

## **TCI Telecon 6/16/2015**

Roll call: Jon Molinari, Natalie Laudier, Jim Moore, Steve Williams, Michael Bell, Jim Doyle, Will Komaromi, Dave Ryglicki, Ron Ferek, Eric Hendricks, Dan Cecil, Chip Helms, Chris Velden, Joe Gerky, Brian McNoldy, Derek Herndon, Greg Tripoli, Connor Nelson, Pat Harr, Mark Beaubien, Joel Feldmeier, and others.

### **Test flight plan**

Coordination with Air Force and FAA completed this morning. Evening launch, takeoff 1800 local (Houston) Wed June 24, meet up with HH C130 at waypoint 5 (see map), trail them and start ~5 min after HH drop full test sonde payload (10 or perhaps 12 total) between points 5 and 6. Total expected flight time ~4h including test maneuvers, approximately 20 min from points 5 to 6. Want to test WB-57 Inmarsat if possible. Cleared airspace with FAA for 30 mins for all sondes to hit water. Either C130 or WB-57 have up to 1h leeway before beginning coordinated drop pattern. HDSS scheduled for shipping this Thu. Also, added coating to resistor which should protect instrument in precip, but want to test last 2-3 sondes in precip once the rapid deploy test is over.

61 of 100 dropsondes from DC-8 fell as fast falls, 9 out of 10 with streamers deployed correctly without precession. Streamers fall slower than fast fall (40-50m/s after release down to 18m/s at water) but faster than slow fall (~18 m/s after release, ~11 m/s near surface).

### **Discussion of TS Bill and timeline**

Hypothetically, we would have flown yesterday (6/15) as day 1, so the timeline would have begun last Thu at day -4. Would this be a scenario where we would want to forward-deploy the aircraft?... Only if operations in Houston would likely be disrupted. As currently scheduled, call to pre-deploy would have to be made by 12 noon day -4, although this is not a firm deadline. Could have flown up to 2 days, Mon 6/15 and Tue 6/16. We could have launched today, probably would have planned to recover Brownsville or El Paso depending upon where we expected the persistent rainbands to set up. Need heads-up the day prior if we are planning to takeoff from one airport and land in another.

No meeting on Thu morning unless we were already planning to fly, so would actually need discussion on Wed amongst science team. Very difficult to do with these type of systems as the

TC only began to organize ~48h prior to landfall. Added difficulty due to the fact that the TC organized over the weekend when communication is more limited. We would want flight team in place on Sun. Need to make sure during the season and course of the field campaign that opportunities are not lost due to weekend scheduling: everyone should check for updates via email and on TCI website for last-minute changes!

Forward deploy decision can be made at 96/72/48h, but can be canceled if forecast changes up to day -2. Easier on flight team to be optimistic and then cancel than it is to be conservative and try to bring everything together last min. Go/no go notification at noon on Sat to travel on Sun and fly on Mon would be do-able if there were “standby” notification prior to Sat.

Bermuda and St. Croix both on the table for the aircraft at this point. Federal employees should plan for blanket OCONUS clearance for deploying to Bermuda. 4.5-5 flight hours expended to pre-deploy to Bermuda/St.Croix. Need to ship payload support equipment if not within CONUS and equipment not already in Ellington.

We don't need flight plan delivered until day -1, but should have at least rough outline of plan by day -2, especially if we're coordinating with SHOUT. Final plan in place day 0, t -3h.

### **Action Items**

- Next week: test flight science discussion at 1530.
- MTS training occurred this morning at 1pm EDT / 10am PDT, another MTS training is scheduled for the end of the month.
- Make sure you communicate any additional requests/input for EOL or TCI websites.
- Natalie has sent out Wallops, flight crew, and now virtual ops center schedules. Communicate to Natalie / Jim D. any necessary changes.