**21 Aug 2010**

**GRIP (FLL-JSC-DFRC) 14Z Daily Telecon / Webinar**

**Participants**

*FLL Team* – Jeff Halverson, Greg McFarquhar, Michael Goodman, John Molinari, Scott Braun

Aaron Bansemer, , Michael Kavaya, Luke Ziemba, Seyed Ismail

*Telecon*

Tim Miller, Gary Wick, Gerry Heymsfield, Michael Black, , Paul Bui

**Global Hawk Report**

Monday – Combined System Test

Tuesday – Range Test

Thursday – high altitude drop test in Range

* Droposonde - installed;
  + Working on intermittent IR comm problems
  + Awaiting arrival of a part from NCAR
  + CST now schedule for Monday and Low-Altitude test Tuesday and High-Altitude test on Thursday
  + Phil Hall still working COA dropsonde – still do not final disposition but we do have international waters permission
* HAMSR – green. Worked very well. Fine tuning
* LIP - green
* HIWRAP – yellow but can still fly; Need more time on the aircraft to debug . Software / hardware (bad board or connector) problems.

**WB-57 Report**

* HIRAD delayed on data system upgrades.
  + Ship on 23Monday
  + Arrive on Wednesday,
  + Fly on Thursday as a checkout unless target is in the Gulf.
    - Calm waters over a buoy at different altitudes
    - Fly precipitation
    - NAST-I will fly on test flight
  + Friday, 27Aug is first science
* AMPR arrives on 7Sept
* WB-57 Suitcase flights will be out of MacDill AFB, Tampa FL
* NAST-I IR interferometer will piggyback during the beginning – don’t have budget for extended

**DC8 Report**

Aircraft status – green. An earlier report of the DC-8 being grounded until an inspection of the fuselage where the CSI attached is no longer pertinent.

Instrument Status

* LASE – green.
* LARGE – green.
* APR2 – green.
* DAWN – yellow. insulation fix completed. Will test on first flight opportunity.
  + LaRC personnel working on alternative solutions (adding a fan and heat source in the can – no de-integration required)
* Microphysics – green all but CSI are green. CSI awaiting pylon remanufacture at least another week. However, inspection needs to be completed before authorized to fly. Shetter-doubtful that the authorization will be completed during GRIP
* MMS – green.
* Dropsonde – green.

AL95 (formerly PGI-31&33) still far out in east Atlantic.   
Hard call as neither NOAA or NSF are not flying. Therefore if we fly, we will be on our own.

Go/No Go decision on Sunday (48hr notice to get hotels) if we fly suitcase Tuesday

If we go on a suitcase it is estimated to take 26hrs (3+10+10+0+3) for a complete round trip with two science flights.

PREDICT will be double crewing in early September

NOAA is deploying to Barbados on 27Aug

Leaning on waiting for this system to pass