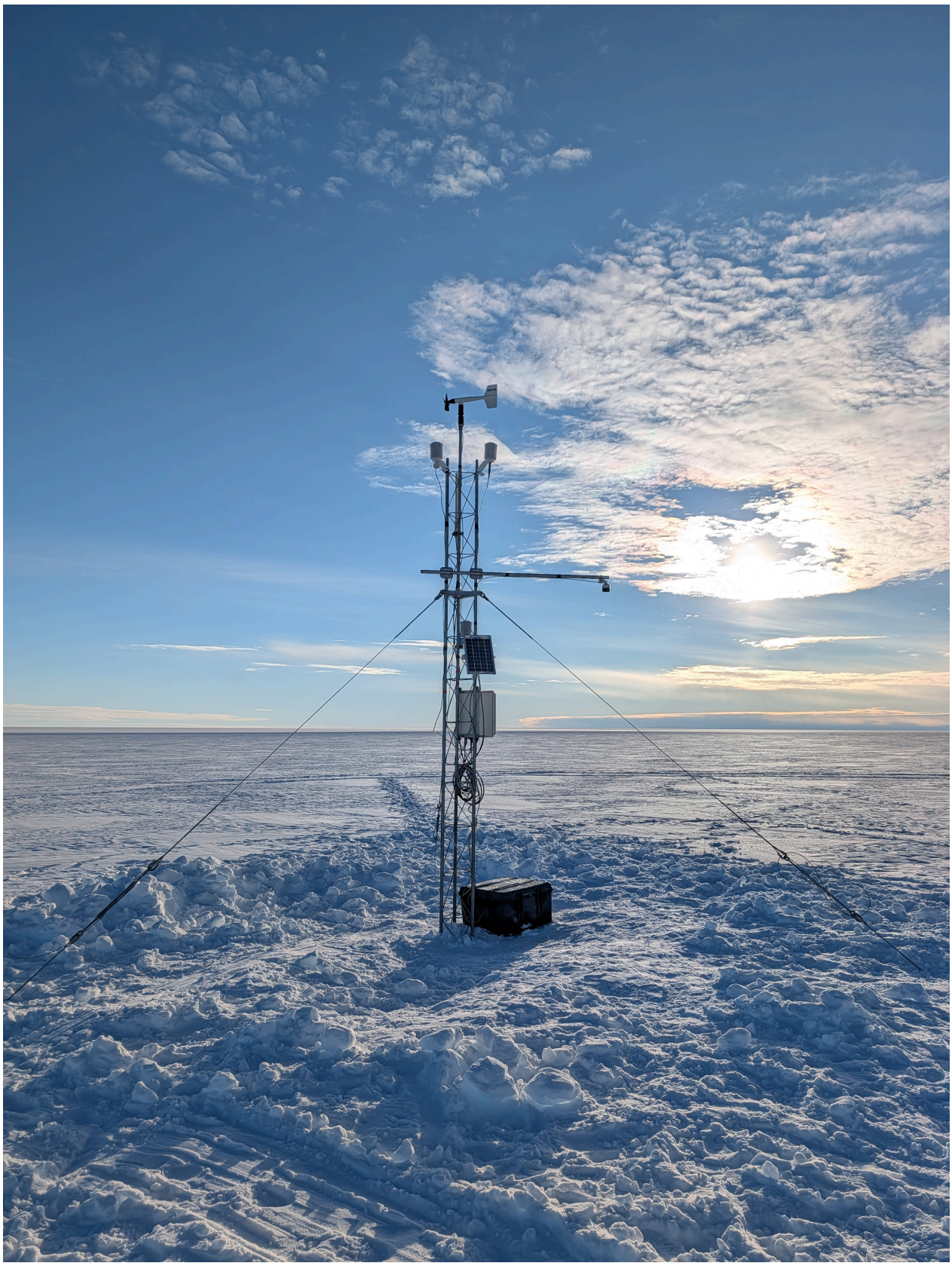
Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	N/A	169
Lower Temperature	N/A	108
Pressure	N/A	57
Relative Humidity	N/A	169
Wind Speed	N/A	189
Wind Direction	N/A	189
ADG	N/A	130
Electronics Enclosure	N/A	57

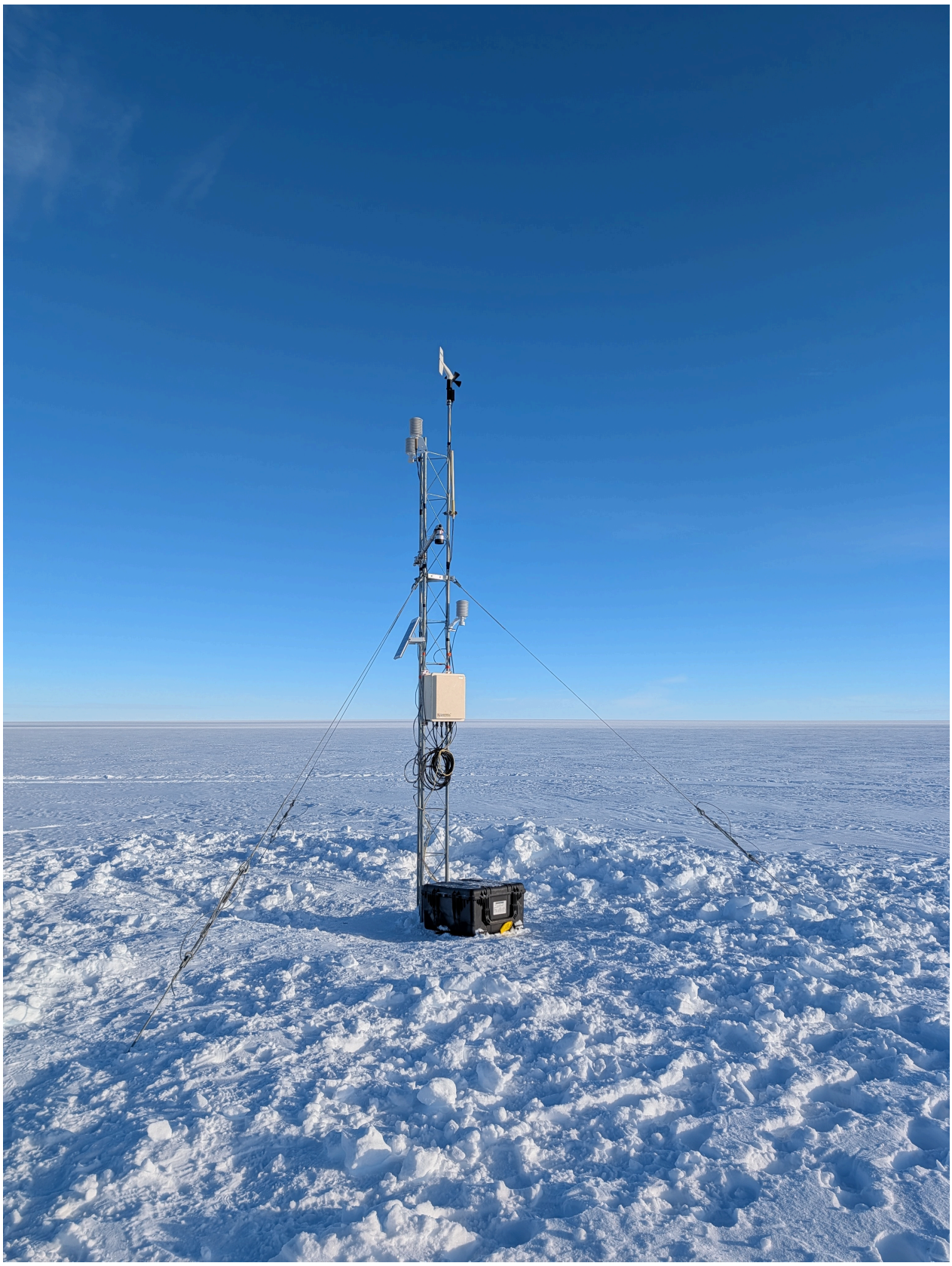
Pointing towards North - After



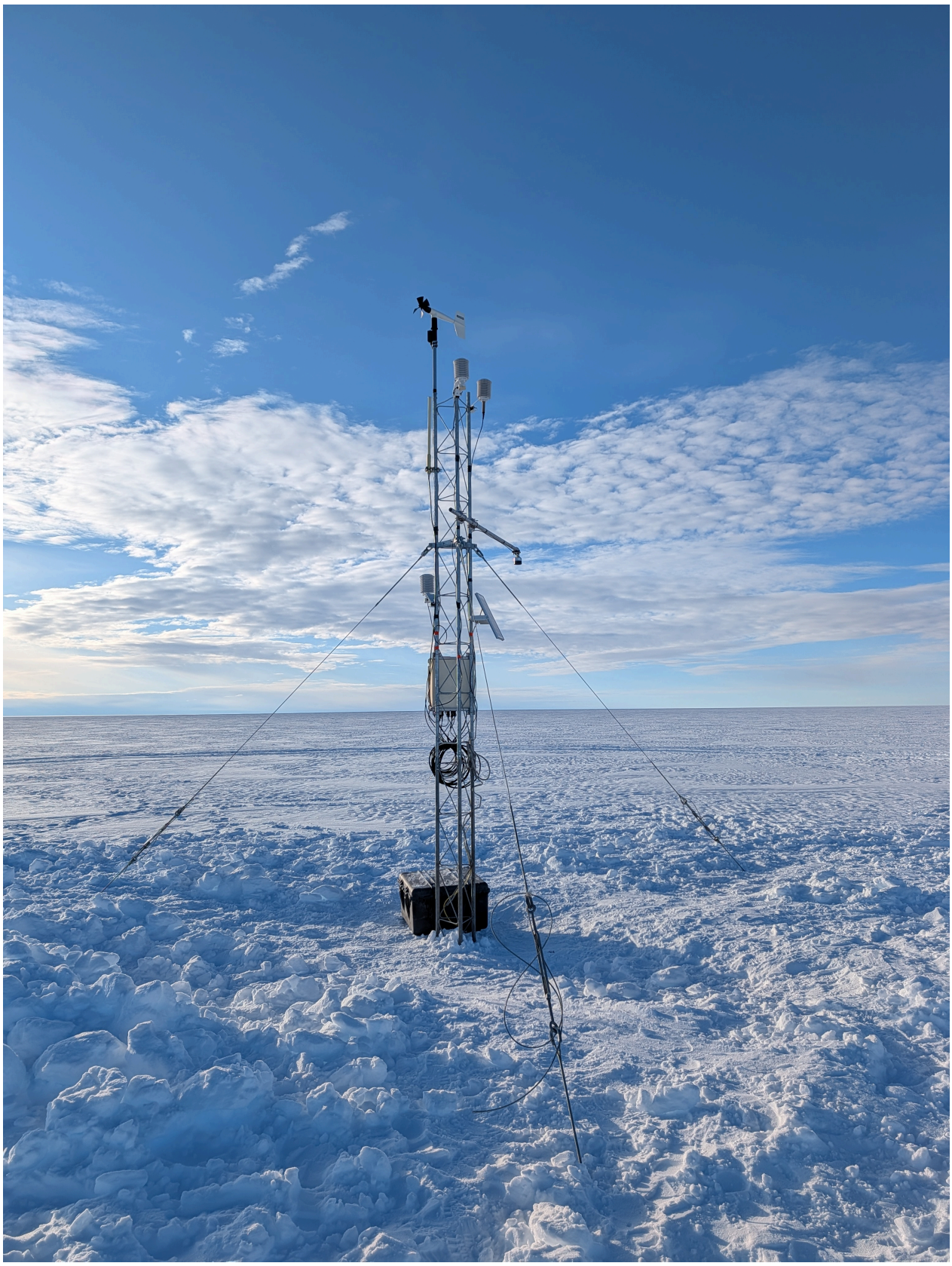
Pointing towards South - After



Pointing towards East - After



Pointing towards West - After



Extra Pictures

10' base section



Siple Dome AWS

Date Visited: 01/21/2026(NZDT)

Departure Time (from base to AWS): 1145 Arrival Time (at AWS): 1417
Departure Time (from AWS to base): 1446 Arrival Time (at base): 1717

Location: -81.66 -149.02

Work Crew: Forbes F, Laura W(rigging team), Kadan S (heavy equipment operator), Dwayne K (field camp medic)

Purpose for Visit: Reinstall electronics enclosure and fix power system at Siple Dome AWS

Transportation Method and Pilot Name(s): Fixed Wing Twin Otter CKB (Troy McKerral, Marie-France Lavalle)

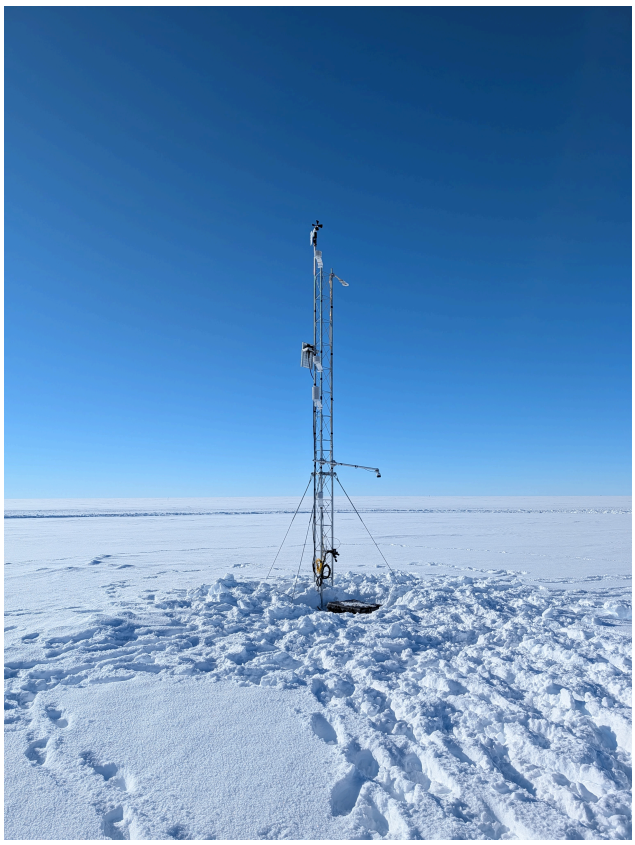
Weather Conditions: Warm, sunny, wind speed <15 knots

Field Work Notes: This was the third visit to Siple Dome AWS in 25-26 field season. The enclosure was reinstalled with an updated program on the CR1000 datalogger to eliminate the bug that was writing to the data card far too often, which was rapidly draining the power system. Additionally, fixed a constant drain on power system by reconfiguring wiring scheme of the battery interconnects - the interconnects have a higher than ideal resistance when plugged together and therefore batteries are not truly parallel (at the same voltage) to each other when each interconnect's ring terminals are exclusive to a single battery; their ring terminals and plug connections must be distributed among all three batteries in order for trickle charge across all batteries. All instrument plugs were reconnected and cables were properly coiled in a service loop below the enclosure. Verified Iridium transmissions with Lee Welhouse before departure.

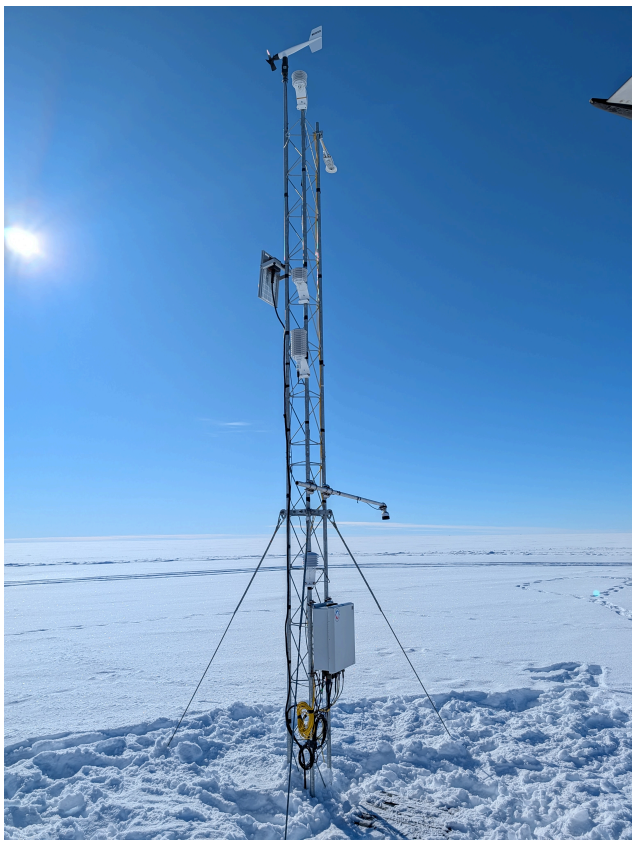
Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	205	205
Lower Temperature	50	50
Pressure	26	26
Relative Humidity	112	112
Wind Speed	232	232
Wind Direction	232	232
ADG	74	74
Electronics Enclosure	26	26

Pointing towards North - Before



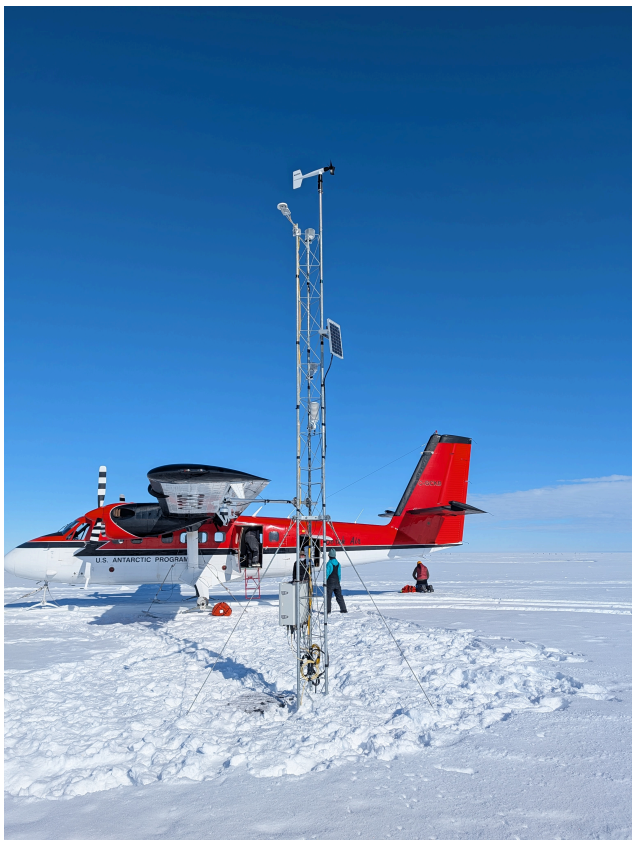
Pointing towards North - After



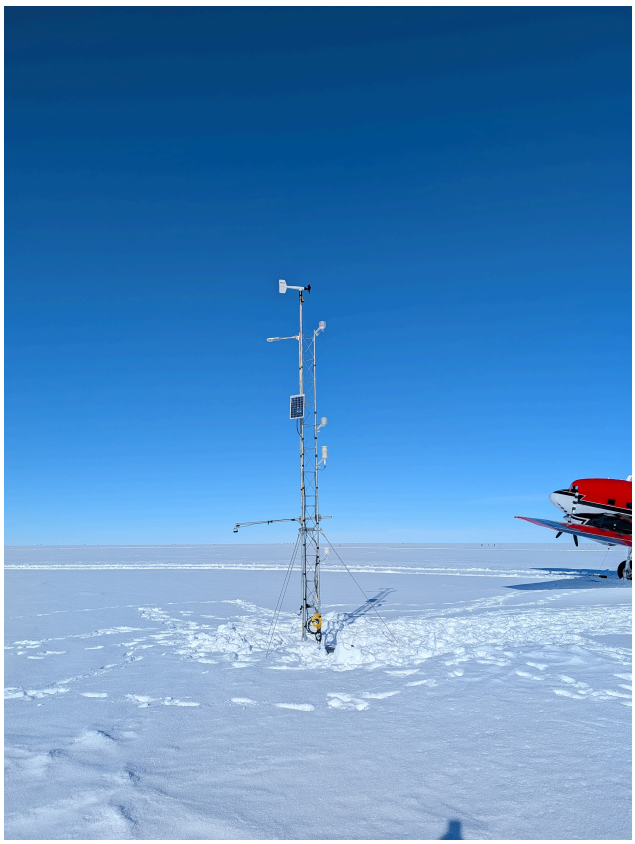
Pointing towards South - Before



Pointing towards South - After



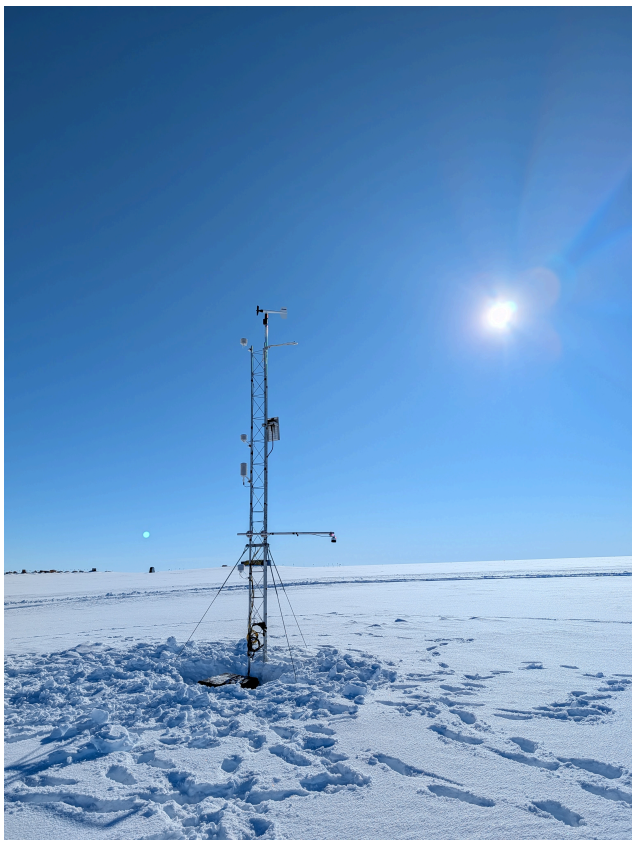
Pointing towards East - Before



Pointing towards East - After



Pointing towards West - Before



Pointing towards West - After



Extra Pictures

Upper temp probe white tape, middle temp probe green tape, lowest temp probe orange tape (view 1)



Upper temp probe white tape, middle temp probe green tape, lowest temp probe orange tape (view 2)



Kominko-Slade AWS

Date Visited: 01/22/2026(NZDT)

Departure Time (from base to AWS): 1730 Arrival Time (at AWS): 1737
Departure Time (from AWS to base): 2107 Arrival Time (at base): 2115

Location: -79.466167 -112.107833

Work Crew: Forbes Filip, Laura Wert (rigging team)

Purpose for Visit: Install instruments and electronics on tower at Kominko-Slade AWS

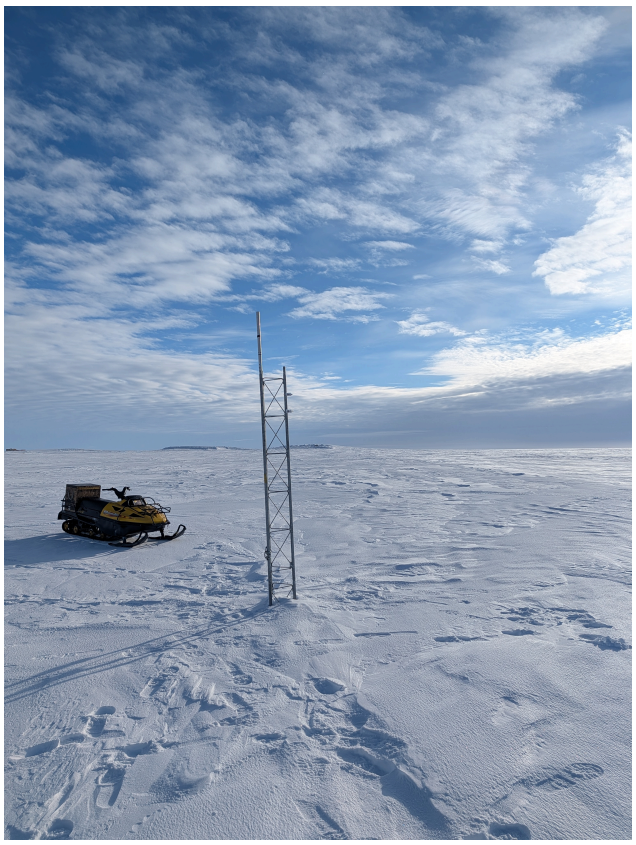
Transportation Method and Pilot Name(s): Snow machines from WAIS Divide to AWS

Weather Conditions: <-25C°, sunny, wind speed <15 knots

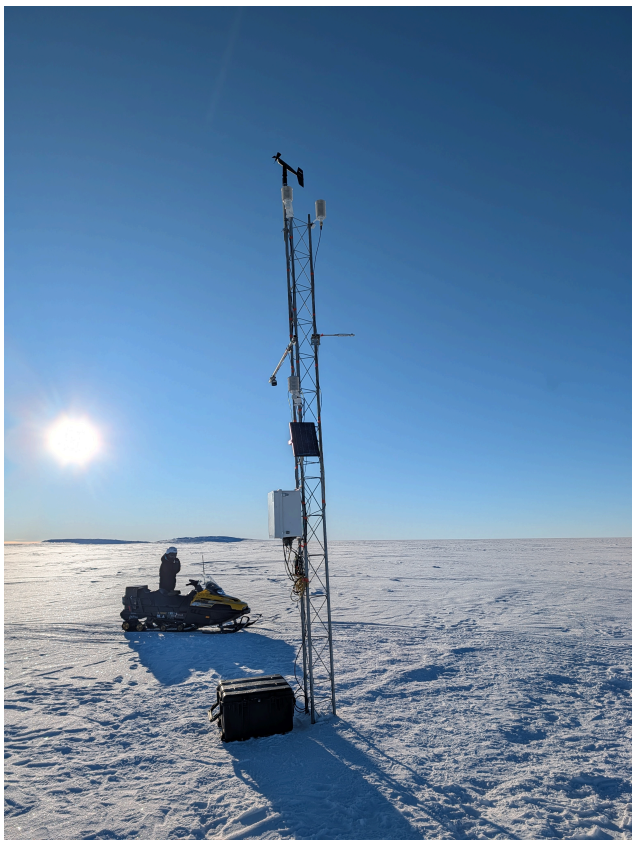
Field Work Notes: The AWS site had a naked tower in place from a recent visit from the Thwaites Interdisciplinary Margin Evolution (TIME) project in December 2023. Instruments and electronics were installed on the tower. NOTE: elevation recorded at 1798 meters
Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	N/A	213
Lower Temperature	N/A	126
Pressure	N/A	68
Relative Humidity	N/A	213
Wind Speed	N/A	239
Wind Direction	N/A	239
ADG	N/A	152
Electronics Enclosure	N/A	68

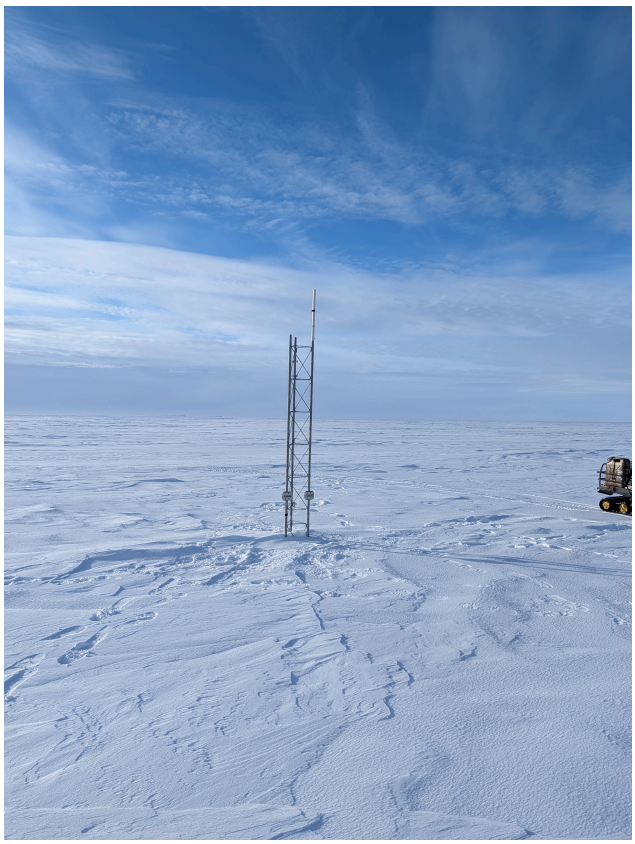
Pointing towards South - Before



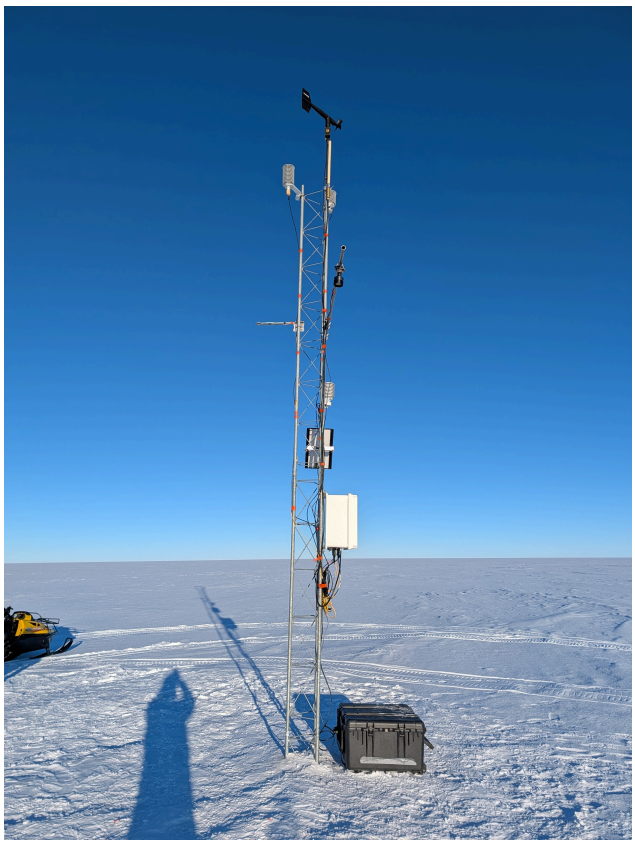
Pointing towards South - After



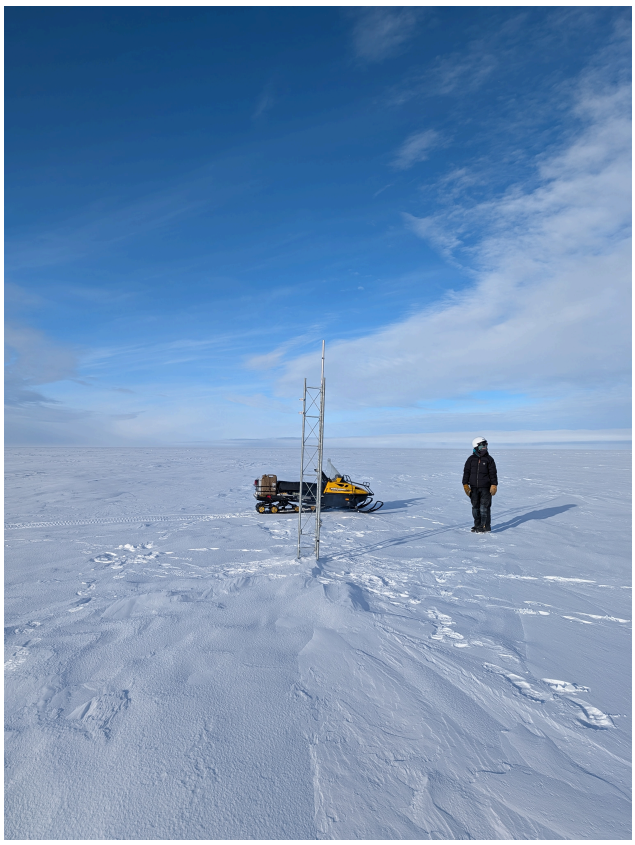
Pointing towards North - Before



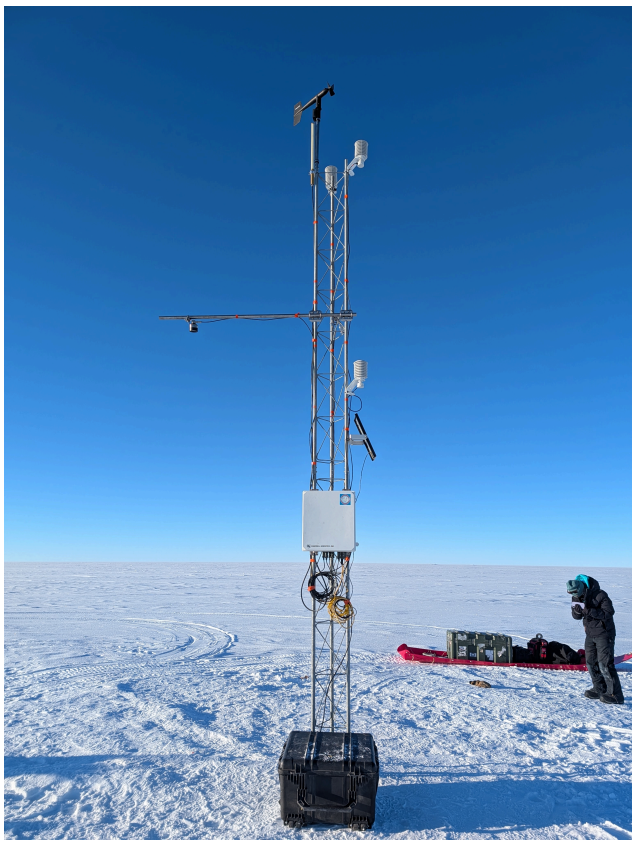
Pointing towards North - After



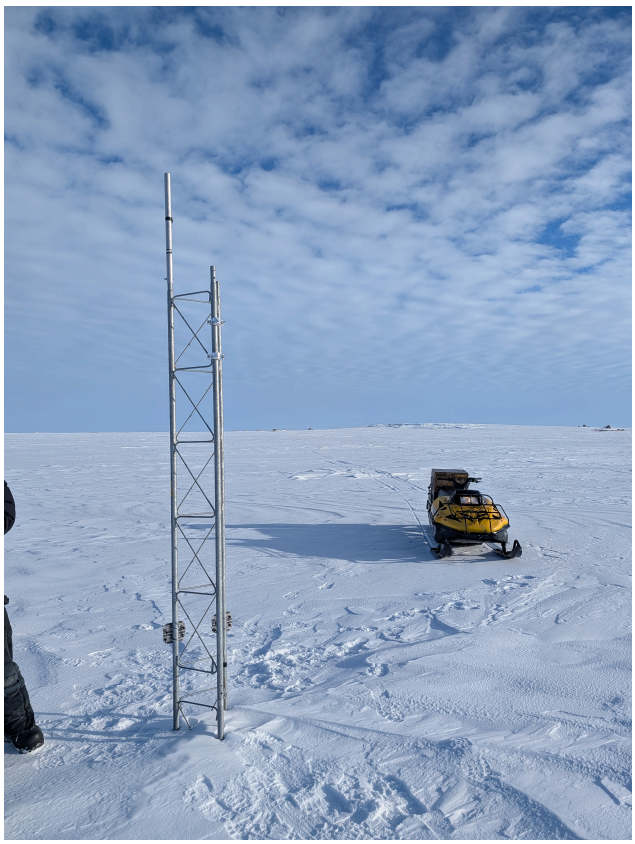
Pointing towards West - Before



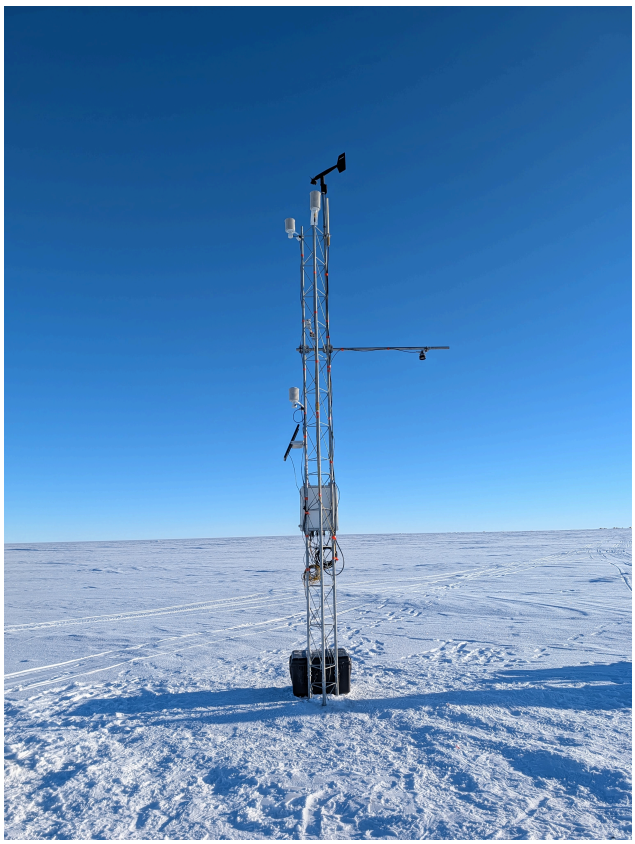
Pointing towards West - After



Pointing towards East - Before

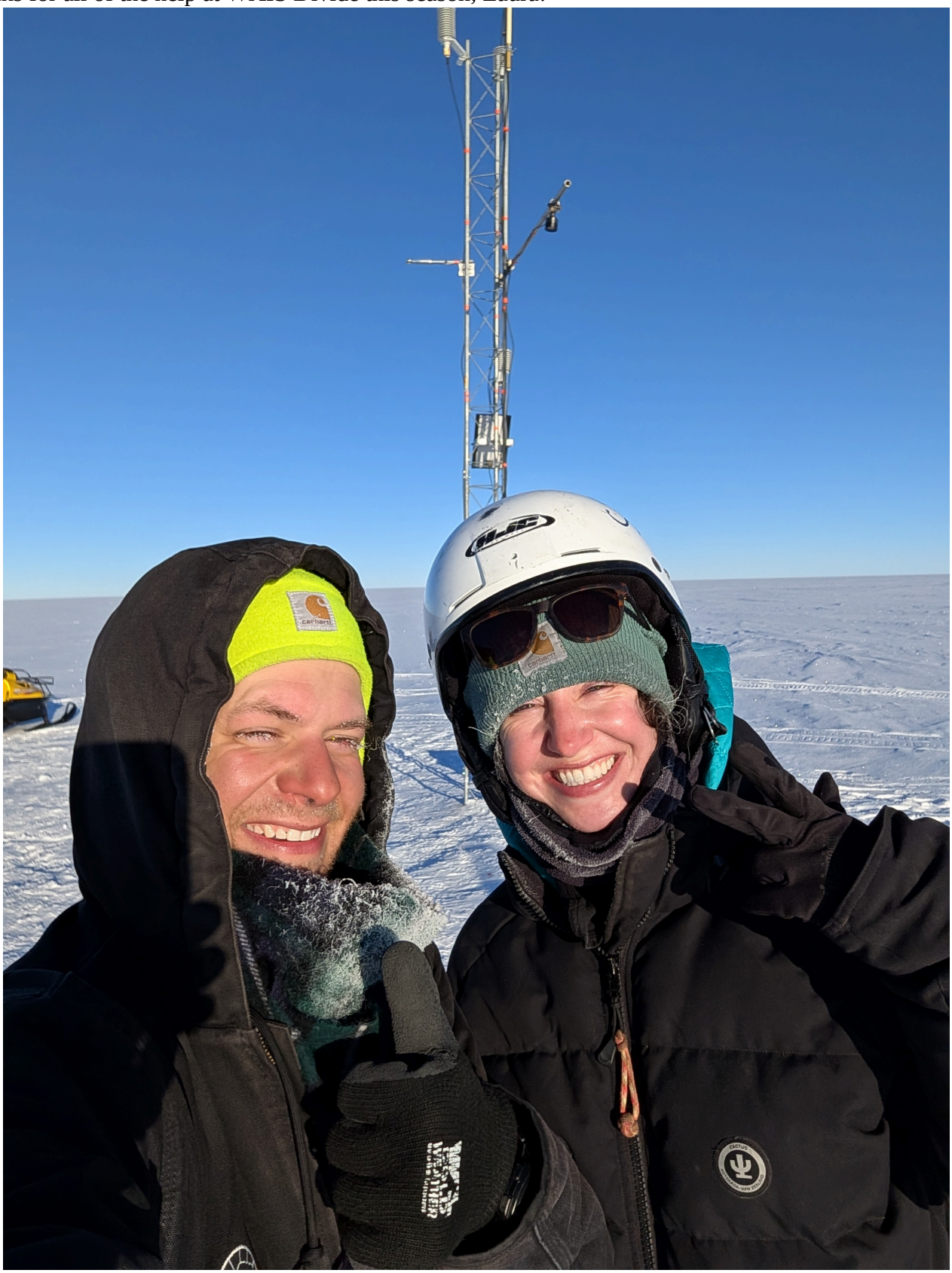


Pointing towards East - After



Extra Pictures

Thanks for all of the help at WAIS Divide this season, Laura!



Laurie III AWS

Date Visited: 01/27/2026(NZDT)

Departure Time (from base to AWS): 0930 Arrival Time (at AWS): 0955
Departure Time (from AWS to base): 1336 Arrival Time (at base): 1357

Location: -77.604167 169.760333

Work Crew: Forbes Filip, Sarah Allen (rigging team)

Purpose for Visit: Install instruments and electronics on tower at WAIS Divide AWS

Transportation Method and Pilot Name(s): Fixed Wing Twin Otter CKB (Troy McKerral, Marie-France Lavalle)

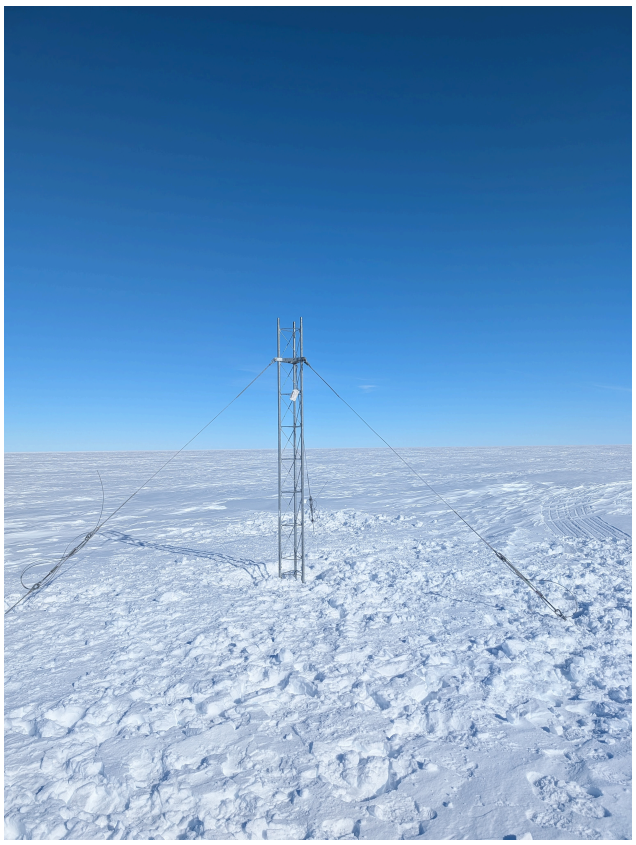
Weather Conditions: Chilly, cloudy/overcast, wind speed <15 knots

Field Work Notes: The AWS site had a naked tower in place from a previous visit on 12/29/2025. All instruments and electronics were installed on the tower. There was a missing bracket for the ADG instrument; a makeshift bracket was fabricated using a spare antenna mount and copper tie wire. The station was not transmitting before departure; will have to revisit to repair/update.

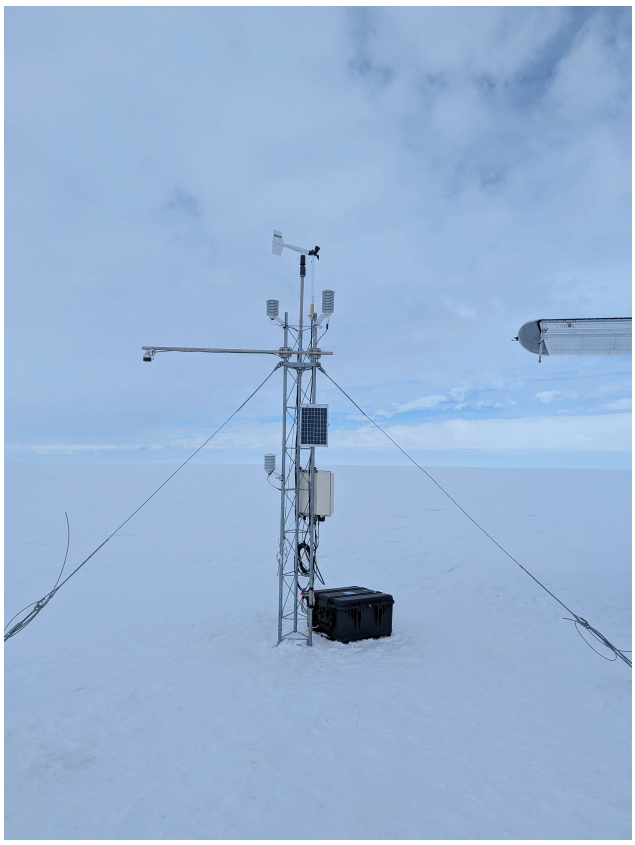
Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	N/A	124
Lower Temperature	N/A	66
Pressure	N/A	48
Relative Humidity	N/A	124
Wind Speed	N/A	141
Wind Direction	N/A	141
ADG	N/A	105
Electronics Enclosure	N/A	48

Pointing towards South - Before



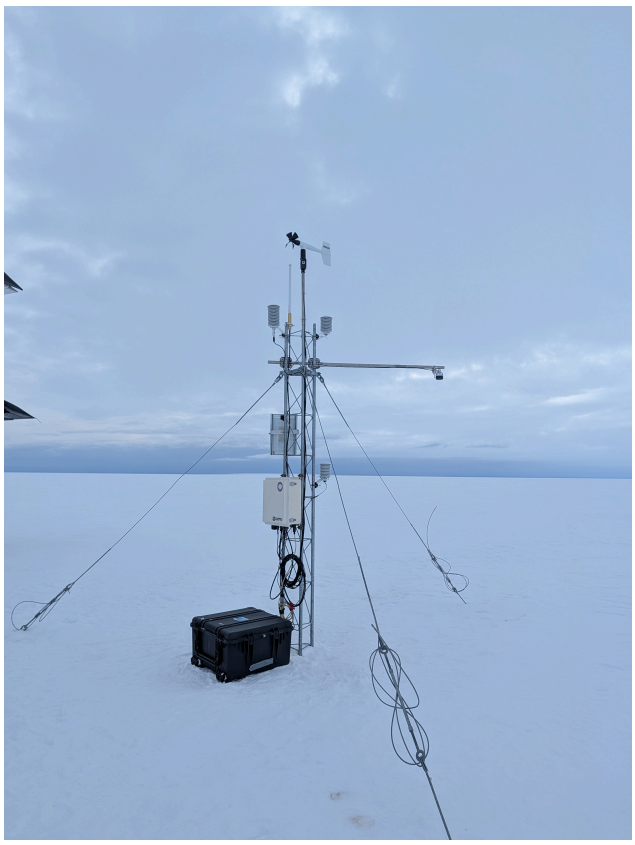
Pointing towards South - After



Pointing towards North - Before



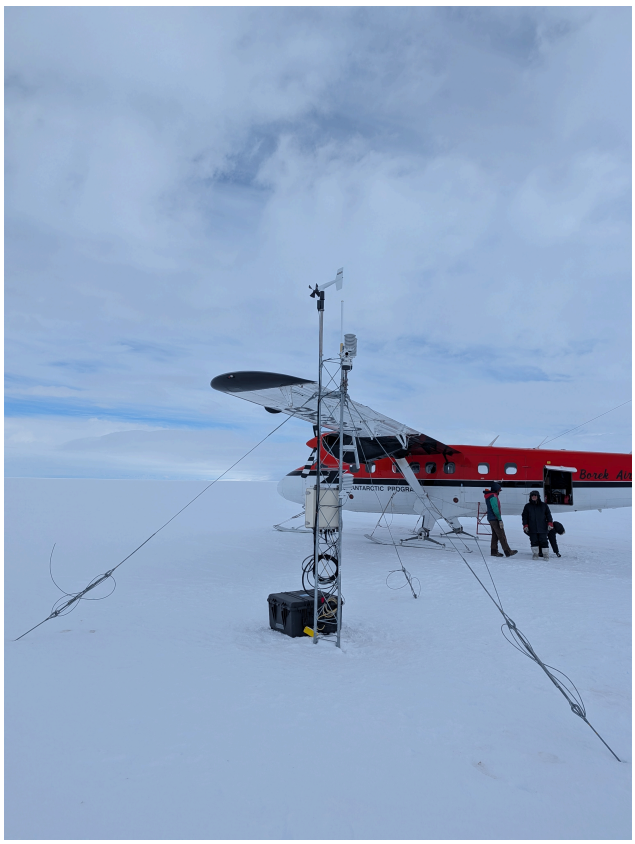
Pointing towards North - After



Pointing towards West - Before



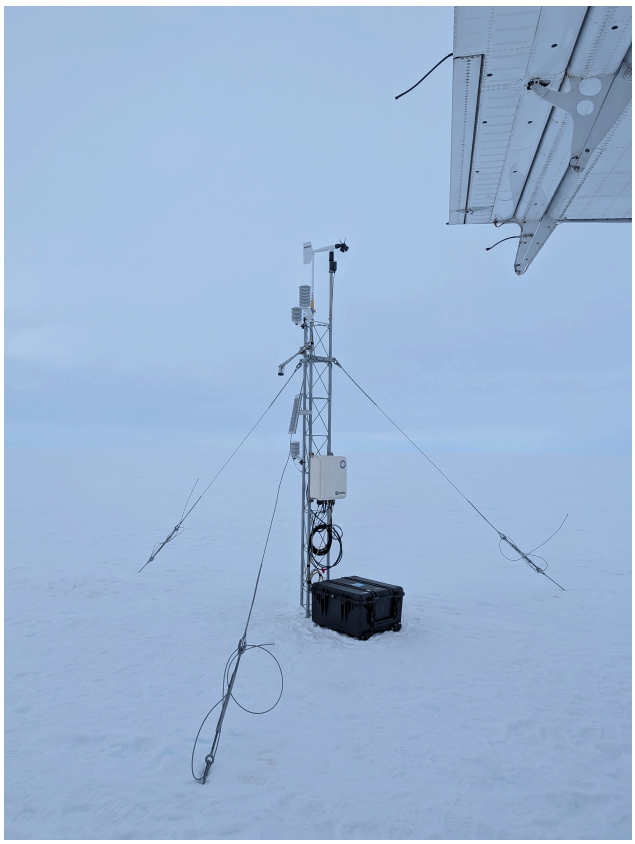
Pointing towards West - After



Pointing towards East - Before



Pointing towards East - After

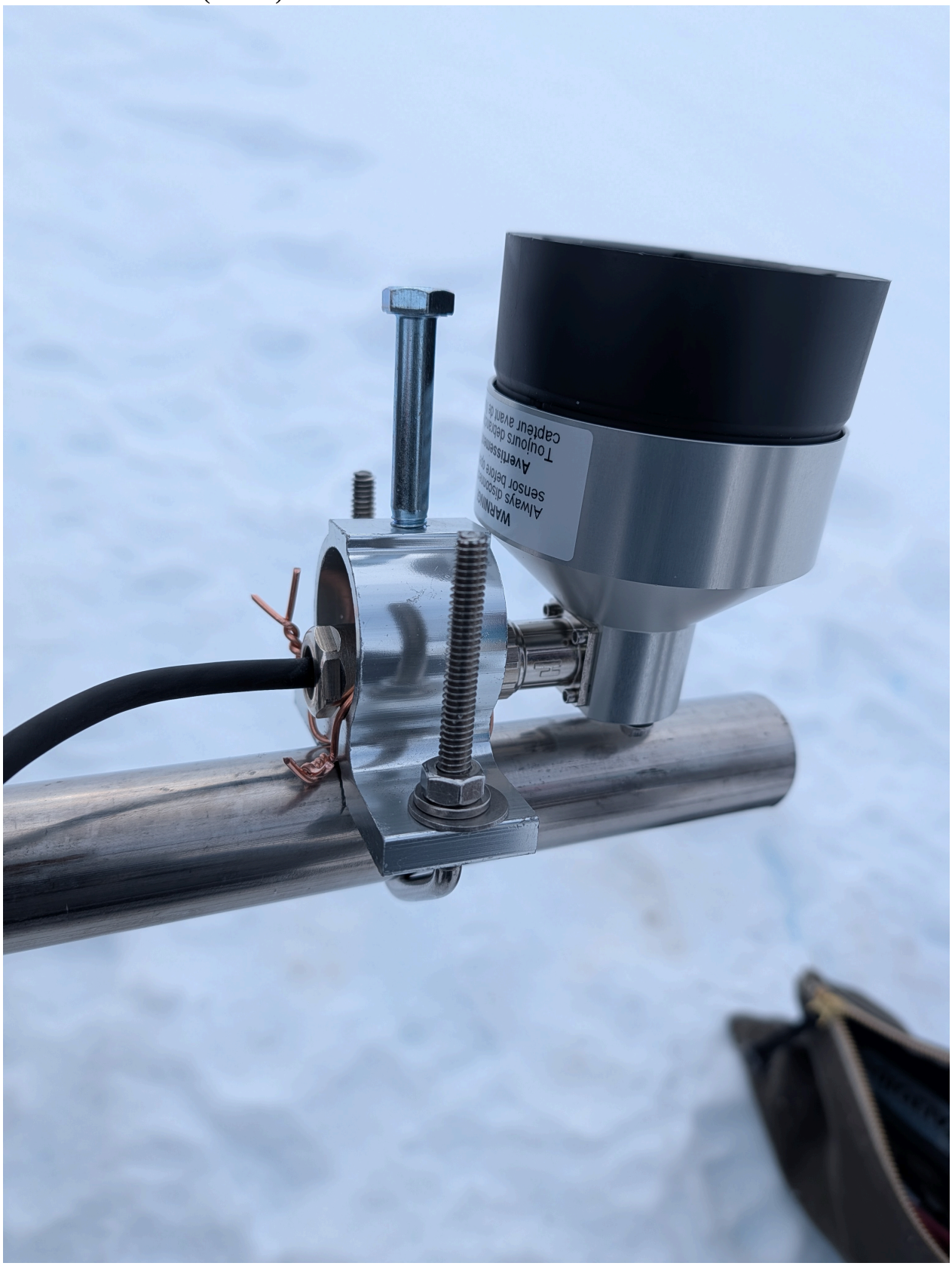


Extra Pictures

ADG - makeshift bracket (view 1)



ADG - makeshift bracket (view 2)



ADG - makeshift bracket (view 3)



ADG - makeshift bracket (view 4)



ADG - makeshift bracket (view 5)



Willie Field AWS

Date Visited: 01/29/2026(NZDT)

Departure Time (from base to AWS): 1612 Arrival Time (at AWS): 1640
Departure Time (from AWS to base): 1712 Arrival Time (at base): 1742

Location: -77.855 166.904

Work Crew: Forbes Filip

Purpose for Visit: Reinstall electronics enclosure on AWS tower

Transportation Method and Pilot Name(s): McMurdo Shuttle Service #424

Weather Conditions: Chilly, sunny, wind speed <15 knots

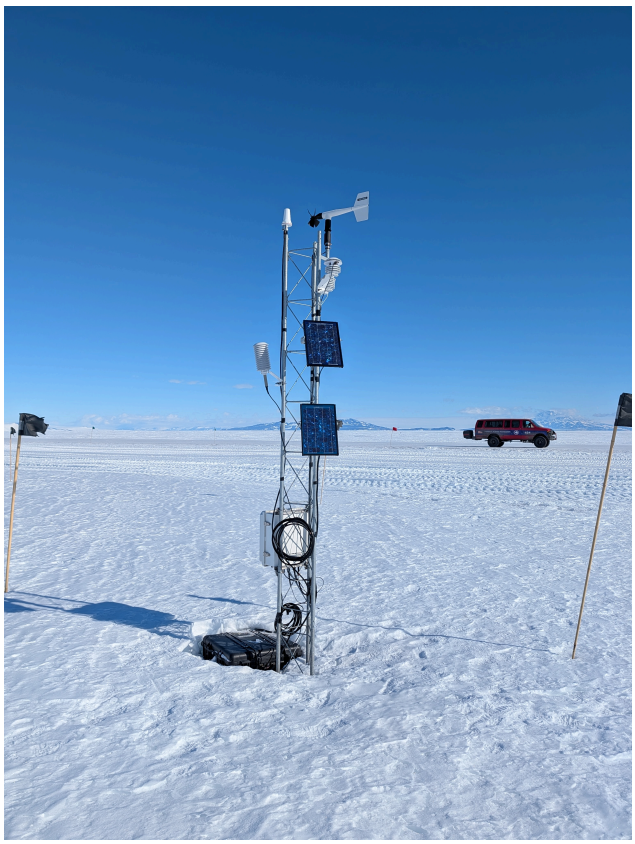
Field Work Notes: The AWS was visited earlier in the season by Lee Welhouse and Matthew Lazarra. Aspirated temp probes with shields and accompanying solar panel was installed on the tower; aspirated components produced an audible hum when active. The electronics enclosure was reinstalled. Iridium transmissions were verified with Lee Welhouse before departure; the temperature data did not appear correct in the transmissions, therefore Lee will review panel wiring and CR1000 program for the AWS.
Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	112	112
Lower Temperature	112	112
Pressure	29	29
Relative Humidity	89	89
Wind Speed	129	129
Wind Direction	129	129
ADG	N/A	N/A
Electronics Enclosure	29	29

Pointing towards South - Before



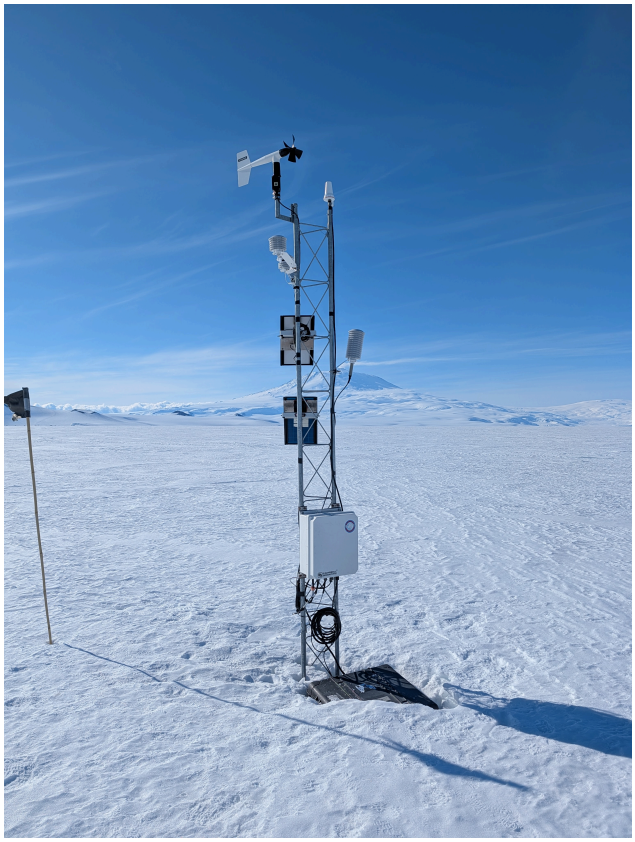
Pointing towards South - After



Pointing towards North - Before



Pointing towards North - After



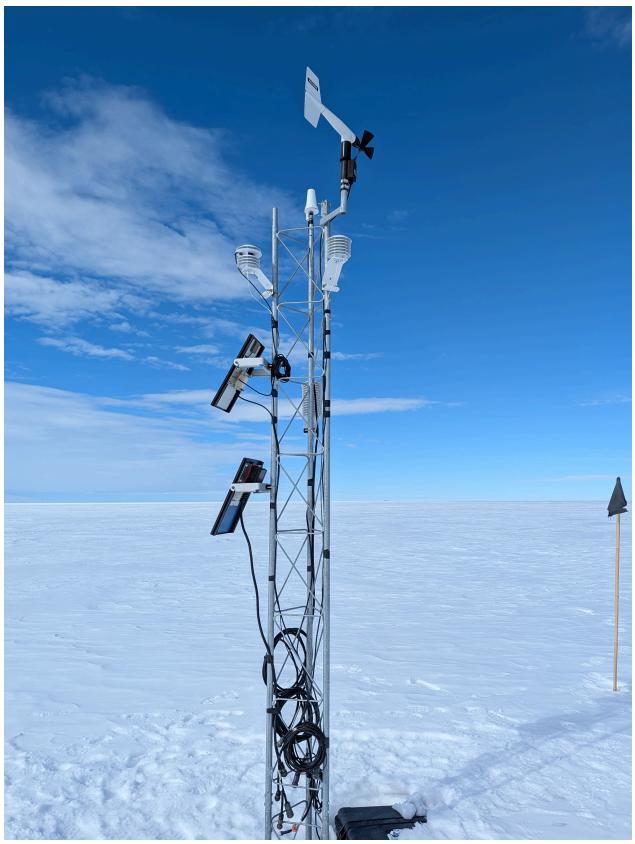
Pointing towards West - Before



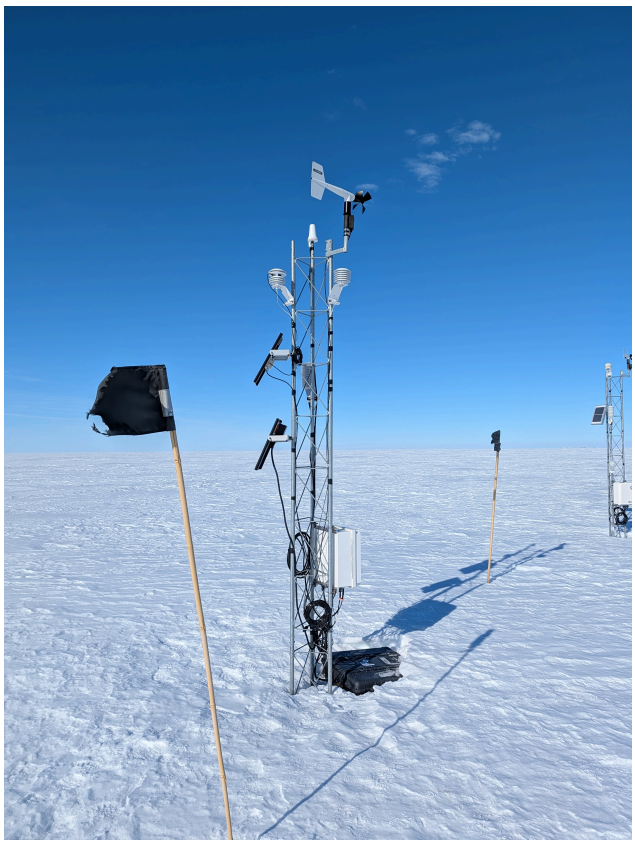
Pointing towards West - After



Pointing towards East - Before

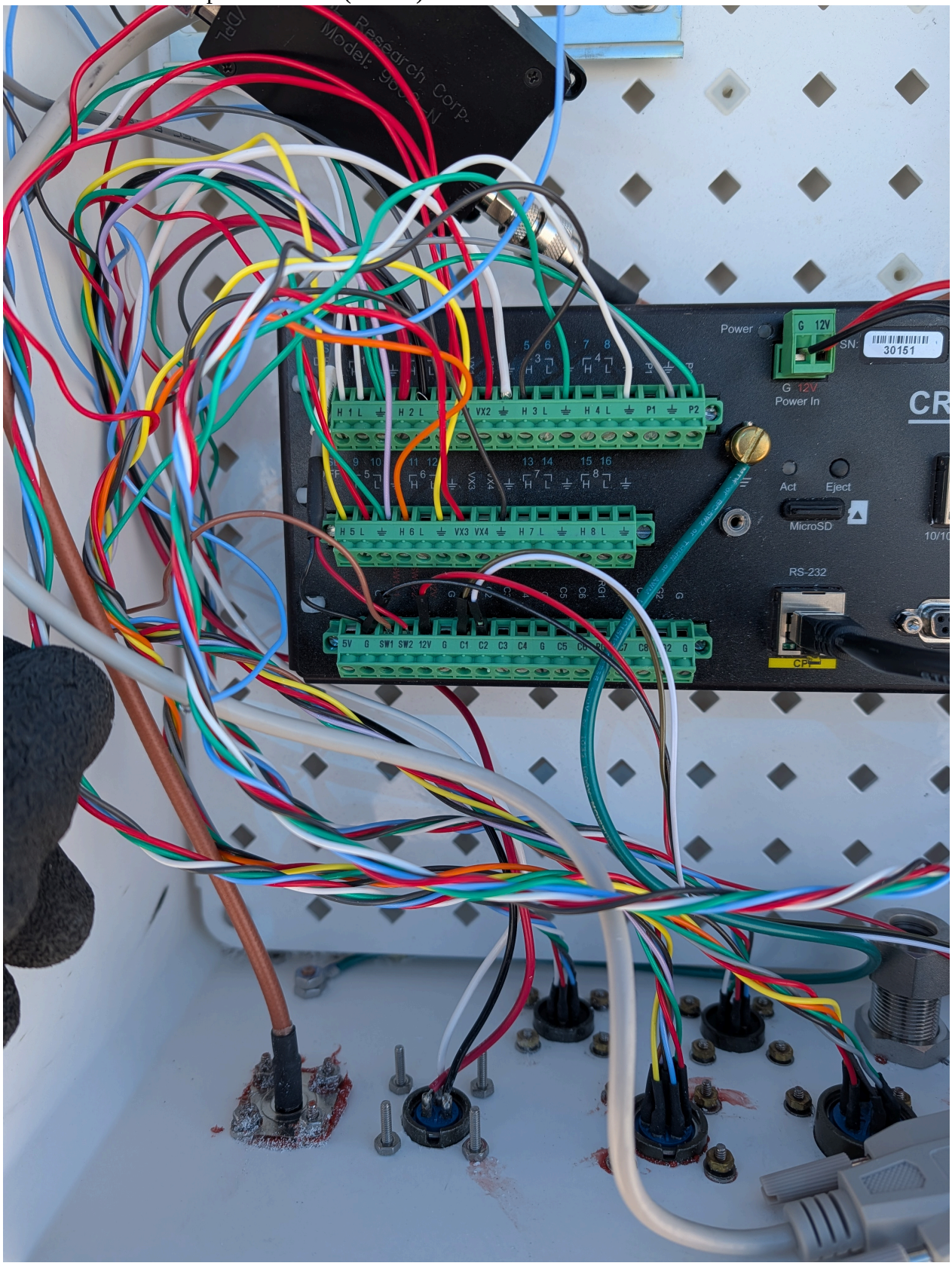


Pointing towards East - After

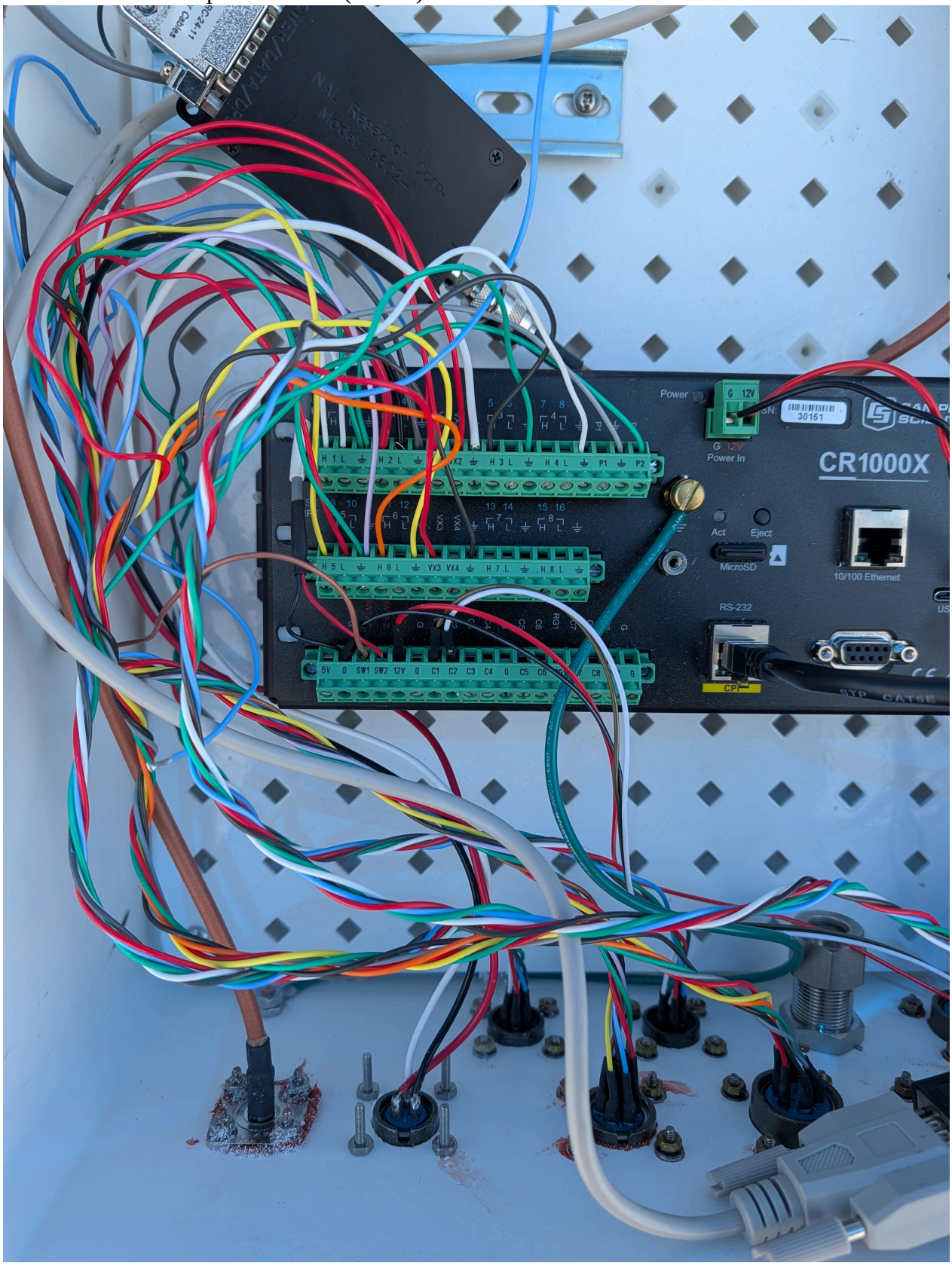


Extra Pictures

Willie Field enclosure - aspirated shield (view 2)



Willie Field enclosure - aspirated shield (view 1)



Schwerdtfeger AWS

Date Visited: 01/30/2026(NZDT)

Departure Time (from base to AWS): 0841 Arrival Time (at AWS): 0942
Departure Time (from AWS to base): 1050 Arrival Time (at base): 1153

Location: -79.781 170.505

Work Crew: Forbes Filip

Purpose for Visit: Inspect the AWS

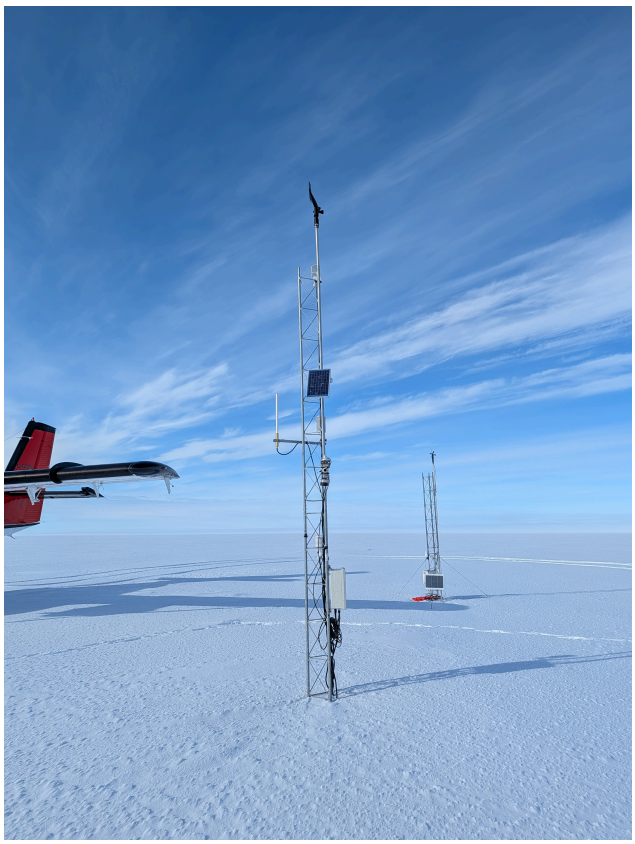
Transportation Method and Pilot Name(s): Fixed Wing Twin Otter CKB (Troy McKerral, Marie-France Lavalle)

Weather Conditions: Bitter cold, sunny, wind speed <15 knots

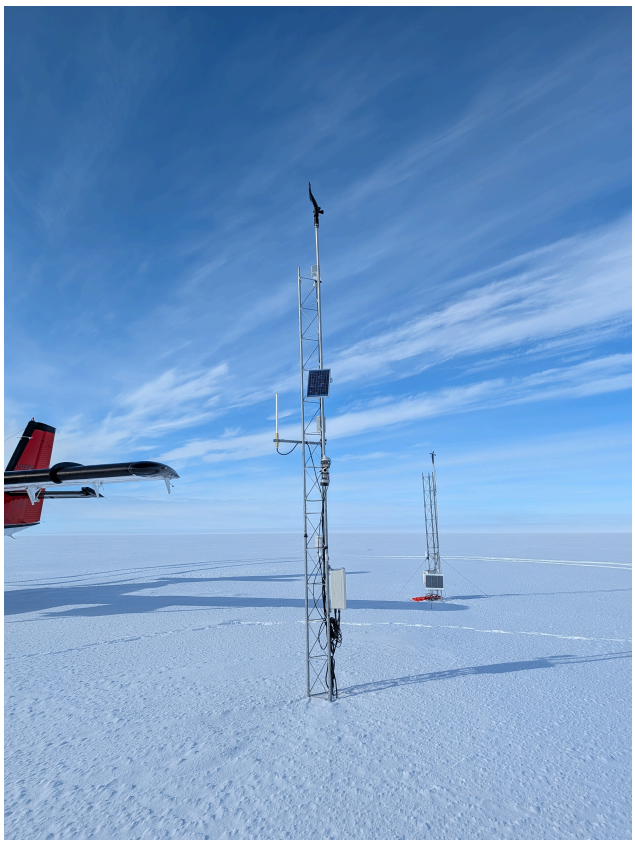
Field Work Notes: Tower and instruments in working condition. There were no adjustments to any instrument heights or the power system. DID NOT Verify Argos transmissions with Lee Welhouse before departure -my bad; the AWS was in fact transmitting. NOTE: no visible external changes to the AWS during this visit.
Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	189	189
Lower Temperature	55	55
Pressure	36	36
Relative Humidity	107	107
Wind Speed	218	218
Wind Direction	218	218
ADG	84	84
Electronics Enclosure	36	36

Pointing towards South - Before



Pointing towards South - After



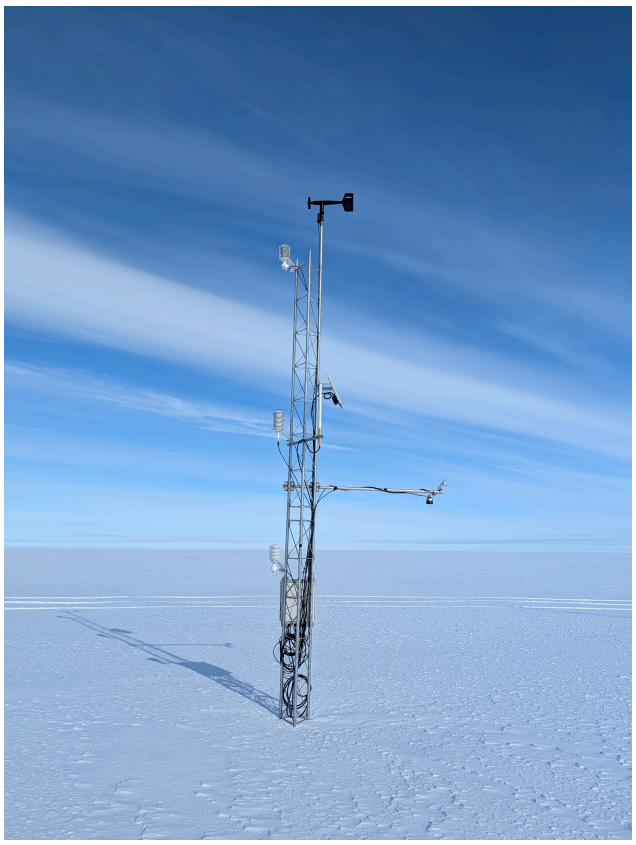
Pointing towards North - Before



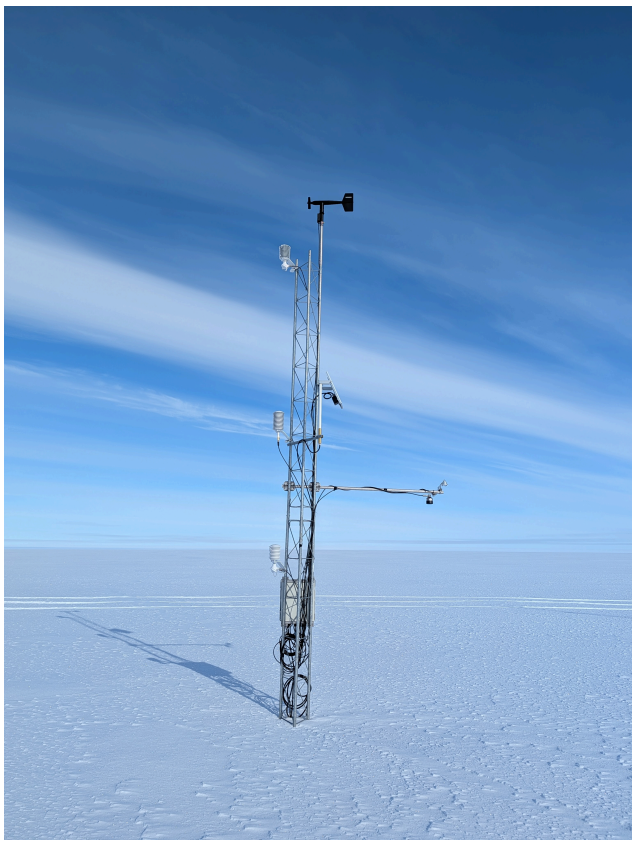
Pointing towards North - After



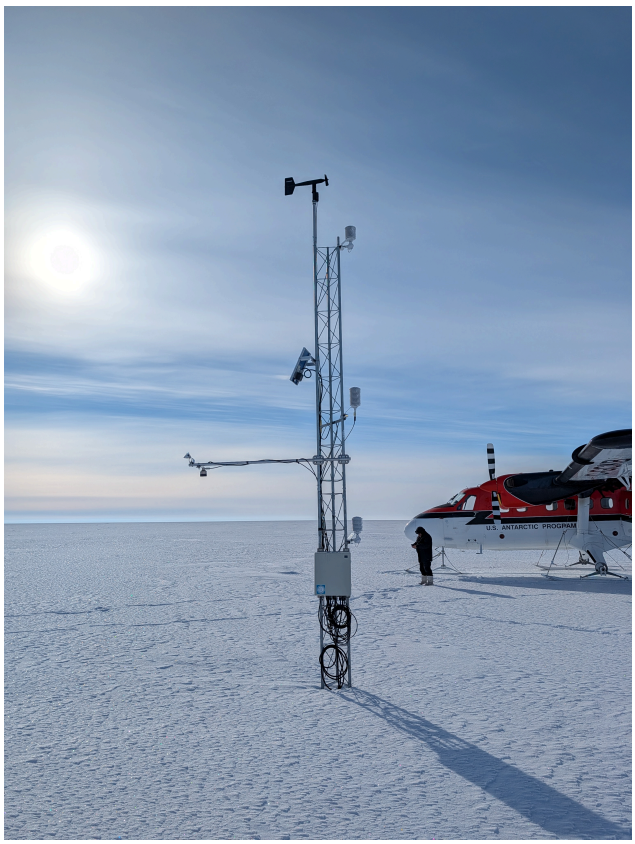
Pointing towards West - Before



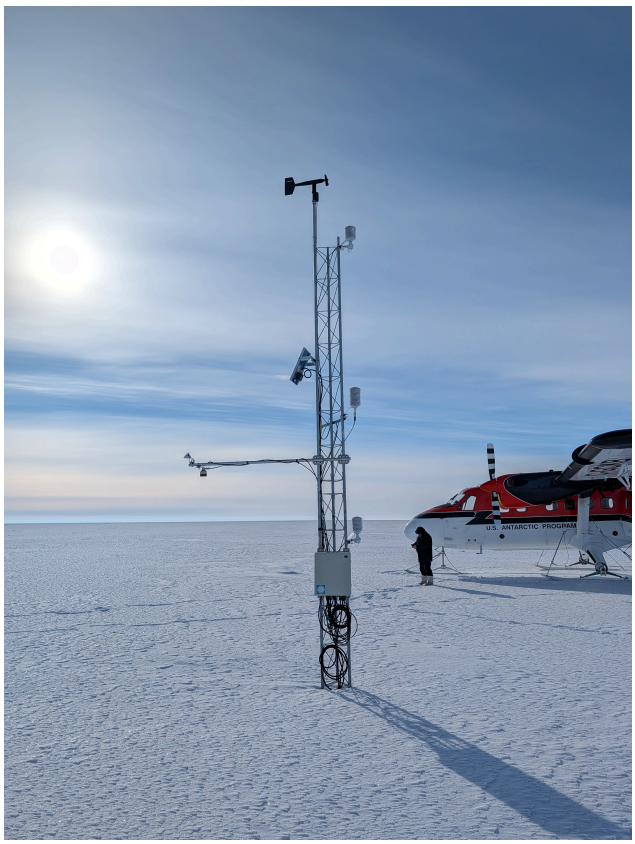
Pointing towards West - After



Pointing towards East - Before



Pointing towards East - After



Skomik M-AWS

Date Visited: 01/30/2026(NZDT)

Departure Time (from base to AWS): 0841 Arrival Time (at AWS): 0942
Departure Time (from AWS to base): 1050 Arrival Time (at base): 1153

Location: -79.781 170.505

Work Crew: Forbes Filip

Purpose for Visit: Replace the M-AWS data logger

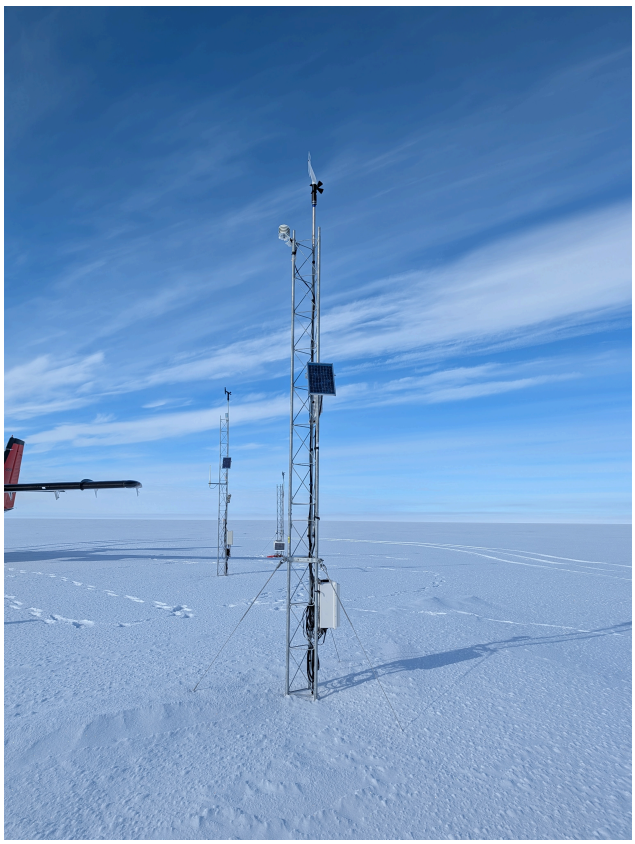
Transportation Method and Pilot Name(s): Fixed Wing Twin Otter CKB (Troy McKerral, Marie-France Lavalle)

Weather Conditions: Bitter cold, sunny, wind speed <15 knots

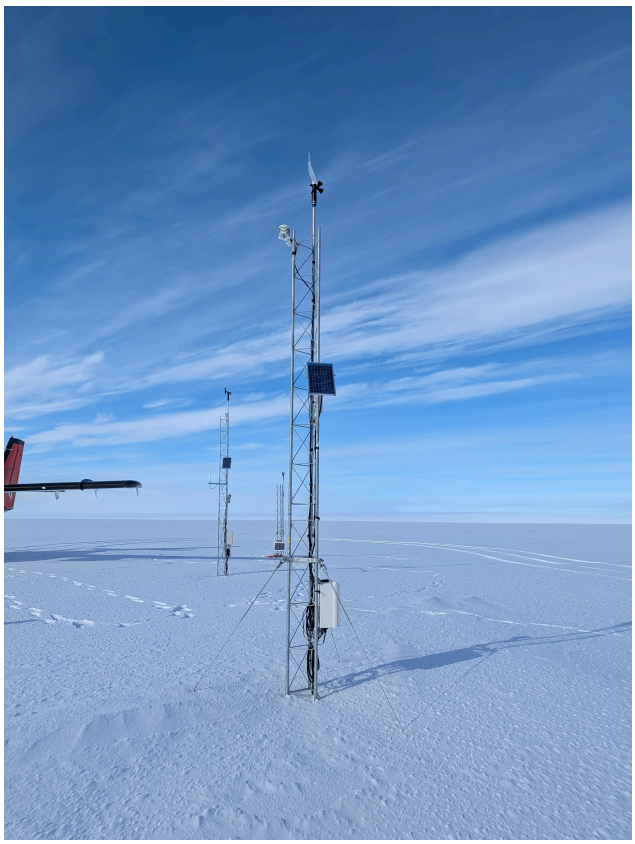
Field Work Notes: Replaced the data logger (M-AWS Logger v2.2) to get more units field tested. There were no adjustments to any instrument heights or the power system. DID NOT Verify Iridium transmissions with Lee Welhouse before departure - my bad; the AWS was in fact transmitting. Unfortunately, there was not sufficient ground time available to conduct a raise on the station. NOTE: no visible external changes to the AWS during this visit.

Instrumentation Heights (inches):	**Before**	**After**
Upper Temperature	179	179
Lower Temperature	55	55
Pressure	24	24
Relative Humidity	100	100
Wind Speed	200	200
Wind Direction	200	200
ADG	N/A	N/A
Electronics Enclosure	24	24

Pointing towards South - Before



Pointing towards South - After



Pointing towards North - Before



Pointing towards North - After



Pointing towards West - Before



Pointing towards West - After



Pointing towards East - Before



Pointing towards East - After



Extra Pictures

Skomik M-AWS - inside the enclosure



Alexander Tall Tower! AWS

Date Visited: 02/16/2026

Departure Time (from base to AWS): N/A Arrival Time (at AWS): N/A
Departure Time (from AWS to base): N/A Arrival Time (at base): N/A

Location: N/A N/A

Work Crew: ASC Antenna Rigger Group

Purpose for Visit: Rigger checkup

Transportation Method and Pilot Name(s): N/A

Weather Conditions: N/A

Field Work Notes: Riggers checked and everything looked good.
Instrumentation Heights (inches):

	Before	**After**
Upper Temperature	N/A	N/A
Lower Temperature	N/A	N/A
Pressure	N/A	N/A
Relative Humidity	N/A	N/A
Wind Speed	N/A	N/A
Wind Direction	N/A	N/A
ADG	N/A	N/A
Solar Radiation	N/A	N/A
Electronics Enclosure	N/A	N/A