**26 Aug 2010**

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

**Participants**

*FLL Team* – Jeff Halverson, Michael Goodman, John Molinari, Scott Braun, Aaron Bansemer, Steve Durden, Michael Kavaya, Luke Ziemba, Seyed Ismail, Paul Bui

*Telecon*

Chris Ruf, Gerry Heymsfield, Michael Black, Steve Durden , Steve Cole, Shannon Brown, Gary Wick, , Svetla Hristova-Veleva, Paul Meyer, Rich Blakeslee,

**Global Hawk Report**

* Aircraft – green
	+ Saturday – possible science flight; 13Z (6a local) flight
	+ HAMSR would like a sonde near water; looking for a flight plan near a 00Z Vandenberg launch
* Droposonde – red
	+ 1st sonde launch good; 2nd sonde did not launch because pin release in launch tube stuck (perhaps vacuum pressure against the pin) – might need a redesign of a solenoid. Low altitude test was at 15K ft
	+ Engineers understand the cause of the error but still working on the fix
	+ Confirmed that the pin will fail with >14 oz of pressure. Ordered a new solenoid with a stronger pull mechanism
	+ Re-fly of Low Altitude test flight is tbd
	+ COA to drop in the Gulf and Atlantic is approved. Can still drop sondes in Pacific in international waters but seeking COA for Pacific in US territories
* HAMSR – green. Interested in validation data with drops or radiosondes
* LIP - green
* HIWRAP – yellow
	+ but can still fly; HIWRAP pulled from Global Hawk today for work. Software / hardware (bad board or connector) problem?
	+ HIWRAP being worked on during Friday

**WB-57 Report**

* Aircraft – green
* HIRAD - green
	+ HIRAD arrived on Tuesday
	+ Ground test today
	+ Arrival at JSC on Thursday
	+ Checkout flight (3hr) on Monday
		- Calm waters over a buoy at different altitudes
	+ Decision to suitcase will be made on Saturday; Fly precipitation WB-57 suitcase flights will be out of MacDill AFB, Tampa FL
* NAST-I delayed until next week.
	+ NAST-I will not be onboard for the test Friday flight.  The piggybacking ground rules for NAST-I are such that it will not impact HIRAD.  No separate test flights will be done for NAST-I.

**DC8 Report**

* Aircraft– green.
	+ Network issues during the 24Aug flight have been resolved
	+ Hard Down day on Thursday
* LASE – green.
* LARGE – green.
* APR2 – green.
* DAWN – yellow.
	+ Successfully collected data during the 24Aug flight but the wind retrievals are still being analyzed and processed
	+ Found a solution from U,V,W components of the wind
* Microphysics – green
	+ PIP repaired during 24Aug flight. Will confirm
	+ CSI cannot fly for the duration of GRIP
* MMS – green.
* Dropsonde – green.

**Science**

* Suitcase flight to STX beginning this Saturday. Targeting TS Earl which will most likely by H. Earl when we fly on Sun/Mon. Hopeful to catch a sequence of Cat 1 to Cat 2 intensification.
* Planning on a rotated fig-4 with long legs in TS/H Earl
* Models are not high on PGI-36 to develop into a TS.
* Possibility of a GH science flight on Saturday (6a local / 13Z departure) to a weakening T.S. Frank in the EPac. Concerned that cloud top are to high/vigorous for this first flight. GH will not to fly over tops < -50K