

Operational Checklists

19790912FL-LPS

FORM J-1

On-board Lead Project Scientist Checklist

DATE 12 SEPT 1979AIRCRAFT 41CFLT FREDERIC

A. Participants

Function	Participant	Function	Participant
Lead Proj. Sci.	<u>BURPEE</u>	Gust Probe	
Cloud Physics	<u>LAHIFF</u>	Omega Sonde	<u>CARPENTER</u>
AXBT		Sys Eng	<u>SCHRICKER</u>
Hot Film		Data Tech	<u>BRANCH</u>
Radar	<u>DATZMAN</u>	EI Tech	<u>CALVERT</u>
Flt DIR/MET	<u>MICHIE</u>	Other	<u>AIR FORCE LIGHTNING (2)</u>

Time Off 1245Z Location MIAMITime On 2015Z Location MIAMI

B. Past and Forecast Storm Position - Observed Positions

Date	Time	Lat	Lon	Date	Time	Lat	Lon	MSLP
<u>12</u>	<u>1000Z</u>	<u>27.3°N</u>	<u>87.0°W</u>	<u>12</u>	<u>1328Z</u>	<u>27°37'</u>	<u>87°02'</u>	<u>AF</u>
				<u>12</u>	<u>1507Z</u>	<u>27°54'</u>	<u>87°22'</u>	<u>952mb</u>
					<u>1622Z</u>	<u>28°04'</u>	<u>87°25'</u>	<u>950mb</u>
					<u>1755Z</u>	<u>28°26'</u>	<u>87°27'</u>	

C. Mission Briefing

ORIGINALLY PLAN PATTERN II BUT 43 ABORTS MISSION SO
41 IS REQUIRED TO GET FIXES AT 15Z AND 18Z. DECIDE
TO DO FLIGHT PATTERN III AT 5000 FT - BECAUSE PILOT REPORTS
42 HAD BEEN AT 5000

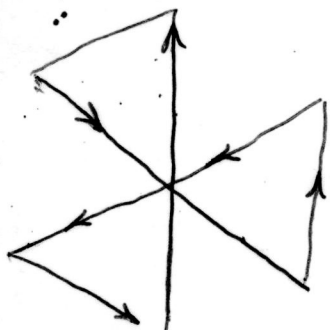
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D. Equipment Status

<u>Equipment</u>	<u>Pre Flt</u>	<u>In Flt</u>	<u>Post Flt</u>	<u>Reports Collected</u>
Aircraft	✓	✓	✓	
Radar	✓	✓	✓	✓
Cloud Physics	✓	✓	✓	✓
Data Sys	✓	✓	✓	
Omega Sondes	✓	<u>not used</u>	✓	<u>no sondes used</u>
AXBT				
Gust Probe				
Hot Film				
Photography	✓	✓	✓	
<u>LIGHTNING</u>	✓	✓	✓	

REMARKS



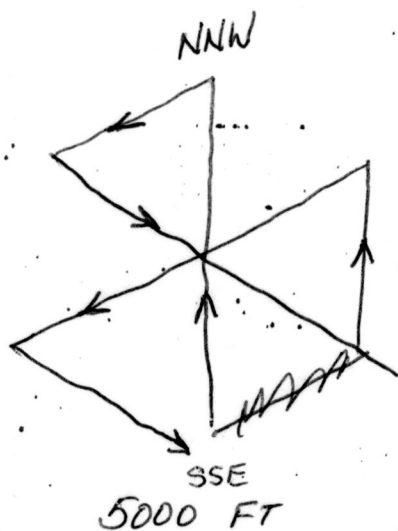
Message that 41C expected to take the
operational fix responsibility at 15Z and 18Z (1330Z)
^{in air on 42}
Conversation with J. McFadden indicates that
42 and 43 will not be available until late

afternoon at the earliest. Request change to flight pattern III.
42 had been at 5000 ft so 5000 ft chosen for 41C's pattern.
Difficulty getting clearance to 5000 ft from 20,000 ft. Cleared to
6000 ft at 1437Z. Cleared to 5000 ft at 1448Z - just in time for
15Z fix. Delay in low level altitude in part the result of Air Force
plane in the storm at 10,000 ft - couldn't get cleared through that altitude

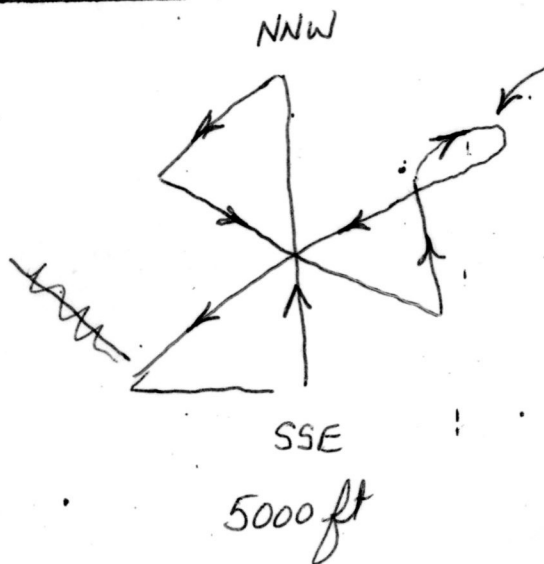
E. Proposed Flight Patterns

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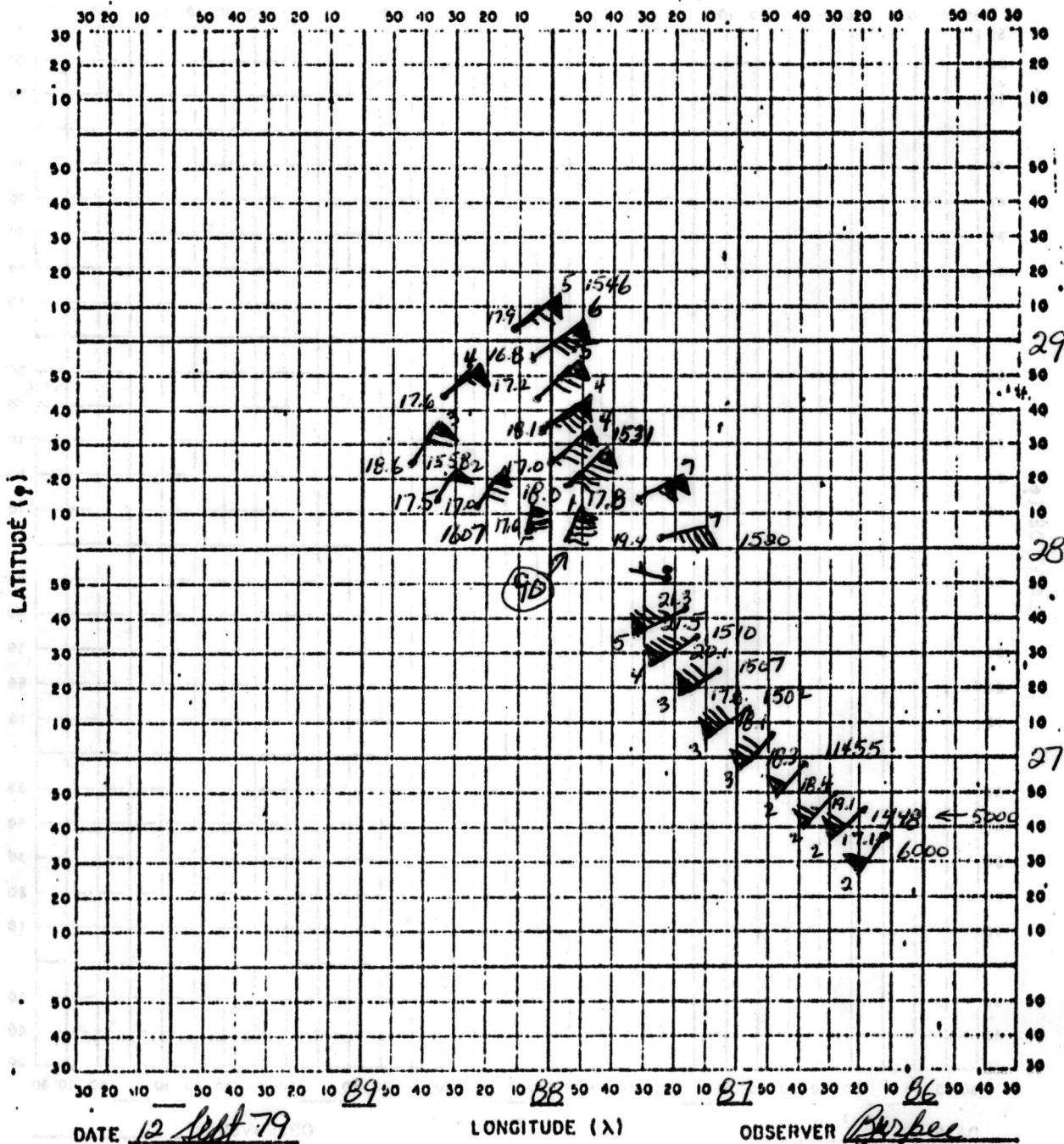
F. Actual Flight Patterns



obtain winds below 60 knots

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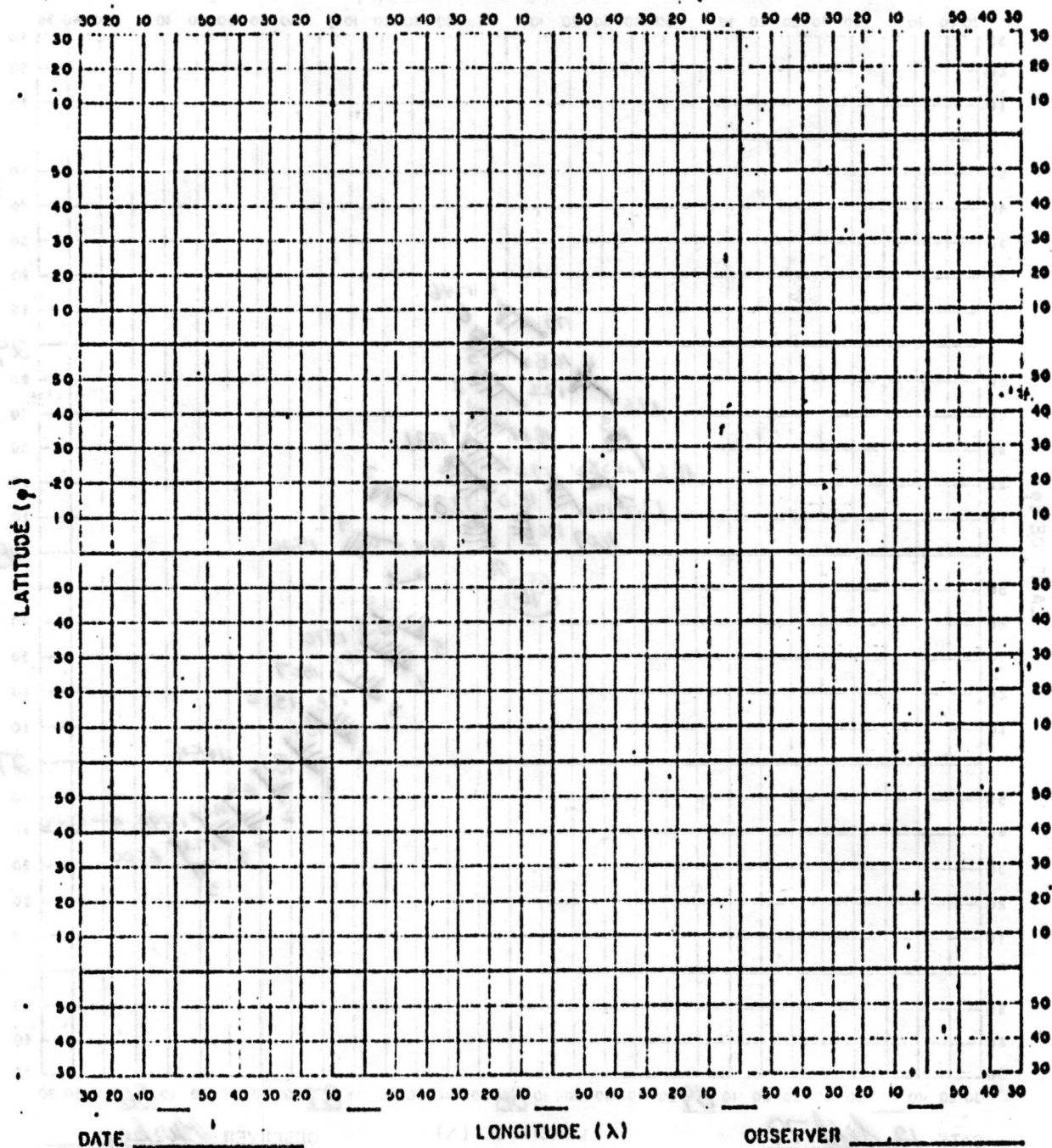
HURRICANE RECCO PLOTTING CHART

TRUE AT 25° LATITUDE, IN DEGREES AND MINUTES OF ϕ AND λ 

on first pass sea surface visible until 1455Z, visible intermittently
 after that - eye poorly defined on SE side 1513Z, eye diameter
 30-40 mile diameter

HURRICANE RECCO PLOTTING CHART

TRUE AT 25° LATITUDE, IN DEGREES AND MINUTES OF ϕ AND λ



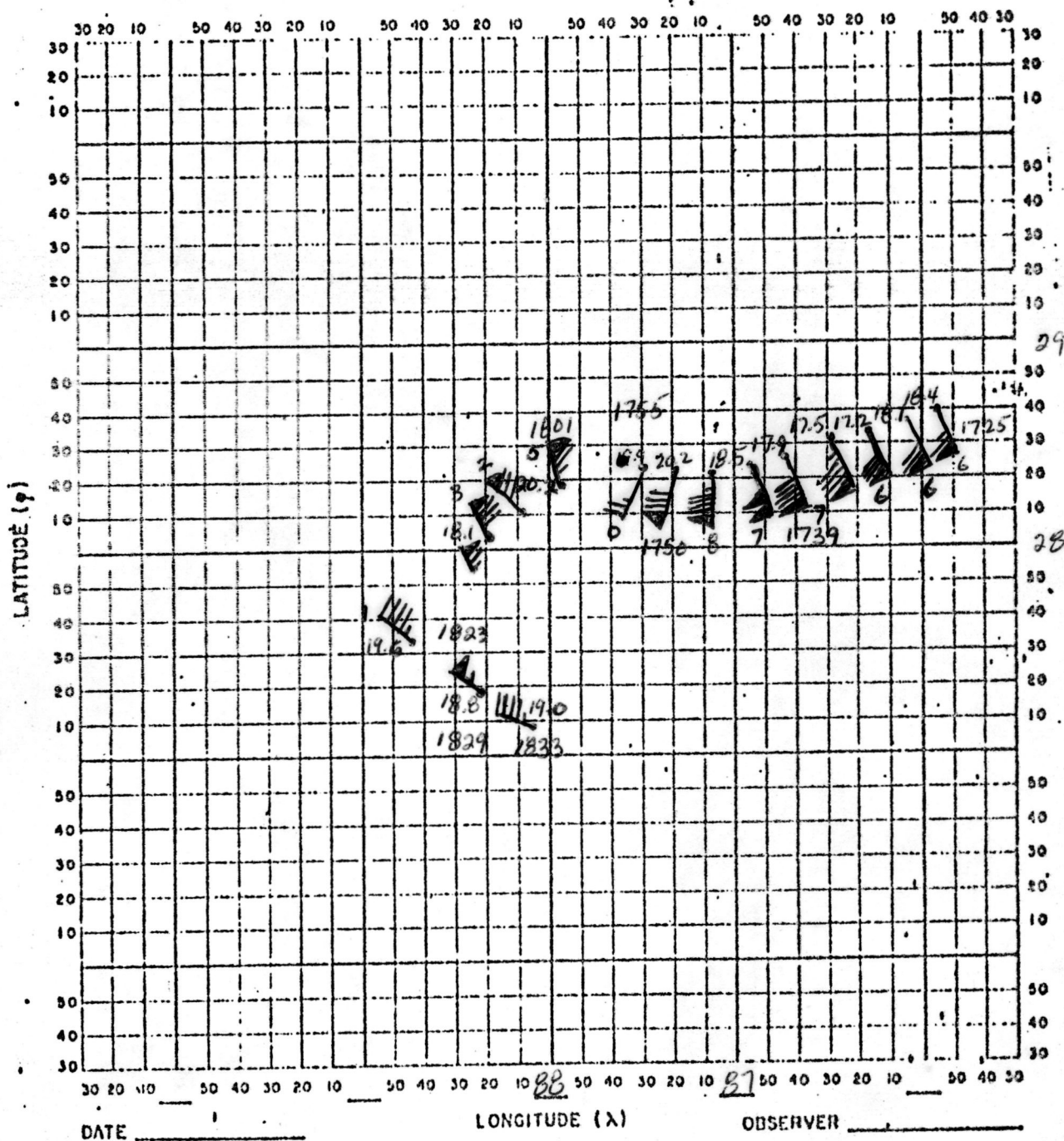
NOTE: LABEL FULL DEGREES ACCORDING TO LOCATION OF FLIGHT AREA

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HURRICANE RECCO PLOTTING CHART

TRUE AT 25° LATITUDE, IN DEGREES AND MINUTES OF ϕ AND λ



NOTE: LABEL FULL DEGREES ACCORDING TO LOCATION OF FLIGHT AREA

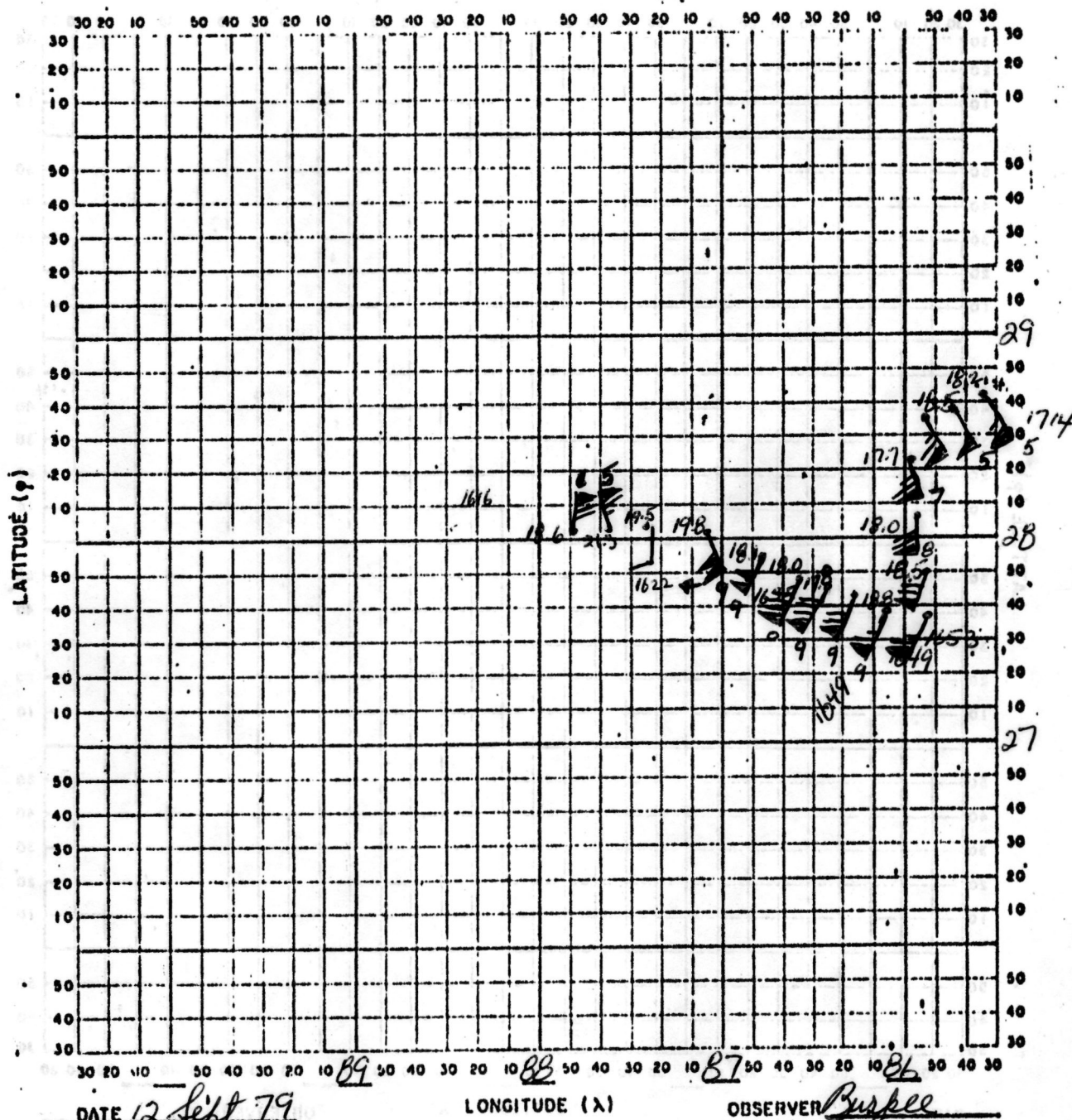
90 knot winds 10-15 miles inside eye wall

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HURRICANE RECCO PLOTTING CHART

TRUE AT 25° LATITUDE, IN DEGREES AND MINUTES OF ϕ AND λ



DATE 12 Sept 79

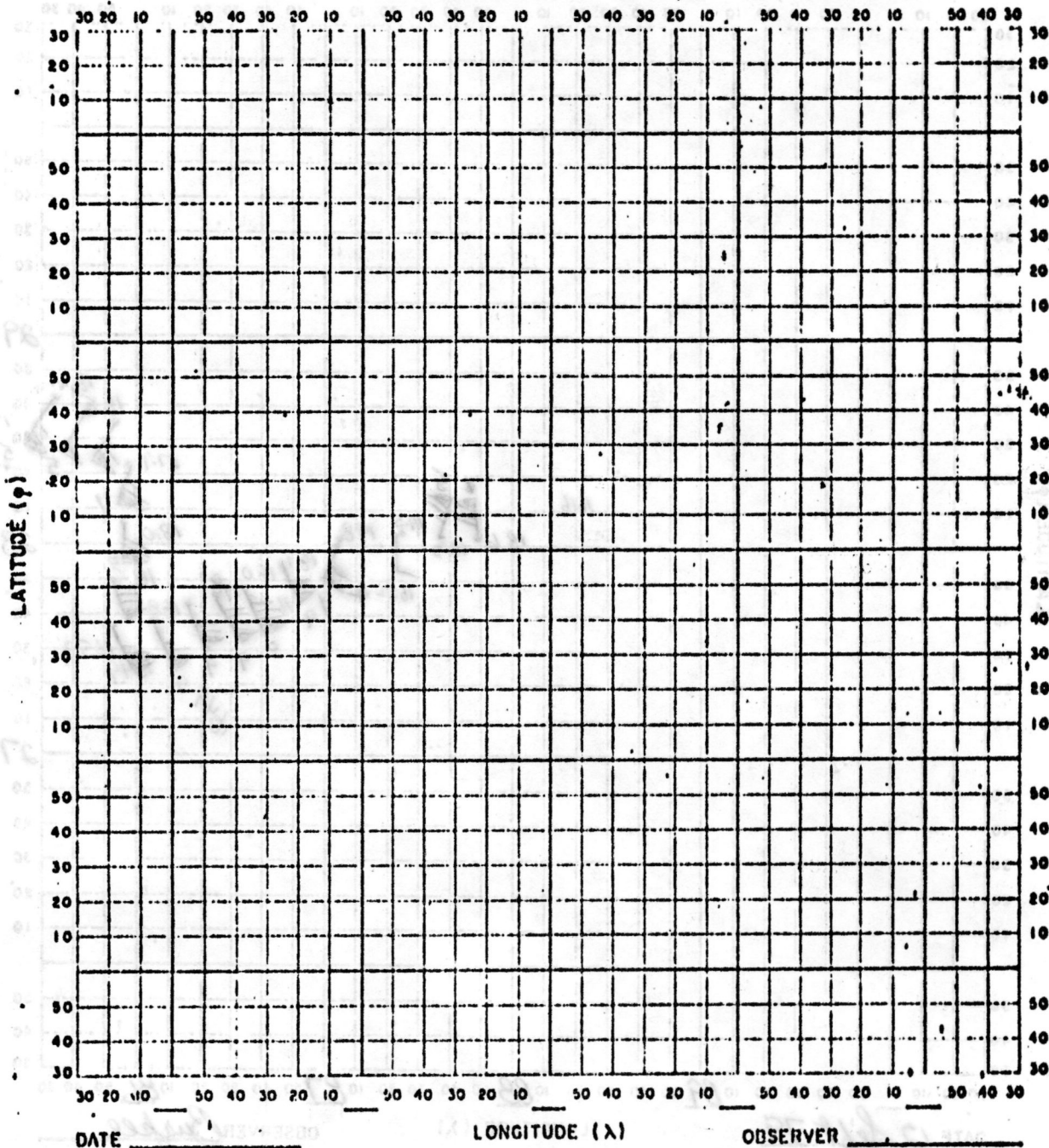
LONGITUDE (λ)

OBSERVER Burpee

NOTE: LABEL FULL DEGREES ACCORDING TO LOCATION OF FLIGHT AREA

HURRICANE RECCO PLOTTING CHART

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