**22 Aug 2010**

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

**Participants**

*FLL Team* – Jeff Halverson, Greg McFarquhar, Michael Goodman, John Molinari, Scott BraunAaron Bansemer, , Michael Kavaya, Luke Ziemba, Seyed Ismail

*Telecon*

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

**Global Hawk Report**

* Aircraft – green
	+ Monday – Combined System Test
	+ Tuesday – Range Test
	+ Thursday – high altitude drop test in Range
* Droposonde – red
	+ installed;
	+ Solved intermittent IR comm problems (firmware fix)
	+ Programmig a new set of instructions
	+ 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.
* 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**

* Aircraft – green
* HIRAD - green
	+ 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– green.
* Visual and analytical inspection revealed no damage. Plane is ready to fly
* 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.

TD#6 (formerly AL95/PGI-31&33) still far out in east Atlantic.

Ruled out a suitecase flight to STX

NOAA or NSF are not flying.

Now looking to the Gulf for a possible TS in Tues/Wed?

Secondary objective would be precip, microphysics and DAWN test flight

Alert for 23Aug 2010 @ 19Z for 9hr flight