WVIOP 2000 Status: Thursday, 05 October

Science Discussions

Geary showed HARLIE lidar results indicating aerosol in the boundary layer and presented wind retrieval plots inferred from HARLIE detected aerosol/cloud movement. Dave Whiteman showed upper tropospheric water vapor/aerosol results from the GSFC SRL vs CARL.

Weather

Strong cold frontal passage, mostly cloudy, cool, windy, showers during the night. High near 60. Most instruments are down due to low clouds.

INSTRUMENT	STATUS/COMMENTS
Microwave	
CART CF (23.80/31.4 GHz)	OK
CART Spare (23.80/31.4 GHz)	OK
NOAA-CSR (20.6/31.65 GHz)	Rain and water on calibration targets, time sync issues again
NOAA-PSR (18/21, 10,37, 89 GHz with polarization)	Rain and water on calibration targets
U of L'Aquila, Italy (23.8, 31.6, 53.5, 55.5, 58.0 GHz)	OK
JPL J-Unit (20.7, 22.2, 31.4 GHz)	OK
Lidar	
CART Raman WV (CARL)	Out of alignment from 16-22:30 UTC
NASA, Scanning Raman WV (SRL)	Down because of bug/insect invasion during yesterday night's cool front passage (UV attracted them)
Max Planck Inst DIAL WV	OK. 18-03 UTC
NASA HARLIE, cloud lidar	OK
CART MPL, cloud lidar	OK
BBSS (CART)	
Central Facility, Digi-CORA	OK, experiencing interference so losing some of the dual sonde launches
#2, PC-CORA	OK, experiencing interference so losing some of the dual sonde launches
BBSS Launch Site Refs.	
THWAPS	OK
Chilled Mirror	OK

Tower In Situ Sensors

CART 60m HMP 35 South,10x	OK
CART 60m HMP 35 North	OK
CART 25m HMP 35 South,10x	OK
CART 25m HMP 35 North	OK
Chilled mirror 60m	Down from 00 - 18 UTC (rebooted and fine now)
OK MESONET 60m	OK
Chilled mirror 25m	Down from 00-18 UTC (rebooted and fine now)
OK MESONET 25m	OK
SMOS (CART)	OK

DataPlane

T, RH, P – tower to 1 km	Down

AERI

CART (AERI-01)	OK
Prototype (AERI-00)	Not operating

GPS

Central Facility	OK
Lamont NOAA	OK

Sun Photometer/Spectrometer

MFRSR N1(CART)	OK
MFRSR/RSS (Albany)	OK
Cimel Sunphotometer	OK
NASA AATS-6 channel	Up through 23 UTC, then cloudy so no data

Proteus Aircraft Down day

NAST-I	OK
NAST-M	OK
FIRSC	Not expected to fly

Wayne Feltz and Brian Osborne, University of Wisconsin