

Highlights

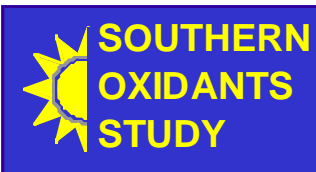
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The Daily Plan-it

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News from around the SOS world!

Science Team Meeting

Eighteen SOS Field Study personnel were on hand to provide a brief status report of all operations and to set the stage, if you will, for future formal communications efforts. Jim Meagher and Fred Fehsenfeld kept us in order throughout the meeting.

After an around-the-room introduction, Bill Parkhurst and Cathy Bergdorf summarized logistical, network, and website housekeeping matters and we moved on to the SOS "airforce."

Fred Fehsenfeld, speaking on behalf of the P-3, indicated that there had been some unexpected concerns about the pod/pylon attachments to the P-3. This was resolved but it did add two additional days to the P-3's arrival. Following a Tuesday shake down flight in the Tampa-St. Petersburg area, the P-3 is now scheduled to arrive on the afternoon of Wednesday, June 23.

The G-1 is ready to go and will conduct a local one-and-one-half hour Saturday afternoon test flight from Nashville International Airport (BNA). The G-1 will depart from BNA at about 3:00 PM CDT and proceed south of BNA approximately 15 miles. From the minimum safe altitude the G-1 will then spiral up to 10,000 feet msl. The aircraft will descend to 3,200 feet and proceed to

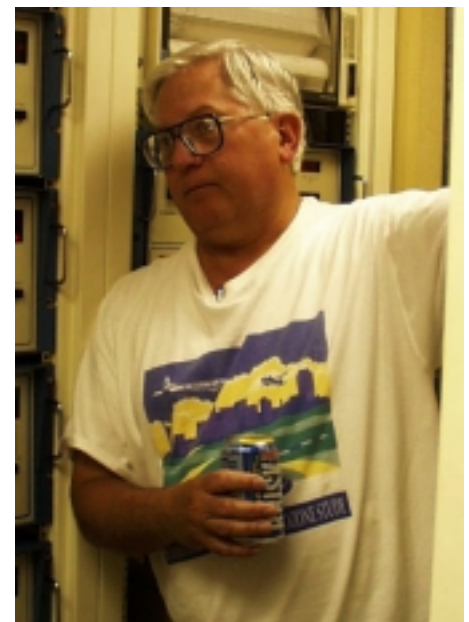
circle BNA at 15 miles in a clockwise direction. Upon completing of the first circle, it will descend to 2,700 msl and repeat the circle. A third circle will follow at 2,200 msl. This entire high/medium/low pattern may be repeated. Finally, the aircraft will repeat its spiral to 10,000 msl before returning to BNA.

Christoph Senff indicated that DeHavilland Caribou-mounting the ETL airborne LIDAR—is still on schedule to arrive at John Tune Airport on Monday afternoon, June 21st. Evidently, according to Bob Zamora—by way of Christoph—the LIDAR is mounted, hooked-up, and ready for prime time.

Bill Parkhurst, standing in for the TVA helicopter crew, indicated that the Bell 205 is "all dressed up and ready to go." The ground crew—Ray Valente, Myra Valente, David Branscomb, and Macalus Hogan—will be working on the high-volume impactor system this weekend to obtain system blanks. The flight crew is standing down until further notice.



Ken Olszyna, master monitoring übermensch (MMU) for Dickson and the Polk Building, and Eric Williams, MMU for Cornelia Fort, briefed the assembled masses on the status of their charges. As Eric remarked, "I'm having so much fun out here that I can't believe their paying me!" Ken, of course, not to be outdone indicated that **he** was having so much fun that he "was going to return money to EPA."



The "airforce" discussions concluded with a decision about flight planning meetings. It is important to note that these meetings **may** be scheduled at different times to accommodate night flights. So,

keep a “weather eye” on the **Daily Plan-It** for any changes.

Flight planning meetings will be held daily at 8:00 AM and/or 1:00 PM in the Gassaway Conference Room. These meetings will consist of three activities: (1) a review of information from the previous day's flights, (2) meteorological forecasts, and (3) a discussion of flight plans for the day. This meeting will provide an opportunity for the meteorologists to brief the flight planners on the latest weather conditions for last minute changes in that day's flight plans. Since there is an added emphasis on nighttime processes, many flights, particularly for the G-1, will be made at night. With this in mind, the flight planning meetings will be here at 8:00AM and/or 1:00 PM to accommodate the flight planning and flight schedules of all the aircraft.

Informal planning meetings and weather briefing will be held at 1:00 PM on days preceding a flight in the Gassaway Conference Room. These briefings will provide information allowing Bill Parkhurst to file informal flight plans with the FAA before 3:00 PM that day for flights to be made the following day. Each individual aircraft planning team is responsible for providing Bill Parkhurst with a general flight plan and map for the following day by 2:00 PM. By agreement with the FAA, Bill will submit these plans to the Nashville Tower by 3:00 PM. On those days when a flight-planning meeting is held at 1:00 PM, that meeting will also serve as the informal planning meeting.

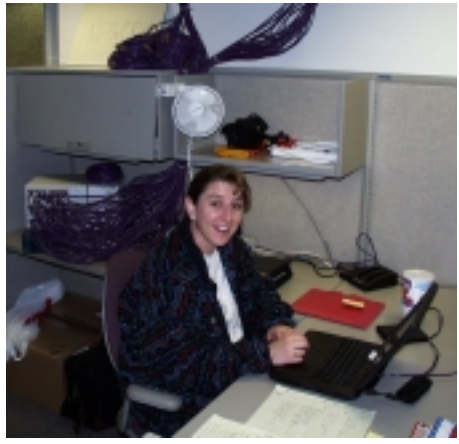
Science Team Coordination Meetings, covering all aspects of the 1999 Nashville Field Study will be held every Wednesday night at 8:00 PM.

Other categories of meetings are also being considered—science symposia, specialty meetings. Keep watching!

Webwoman to the rescue!

Cathy Burgdorf, I mean, really, what would we do without her. Well, to begin with, her office is right next to Jim and Fred and so she must suffer from the insensitive “slings and arrows of outrageous fortune.” “Fred’s pretty good,” says Webwoman, “but that Jim Meagher must have been raised in northwestern Alabama, which as you know, is the only place in the world where close really does count.”

If you suffer from any web or computer malady please be sure to call on Cathy. Rumor has it that she even has access to a guitar-shaped swimming pool!



Parkhurst Cleans Up!

Bill will be working his wizardry with a mop, broom, vacuum cleaner and scrub brush in the Gassaway Building this weekend as he shows off one of his few marketable skills. He honed his craft as a men’s dormitory janitor at the University of Minnesota whilst working his way through graduate school. “I prefer to liken the experience it to a sports scholarship,” says Bill. “If Ally McBeal has taught us anything, it’s that a clean bowl is good to find.” Please refer any and all of your Gassaway cleaning needs to Bill.



Parkway Cooker - Fred's Fave

A number of SOS participants can vouch for the uniformly high quality and consistency of the food from the Parkway Cooker. The nearest one to the Gassaway is on Murfreesboro Parkway just north of Briley Parkway. As Fred says, “they actually cook the food here rather than just heat it up in a microwave.” (Unusually strong sentiments from one of our fearless leaders).

The prices for entrees are in the \$10 to \$18 range and the fare is continental (North American, that is) with a bit of southern down home flavor. I understand that the fried green tomatoes are excellent. In addition, the prime rib (also known in the trade as roast beast), which is served on Friday, Saturday, and Sunday, is very good. A solid wine list and a few brews on tap merely add to the experience. Sufficiently inexpensive to make Benji Norris smile. Give the Parkway Cooker a strong three out of five stars. ★★