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| Artifact ID:  NOTE-004 | Artifact Title:  Phone Meeting Notes | |  |
| Revision:  1.0 | Revision Date:  6 NOV 2019 | |
| Prepared by:  Autumn Twitchell | | Checked by:  Daniel Sharp |
| Purpose:  Notes from a phone conversation we had with Mark on NOV 4. | | |

# Revision History

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| Revision: | Revised by: | Checked by: | Date: |
| 1.0 | Autumn Twitchell | Daniel Sharp | 6 NOV 2019 |

# References

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| N/A | N/A | N/A |

# Notes

We had questions about how often the power would go out for the system on the in-flight vehicle and whether this would affect our team’s decision to use predictive tracking as a concept. We called Mark to receive clarification and below is what we found out:

* The current system generally has the power turned off when the flight test is over and not in the middle of the flight.
  + The purpose of knowing that the power will be turned off is so that we can save the configuration of the tracking system for the next flight test and it is not so that we can keep tracking the in-flight vehicle when the power is off.
* If the in-flight vehicle were to lose power of their transmitting system in the middle of the flight, IMSAR’s current protocol would be to tell the vehicle to fly to a specific spot in the sky and the ground position would point to that spot until the power comes back on and the positioner starts receiving updates again.
* We set up a time to come to IMSAR on Friday so that we can show our sponsors how our concept development process is going and receive feedback on aspects that we need to modify.