

# LIP

Submitted by **rblakeslee** on Tue, 08/17/2010 - 13:32

- **LIP**

Flight Date:

Tuesday, August 17, 2010

Sortie Number:

N/A

During first GH Range test flight (15 August 2010) the LIP main data system (skipper) and four satellite data systems (rico's) worked fine throughout flight. Aft Engine electric field mill (EFM 21) failed about 1 hour into test flight (sensitive channel periodically saturated negative, insensitive channel fully saturated negative). After start of descent, EFM eventually recovered. The Aft Engine EFM is one of two upward looking mills (which provided redundancy for Ez component).

LIP data was downloaded 16 August 2010 at the first opportunity given for power to the aircraft for LIP. Data is now being evaluated closely for other potential noise that would not be apparent on the real time flight monitor (GRIP LIP EGSE).

Today (17 August 2010) the Aft Engine EFM (EMF 21) removed and replaced with EFM 4.

Still waiting for bracket for Conductivity Probe (CP) installation on the Global Hawk nose. Hope this can be completed for second Range test flight.

Overall status remains Green (i.e., we would be able to acquire vector electric fields if flown today)

Status:

Green