

# METEO ON SKIS

AN INNOVATIVE AND EASIER WAY  
TO DEPLOY AND SERVICE AWSs IN  
ANTARCTICA

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# METEO ON SKIS

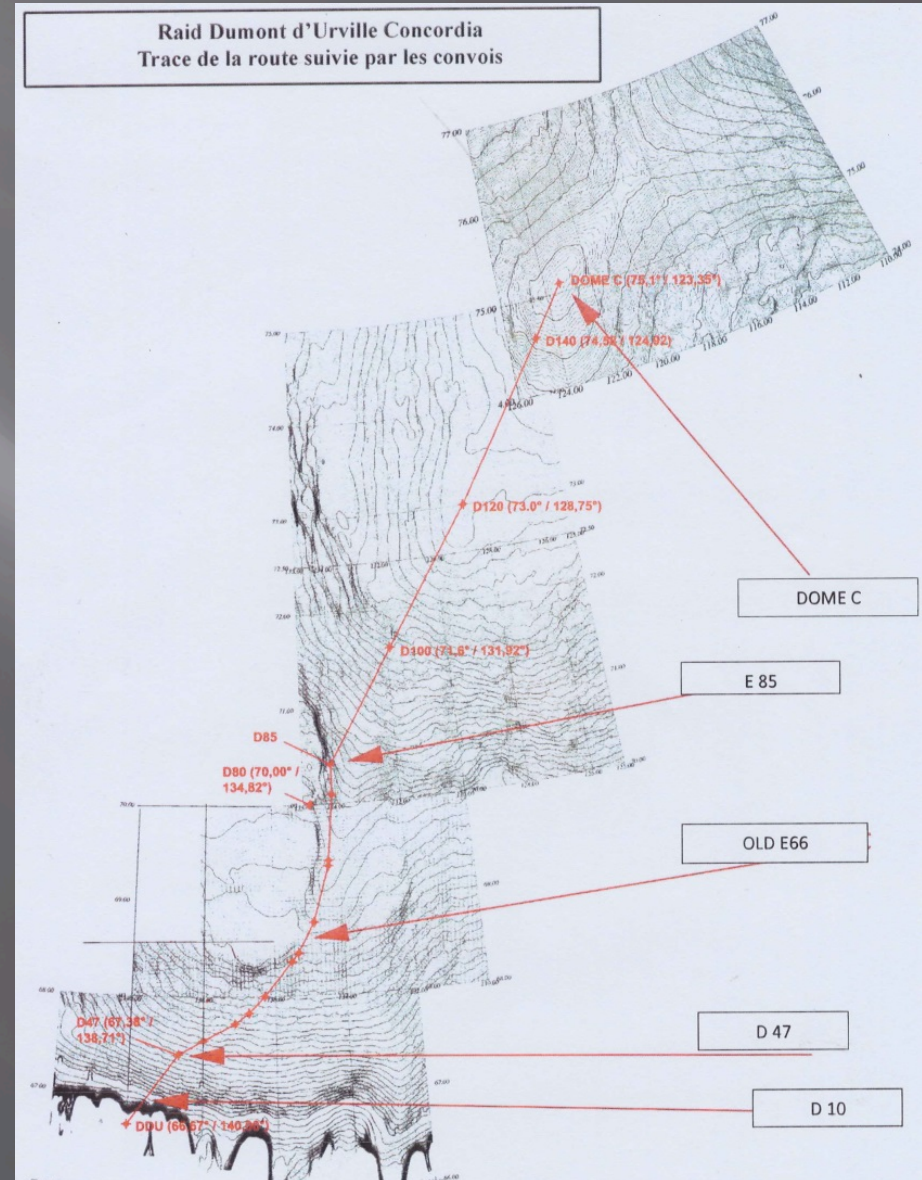
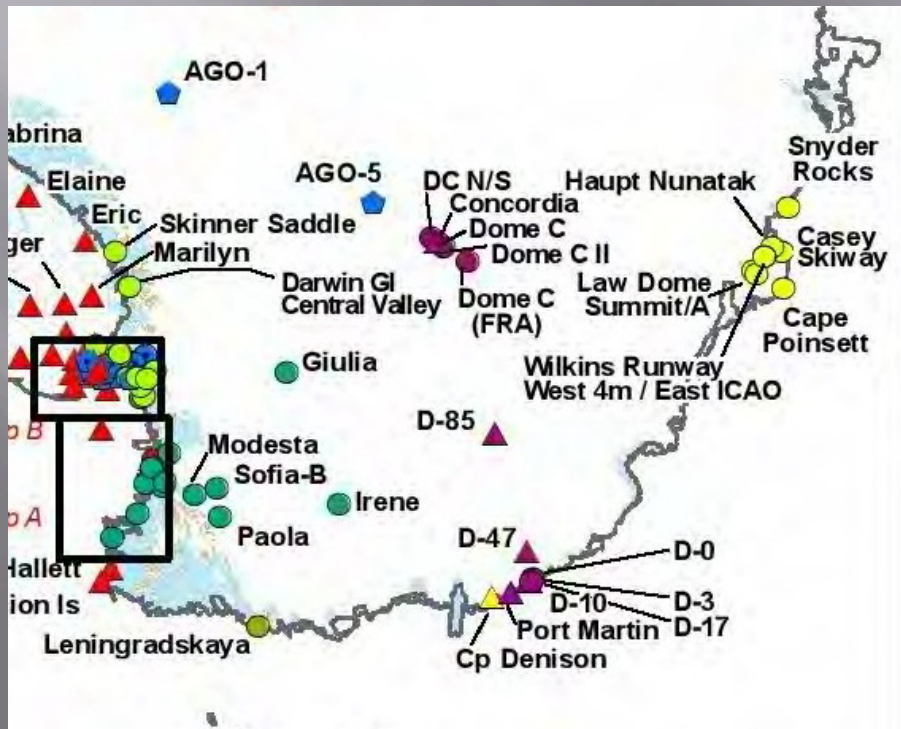
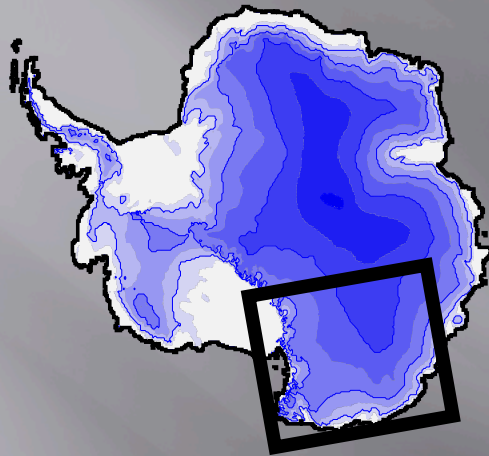
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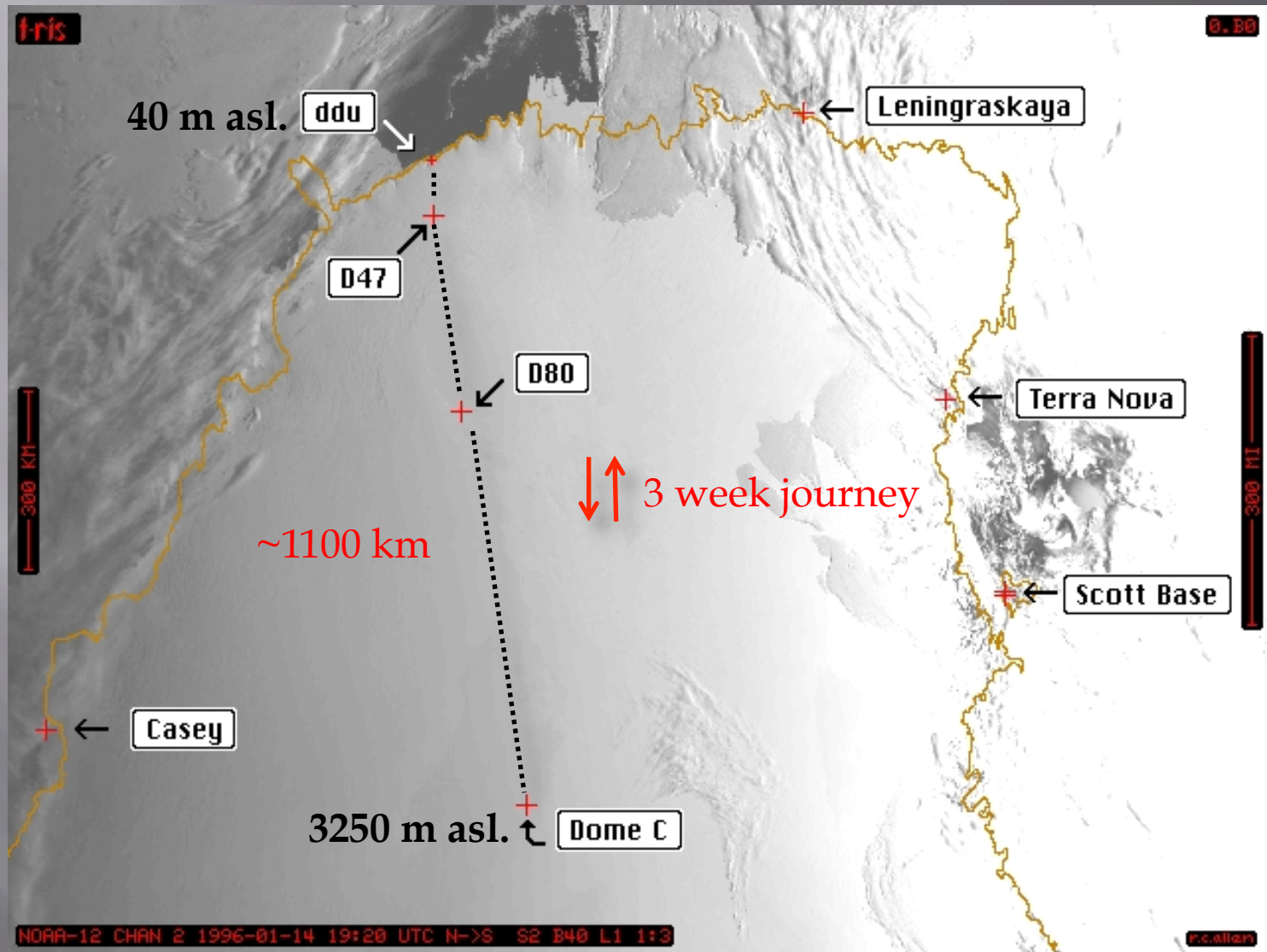
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# THE DOME C TRAVERSE in Adélie Land



# Satellite view of the the traverse road



# Fabrication of the sled



# D 47

The sled is brought with the SAMBA traverse at D 47



# Unloading the sled using a ramp



# D 47 before





# Retrieving D 47



# Keeping electric cables safe while refilling the site.



The station is mounted on the sled and then towed back into position.



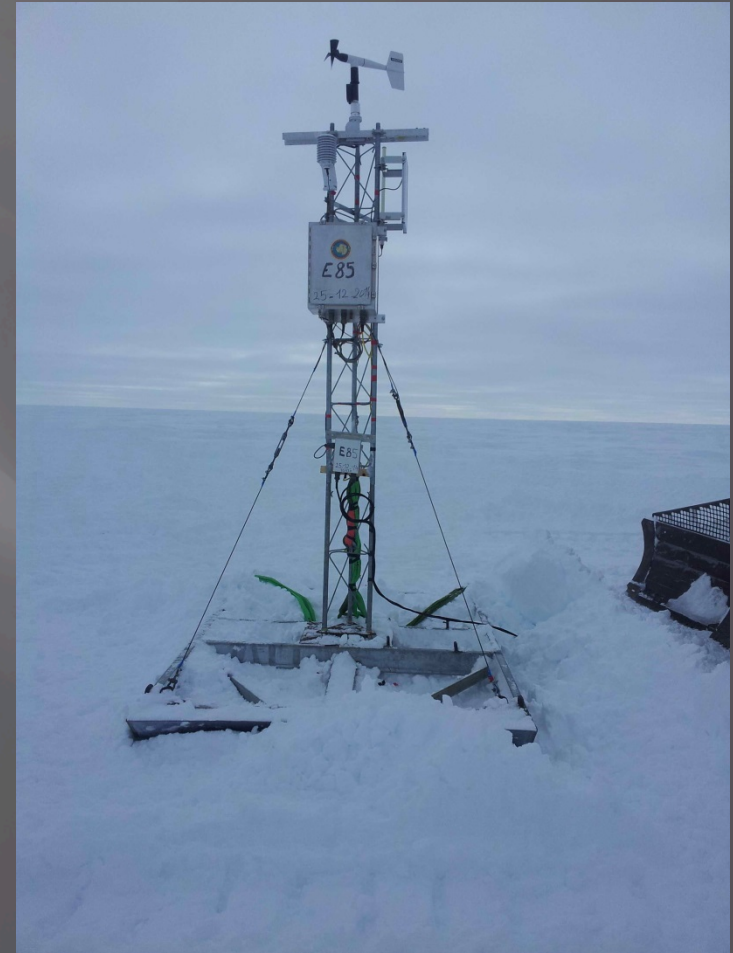
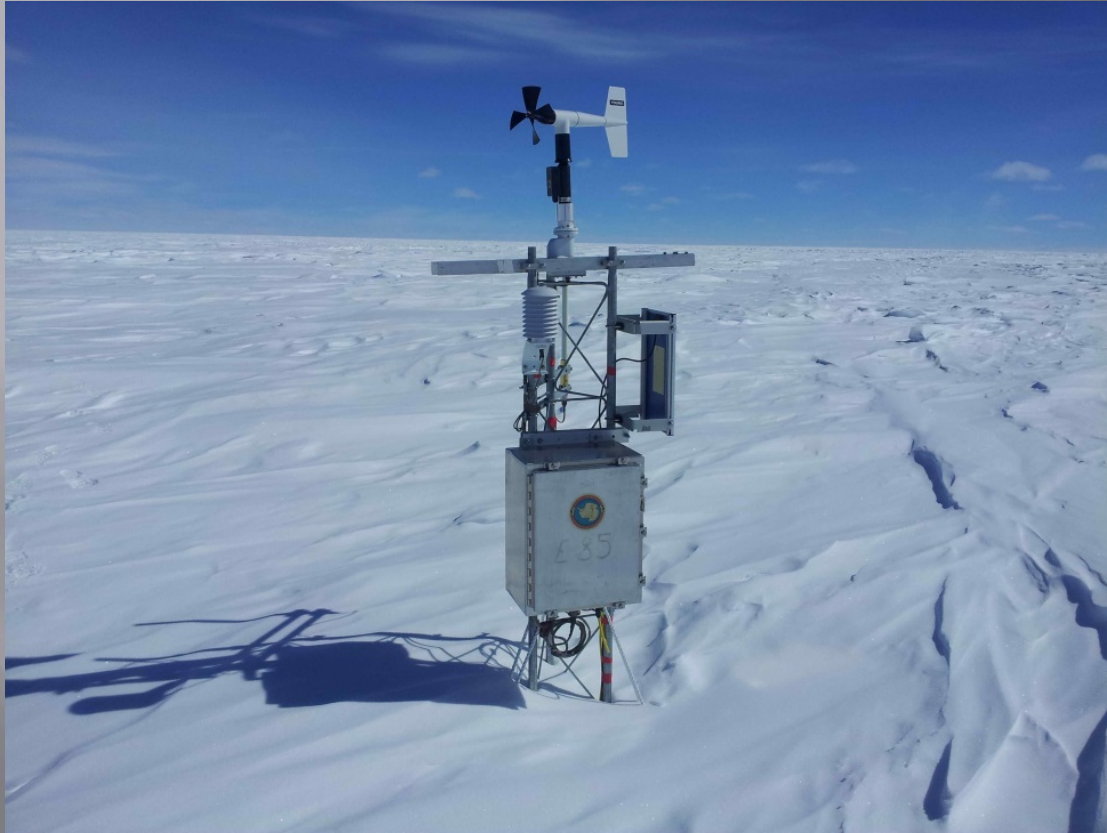
# The station on its sled



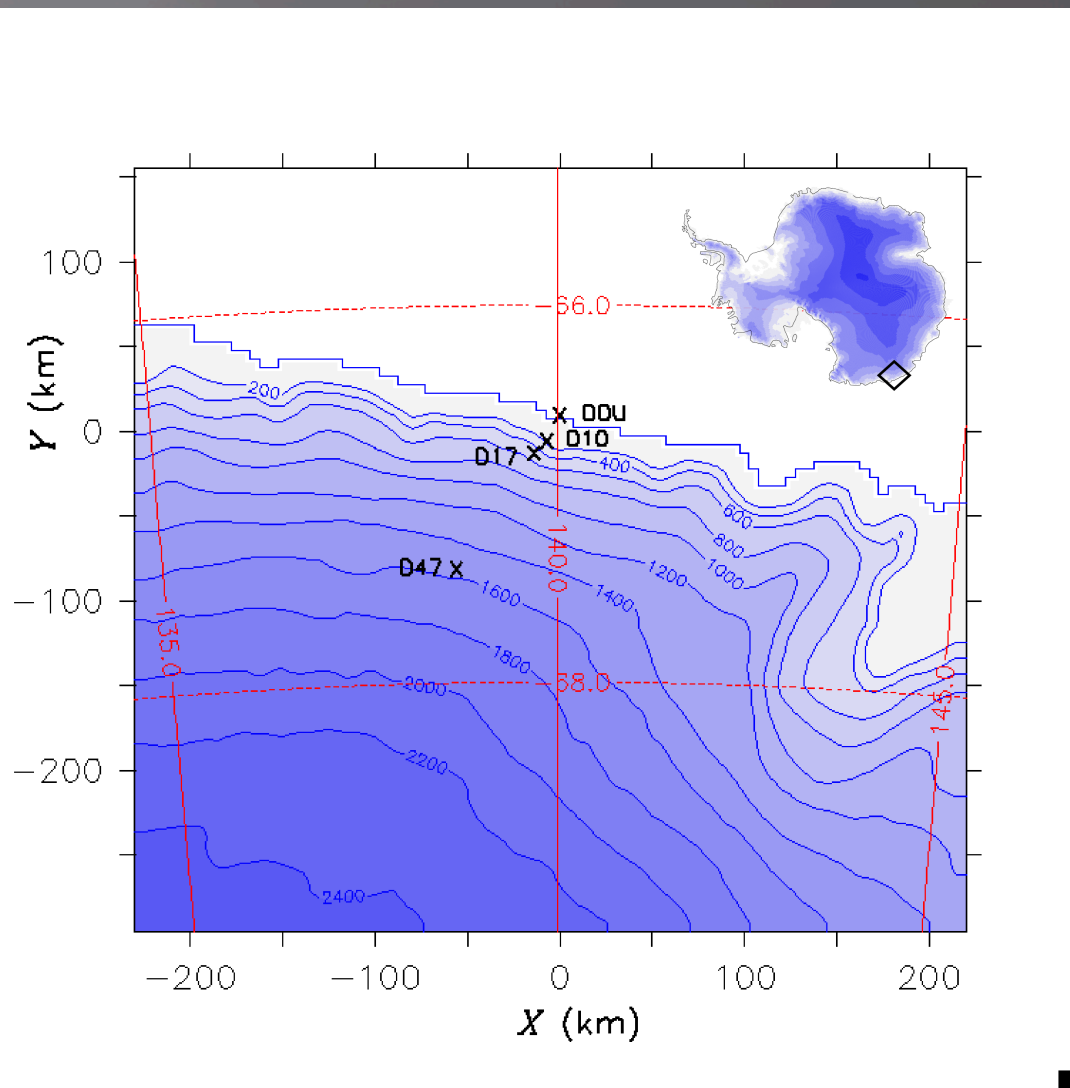
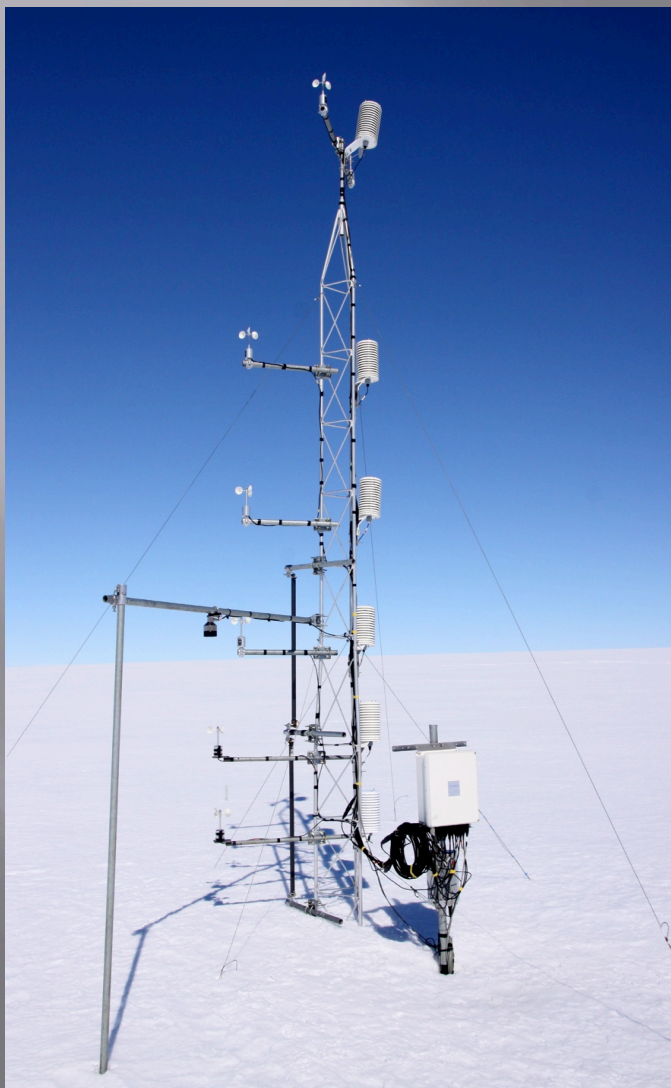
# Installing FlowCapt™ sensors



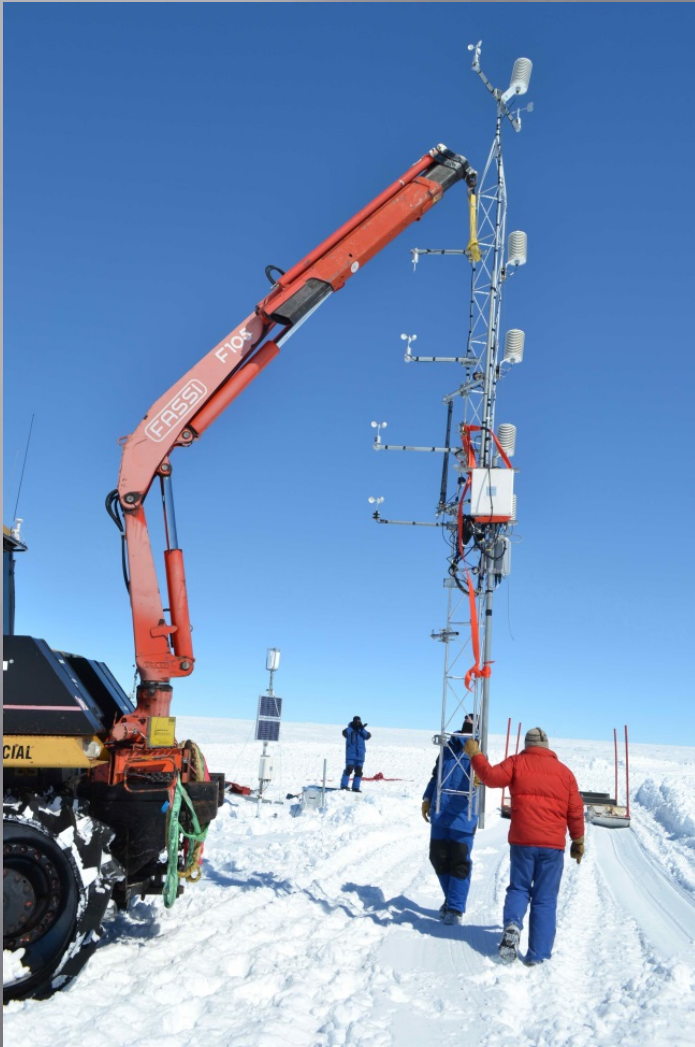
# E 85 RUNWAY



# LGGE D17



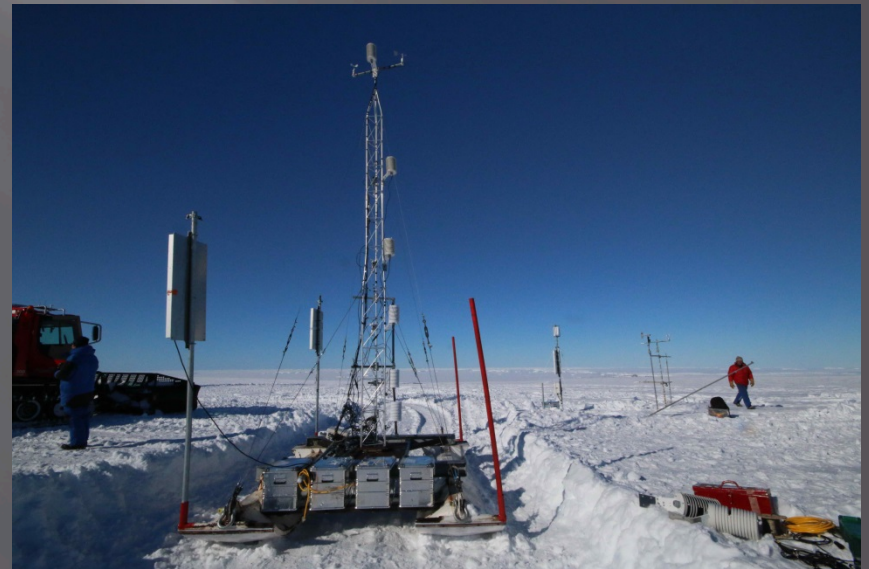
# LGGE D17



Station is craned up

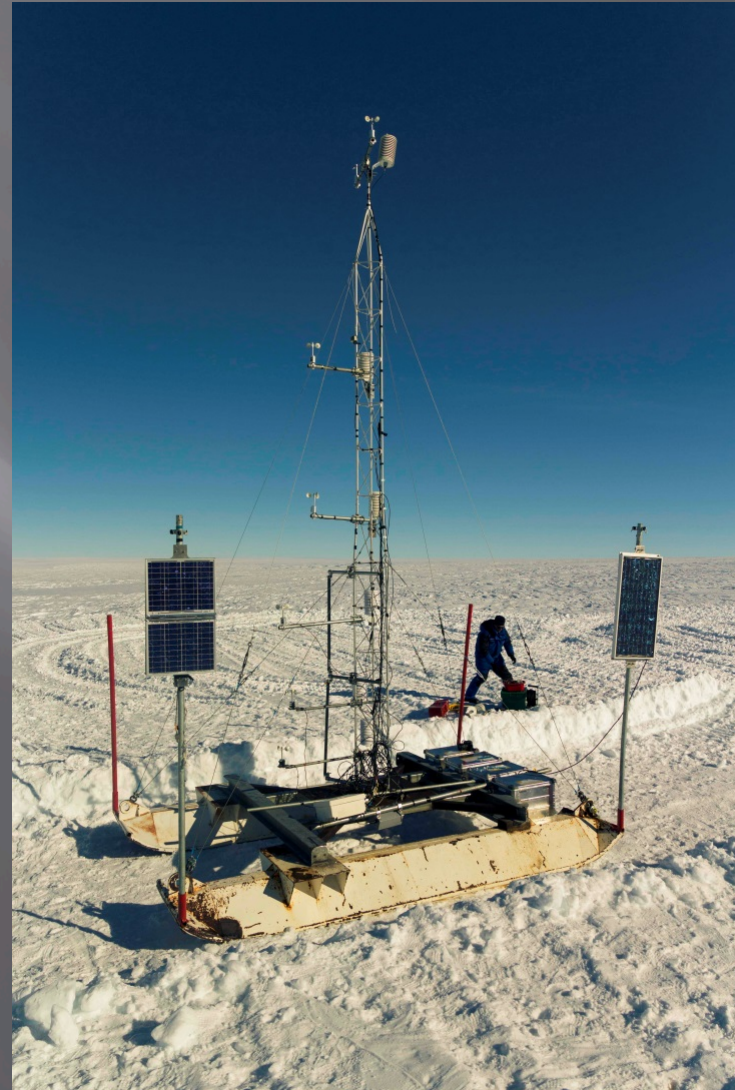
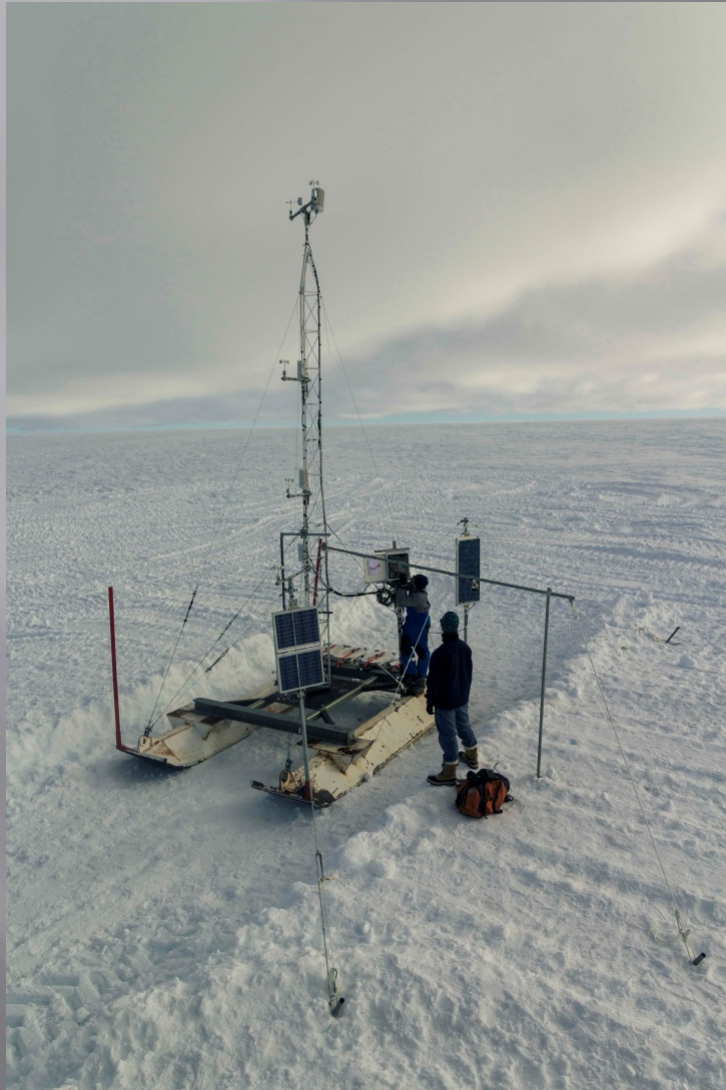


The sled





# LGGE D17



The final steps of the installation – D17 on its sled

# IN THE FUTURE

- Self sufficient stations: batteries installed on the sled
- Installation would be even faster (~1 h)
- The sled has been designed to be towed and relocated, the mast can be reclined and secured on a support to allow transport

# THE ENVIRONMENT

- Eco-friendly process
- Short term measurements
- Batteries not abandoned

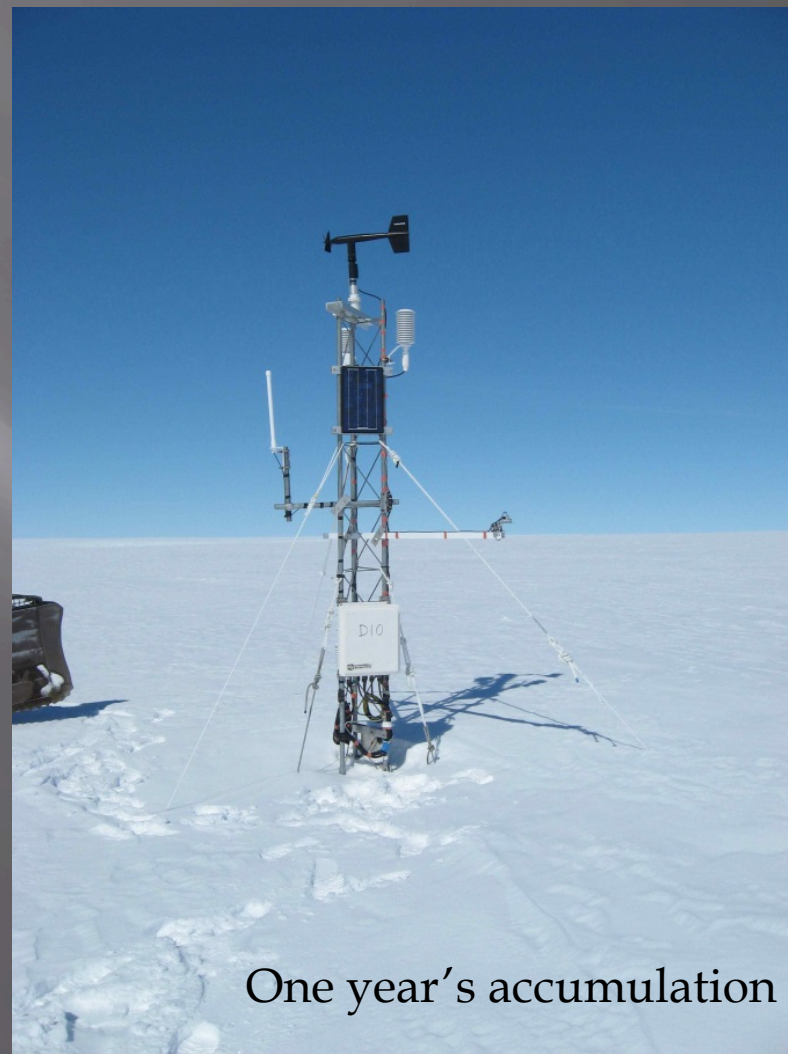
# DISADVANTAGES OF THE OLD SYSTEM

- Fastidious
- Weather dependant
- Time consuming
- Loss of buried equipment
- Station is drifting with the continent

# ADVANTAGES OF THE NEW SYSTEM

- Easier and faster maintenance operations
- Better standard of measure (measurement height and location)
- No drifting problem

# D 10



One year's accumulation

Substantial snow accumulation at D10

# Port Martin (remote area..)



# Considerations for next season

- Extending the sled solution to D10.
- New set of batteries for D10, D47 and D85.
- Using the Port Martin set of batteries for a sled station to save one set?