

19820728I1-LPS

Form E-1
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On-board Lead Project Scientist Checklist

DATE 7/28/82

AIRCRAFT 43RF

FLT 1

A. Participants

<u>Function</u>	<u>Participant</u>	<u>Function</u>	<u>Participant</u>
Lead Proj. Sci.	<u>JORGENSEN</u>	Gust Probe	<u>-</u>
Cloud Physics	<u>Bob Black</u>	Omegasonde	<u>-</u>
AXBT	<u>-</u>	Sys Eng	<u>Schricker</u>
Doppler Hot Film	<u>Marks / Lord</u>	Data Tech	<u>Goldstein</u>
Radar	<u>Feinberg</u>	EI Tech	<u>Paridis</u>
Flt Dir/Met	<u>Haydu</u>	Other	<u>-</u>

Take Off 1735

Location MIA

Landing 2213

Location MIA

B. Past and Forecast Storm Position

<u>Date</u>	<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>MSLP</u>
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C. Mission Briefing

Sea Breeze Experiment

D. Equipment Status

<u>Equipment</u>	<u>Pre Flt</u>	<u>In Flt</u>	<u>Post Flt</u>	<u>Reports Collected</u>
Aircraft	ok	ok	ok	✓
Radar	ok	ok	ok	✓
Cloud Physics	ok	—	—	No data taken
Data Sys	ok	wind bias problem		
Omegasondes				
AXBT				
Doppler-Gust Probe				
Hot Film				
Photography	ok	2 per sec		

REMARKS

There appeared to be a wind bias - westerly winds when going West - Easterly winds when going East

Arrived at IP - 1758 Z 1000 ft altitude all day long

E. Proposed and Actual Flight Patterns

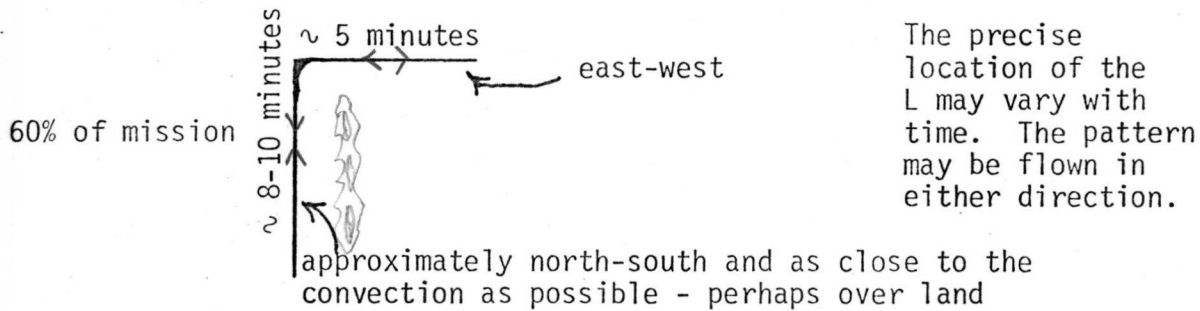
Revised Sea-breeze Experiment - July 1982

- Initial alert: Noon EDT one day before experiment
Updated alert: 7:30 a.m. day of experiment
Final go decision: 11:00 a.m.-1:30 p.m. day of experiment
Location of experiment: Naples area
Maximum duration of flight: about five hours

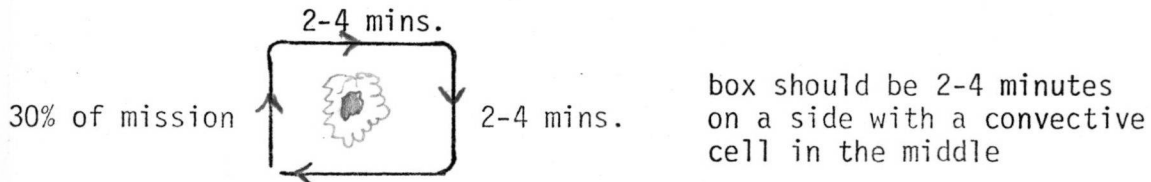
leave NHRL at 10:15 A.M.

There will be three basic patterns. The lead project scientist (Jorgensen) will decide the sequence of the patterns in consultation with the flight director.

1. L-shaped pattern (VFR at 1,000 ft.)



2. Box pattern (VFR at 1,000 ft. or IFR at 3,000 ft.)



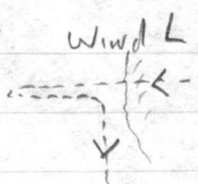
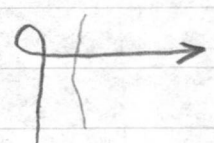
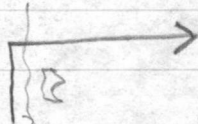
3. Line pattern down convection (penetration - IFR maximum possible altitude)

10% of mission


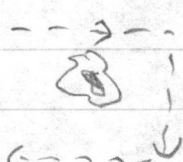
will be flown near the end of the mission with the Doppler pointing downward, repeat if time permits.

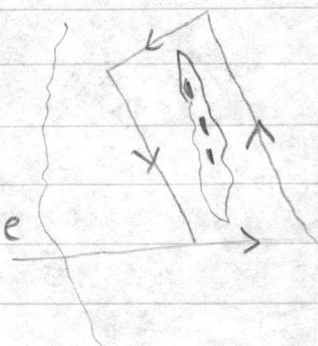
Not done

'L' Patterns

<u>Start</u>	<u>End</u>	<u>Dir</u>	<u>#</u>	<u>Comments</u>	<u>Wind L</u>
175820	180642	E → W	①	from IP	
181040	181220	N → S			
181335	181556	S → N	②	to IP	
181850	182524	W → E			
182905	183550	E → W	③	from IP	
183632	184100	N → S			
190316	190750	S → N	④	↑	
191000	191525	W → E		At IP	
191850	192605	E → W	⑤	from IP	Princ developing >30 dBZ cells all along coast
192658	193115	N → S			
200437	200655	S → N	⑥	↑	
200727	201230	W → E		At IP	
191649	202326	W → E	⑦	from IP	
202410	202715	N → S			

Doppler Boxes

<u>start</u>	<u>End</u>	<u>Dir</u>	<u>#</u>	<u>Comments</u>
184350	184830	S → N		Cell 10 mi right
185020	185400	W → E	①	light precip isolated
185504	185910	N → S		< 20 dBZ
190005	190255	E → W		
193250	193700	W → E	②	Rain shafts ← ? No N → S
193755	194500	S → N		on ground } a leg due to
194546	194747	E → W		traffic at Waynes A.P.
				line apparently moving eastward
195025	195320	W → E	③	Cell 8 mi right
195414	195818	N → S		
195940	200345	E → W		
202917	203734	W → E	④	to parallel line
203800	204122	SE → NW		
204208	204405	NE → SW		
204453	204746	NW → SE		between coast and line

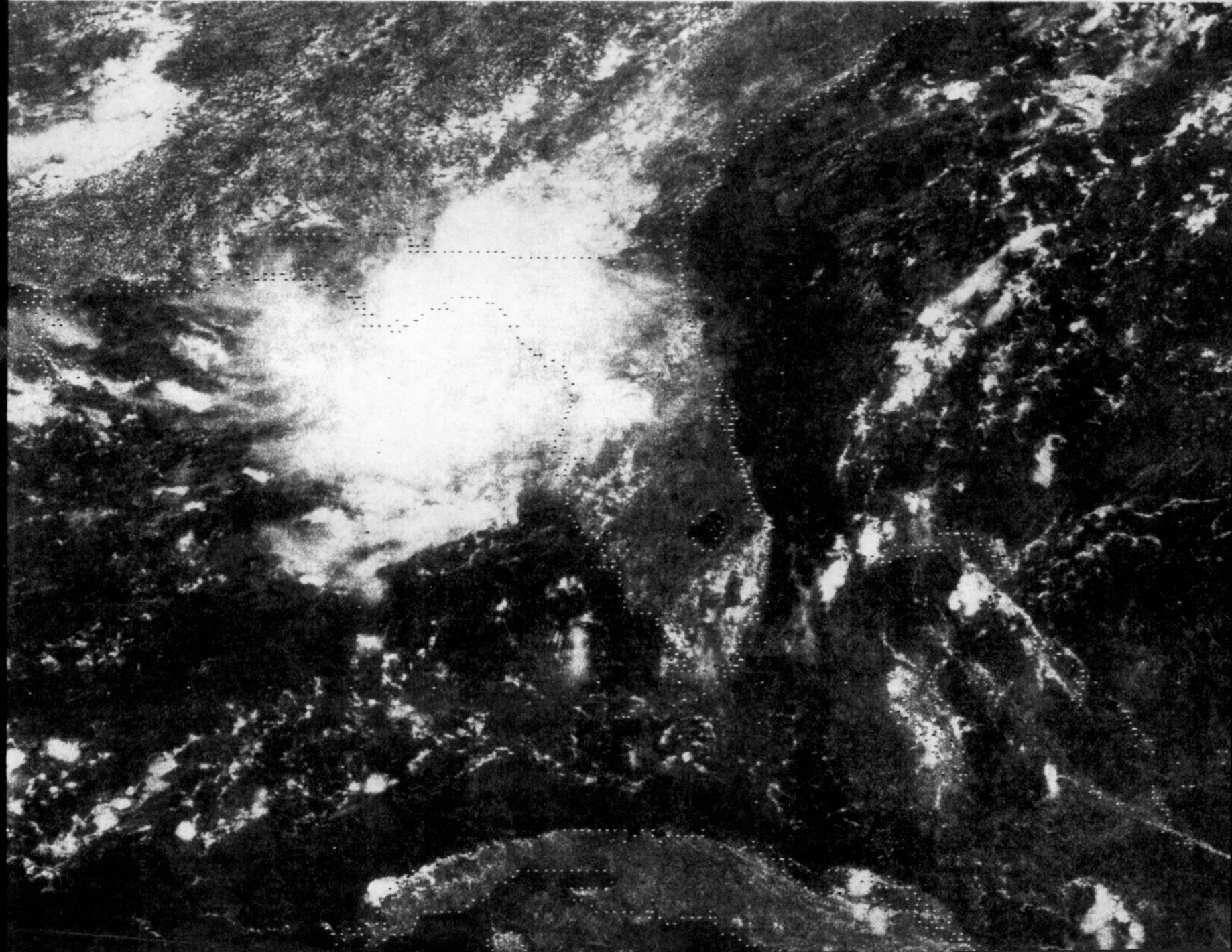


Doppler Boxes (2)

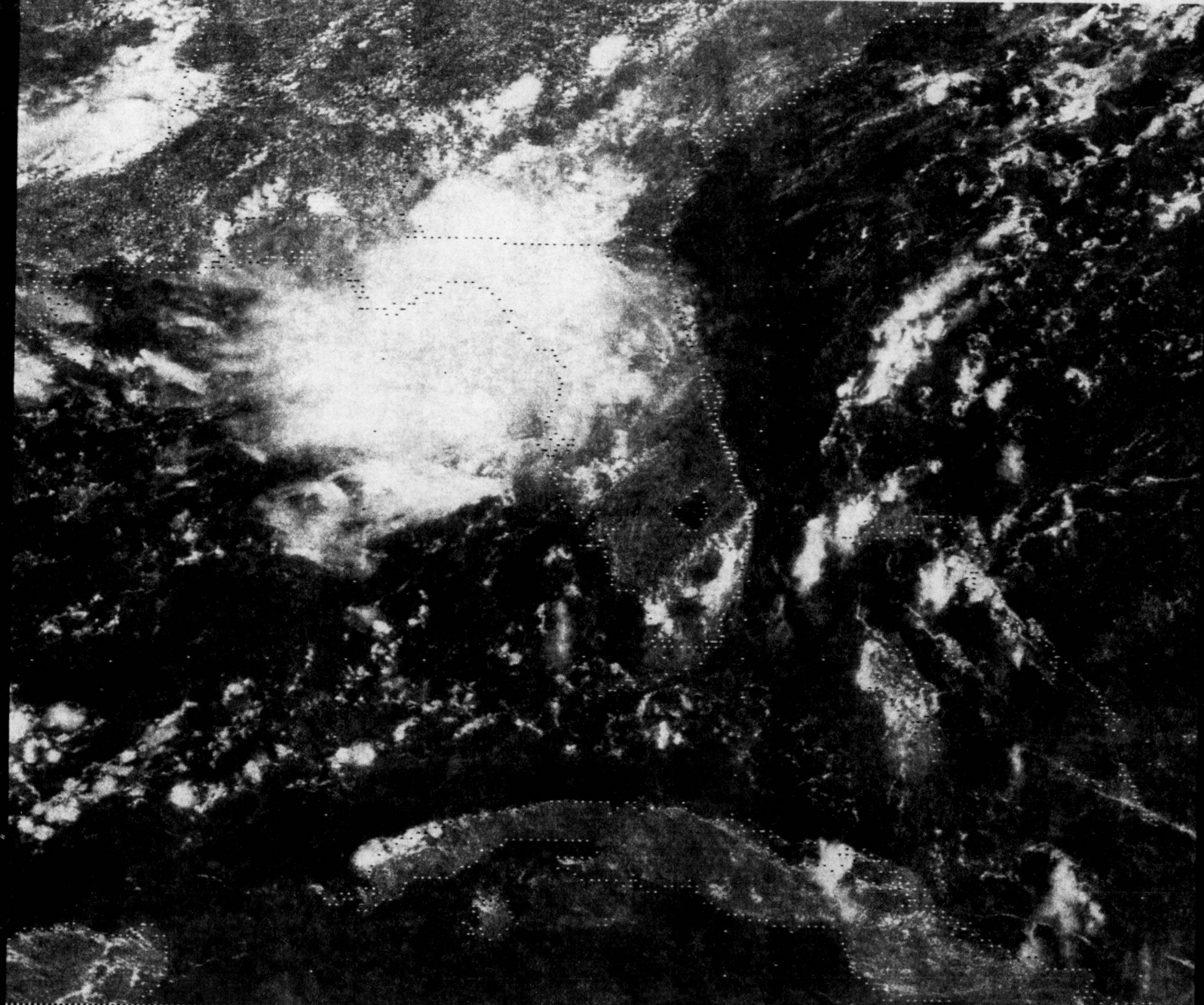
Start	End	Dir	#	Comments
205407	205549	W → E		line moving toward coast
205637	210055	S → N	⑧	
210147	210420	E → W		
210500	210955	N → S		
211618	212056	W → E		
212145	212723	S → N		
212816	213430	W → E	⑨	over water Big box dup to long N-S extent of line
213537	214141	N → S		

214228	214610	W → E	⑩	
214644	215137	S → N		

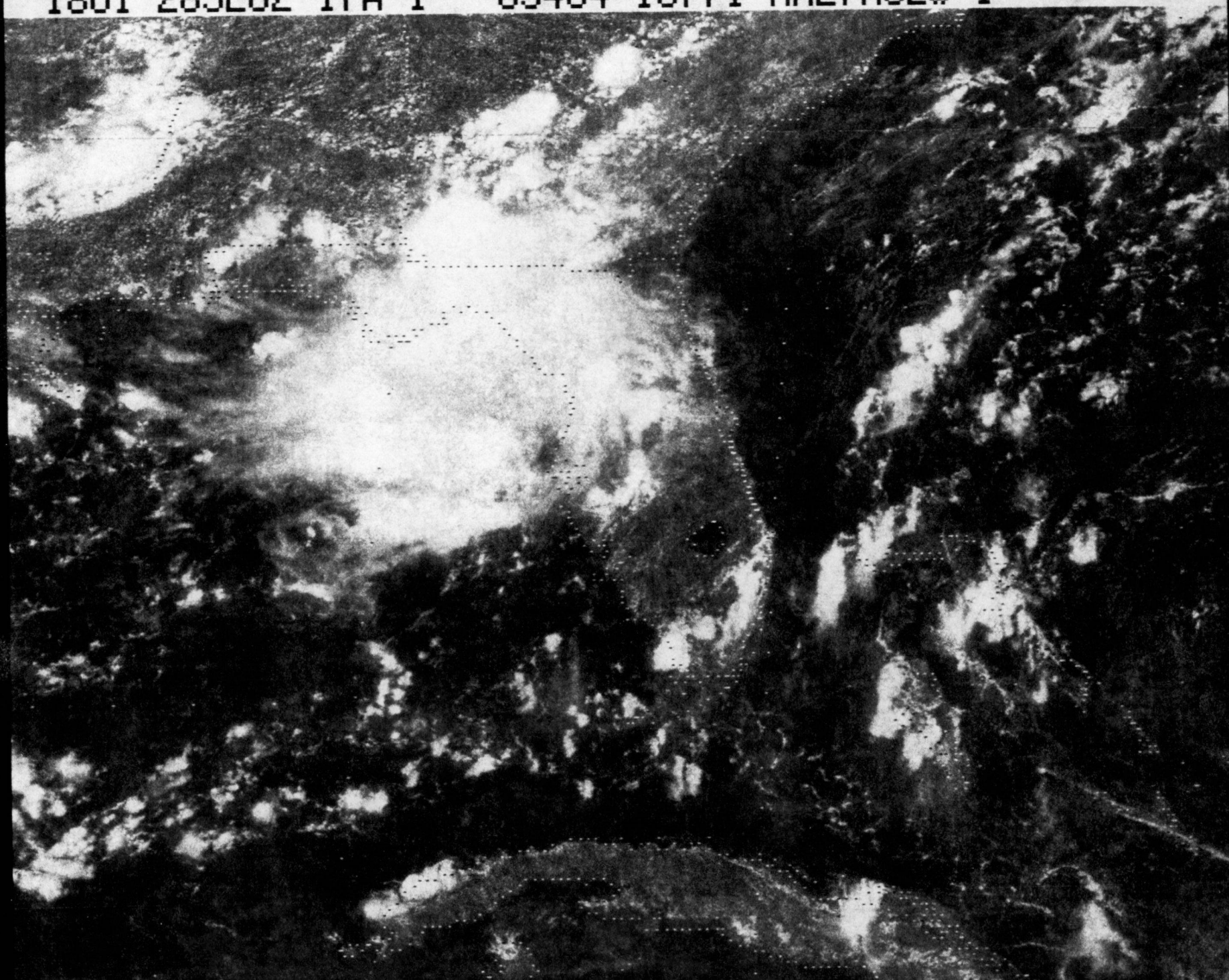
1701 28JL82 17A-1 03397 16761 MA27N82W-1



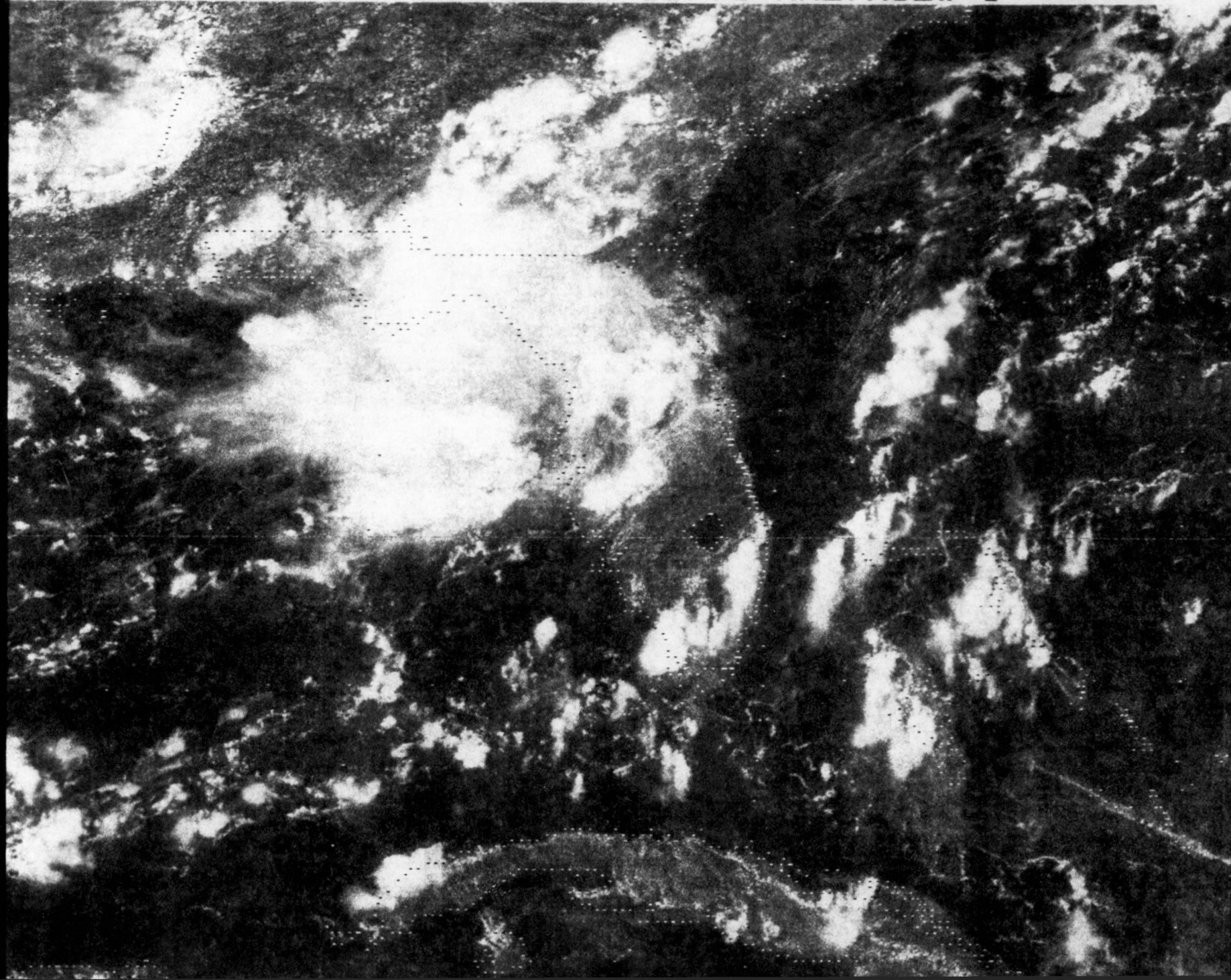
1731 28JL82 17A-1 03398 16763 MA27N82W-1



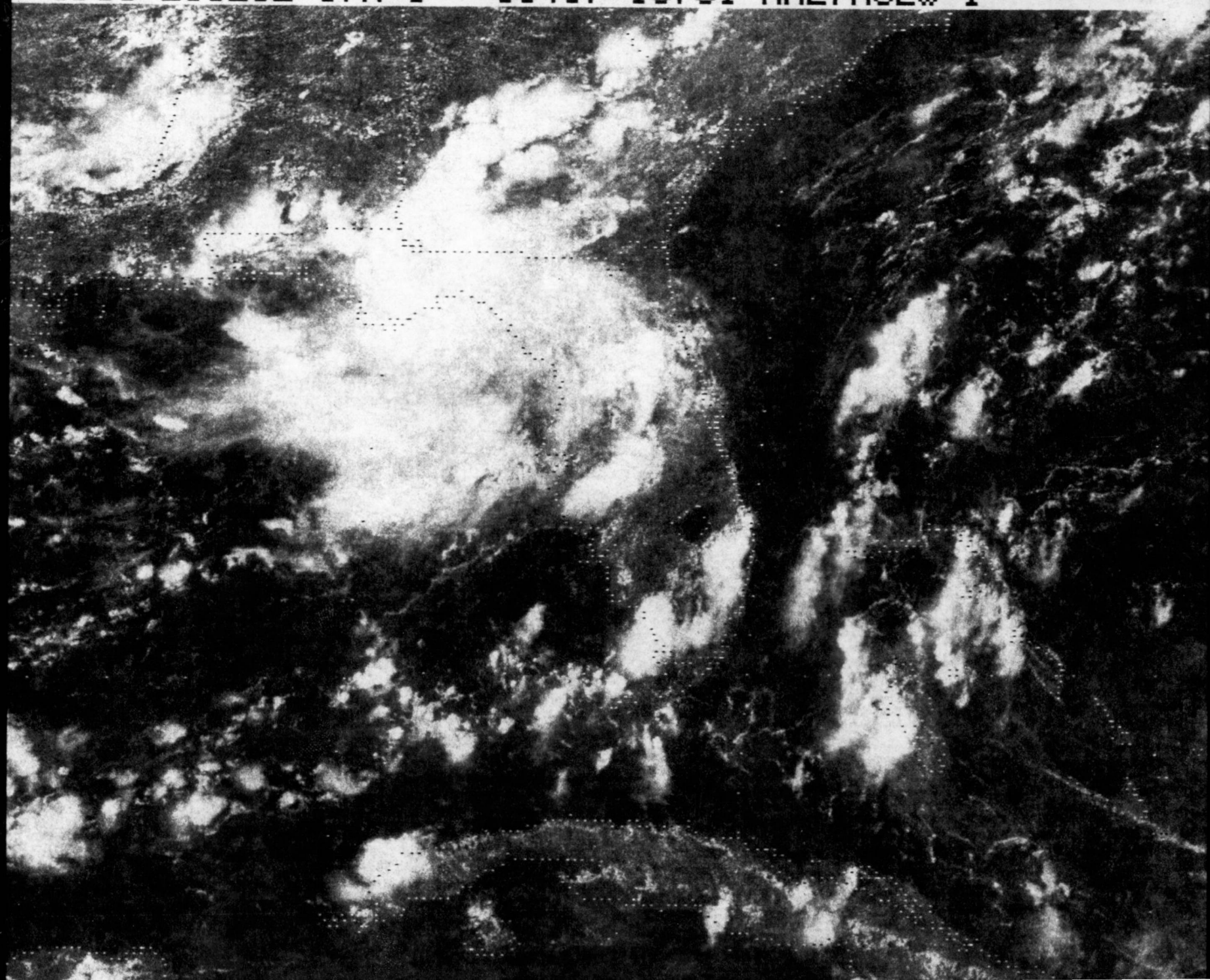
1801 28JL82 17A-1 03404 16771 MA27N82W-1



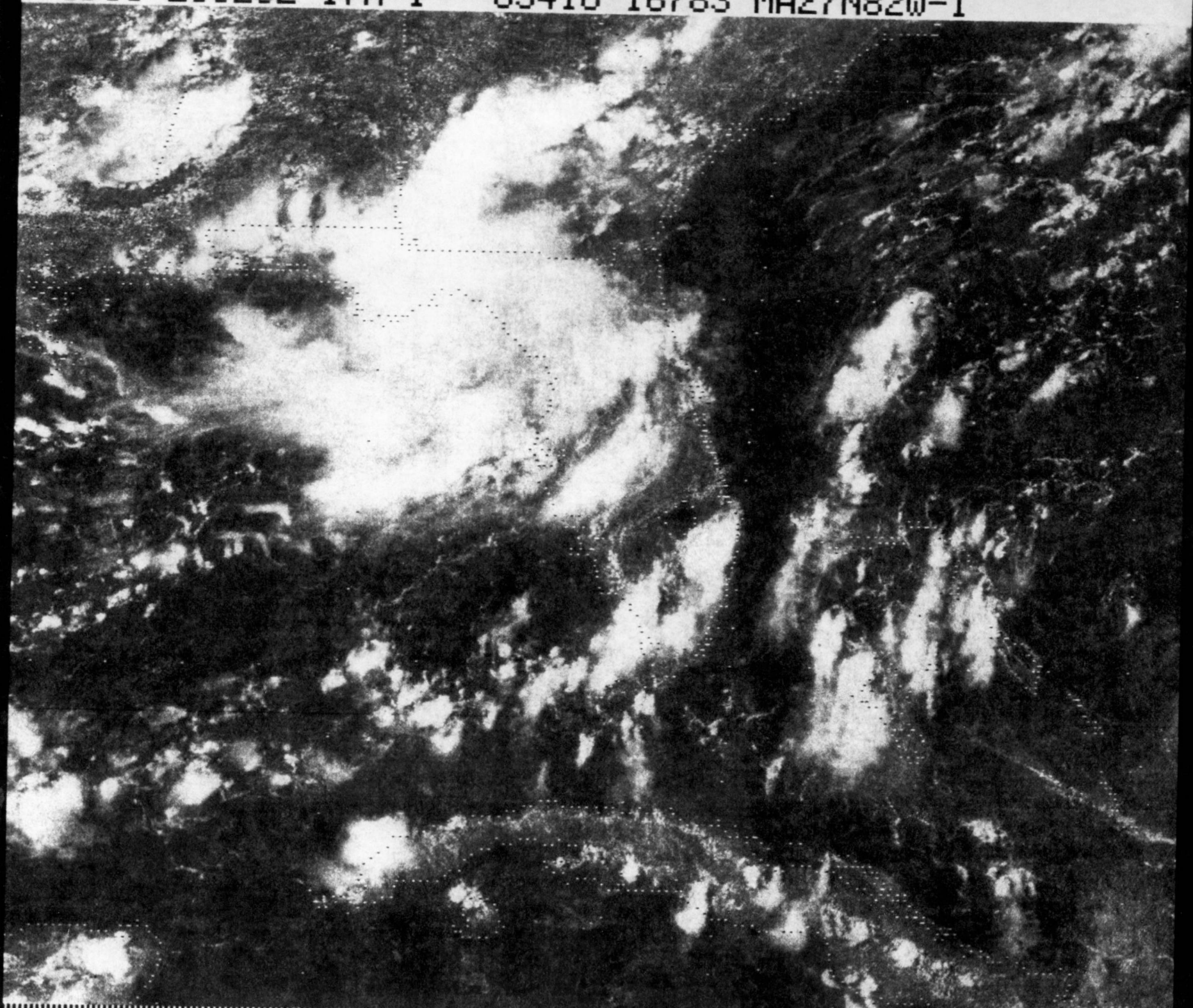
1831 28JL82 17A-1 03414 16773 MA27N82W-1



1901 28JL82 17A-1 03407 16781 MA27N82W-1

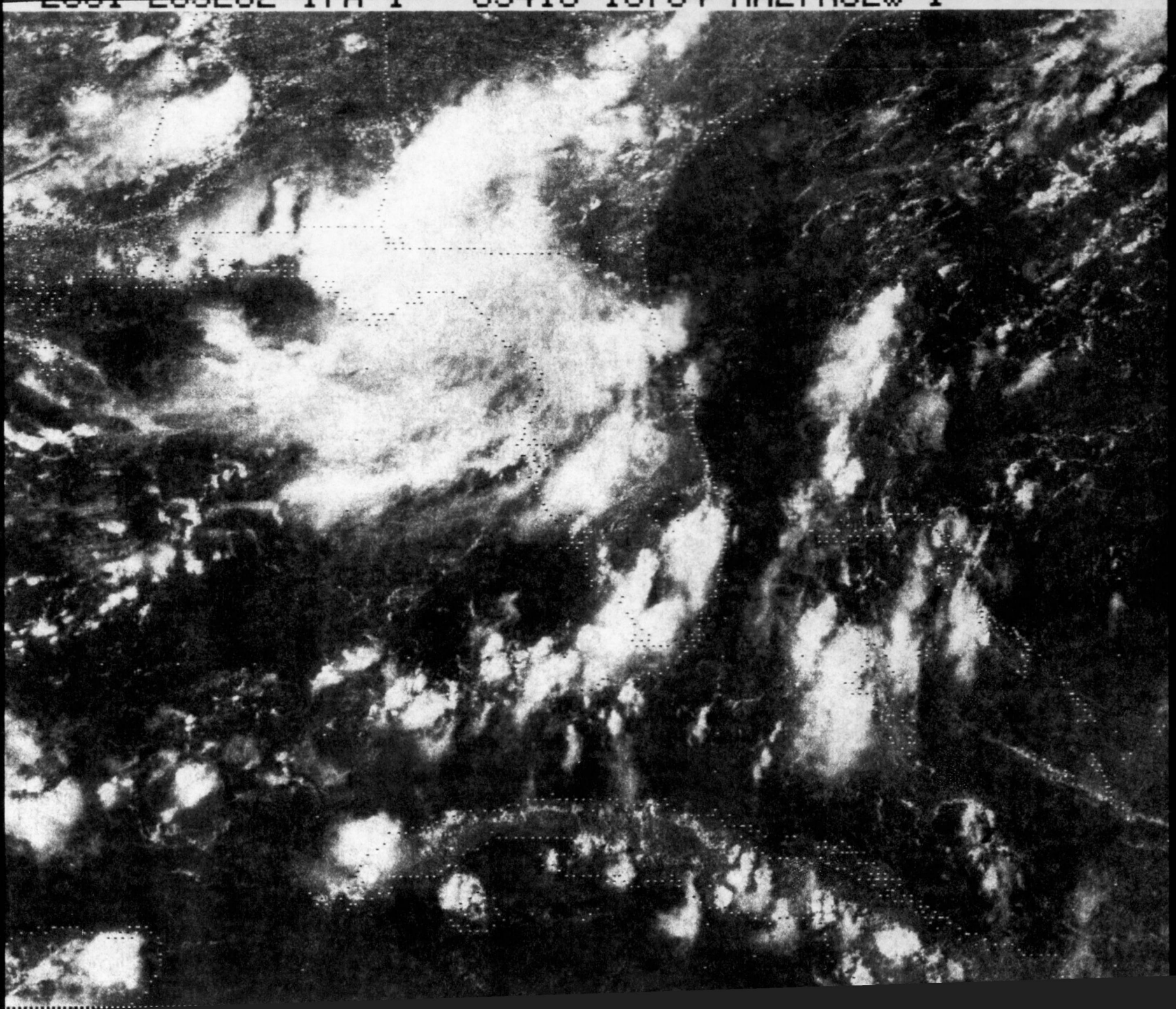


1931 28JL82 17A-1 03416 16783 MA27N82W-1

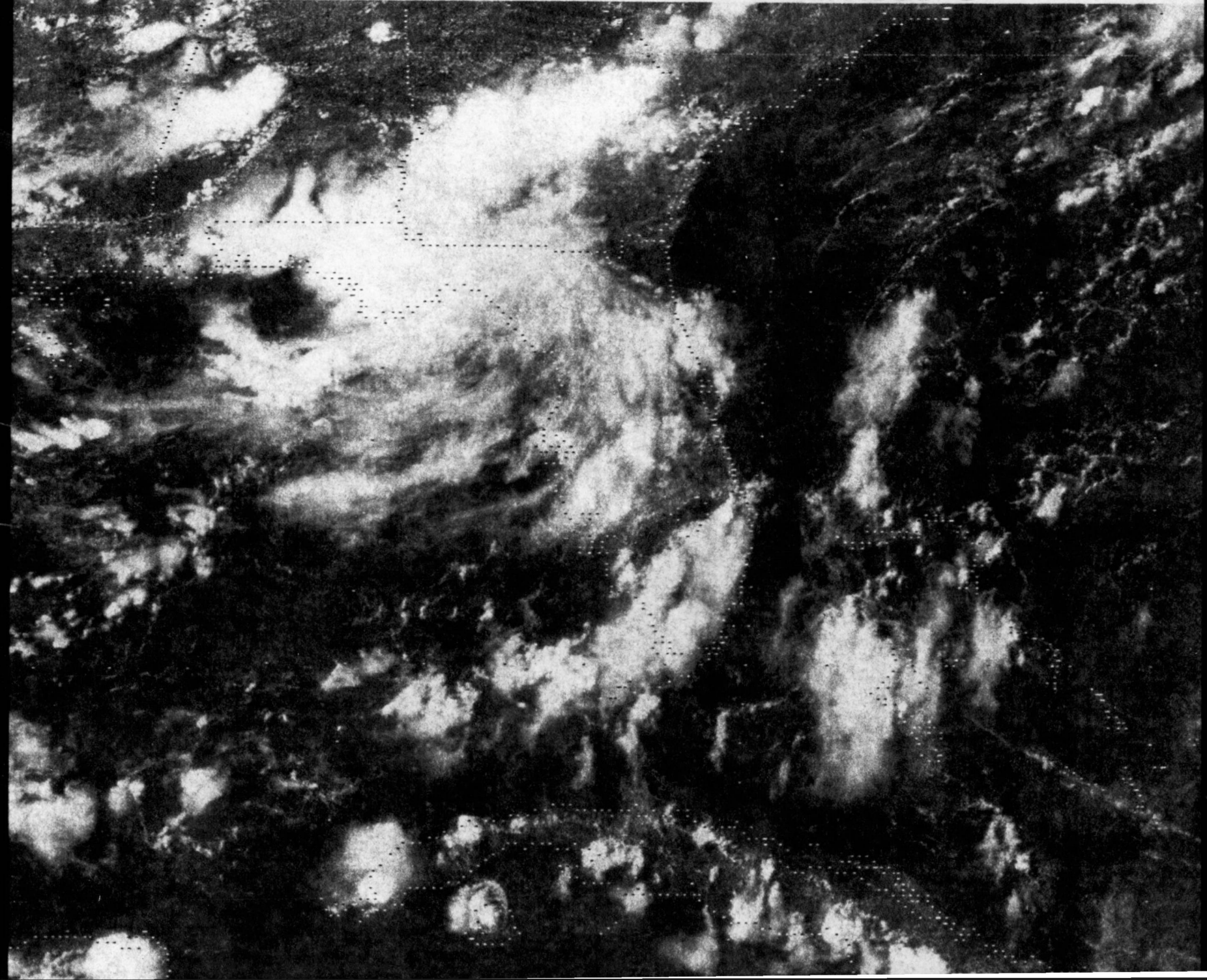


2001 28JL82 17A-1

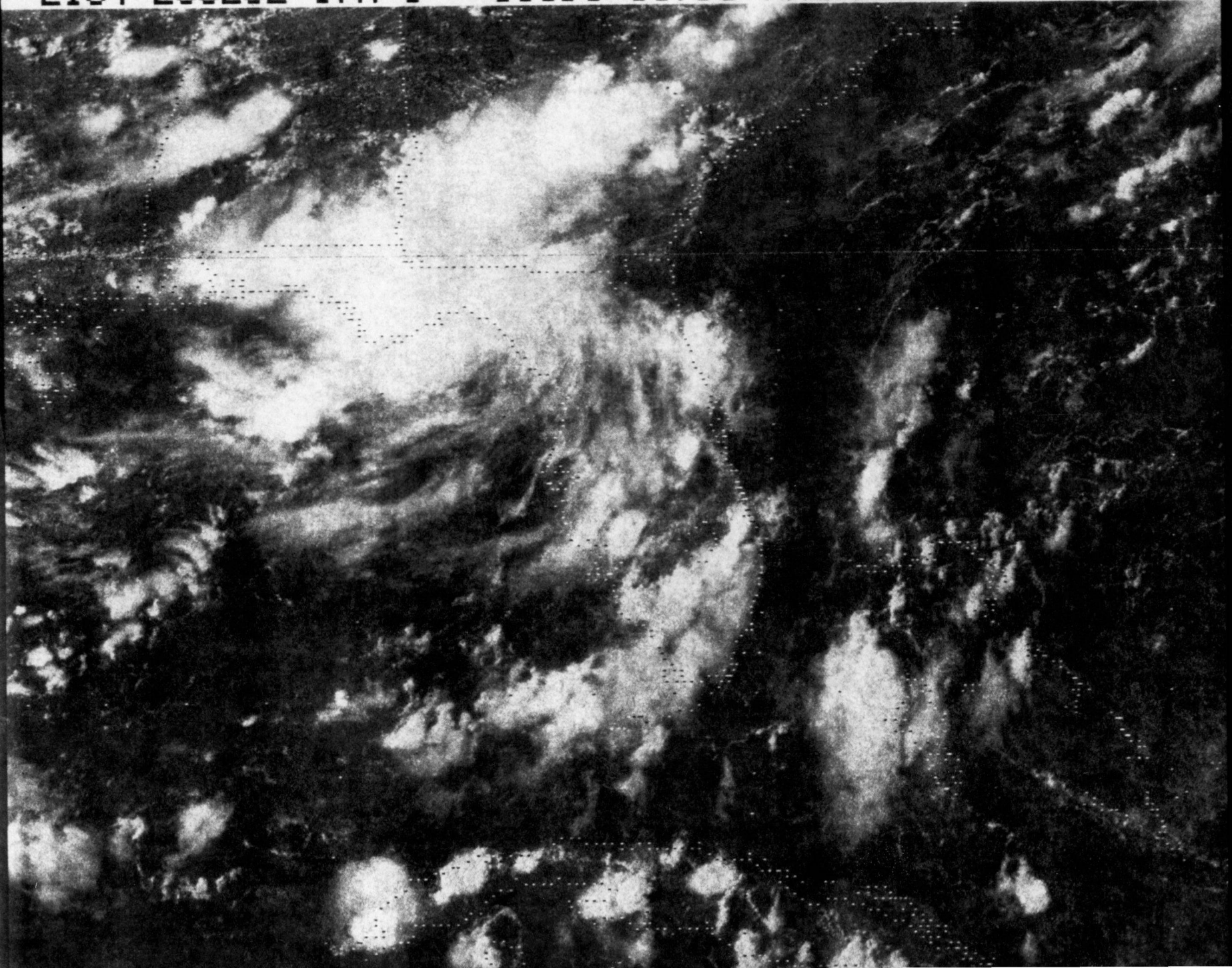
03418 16784 MA27N82W-1



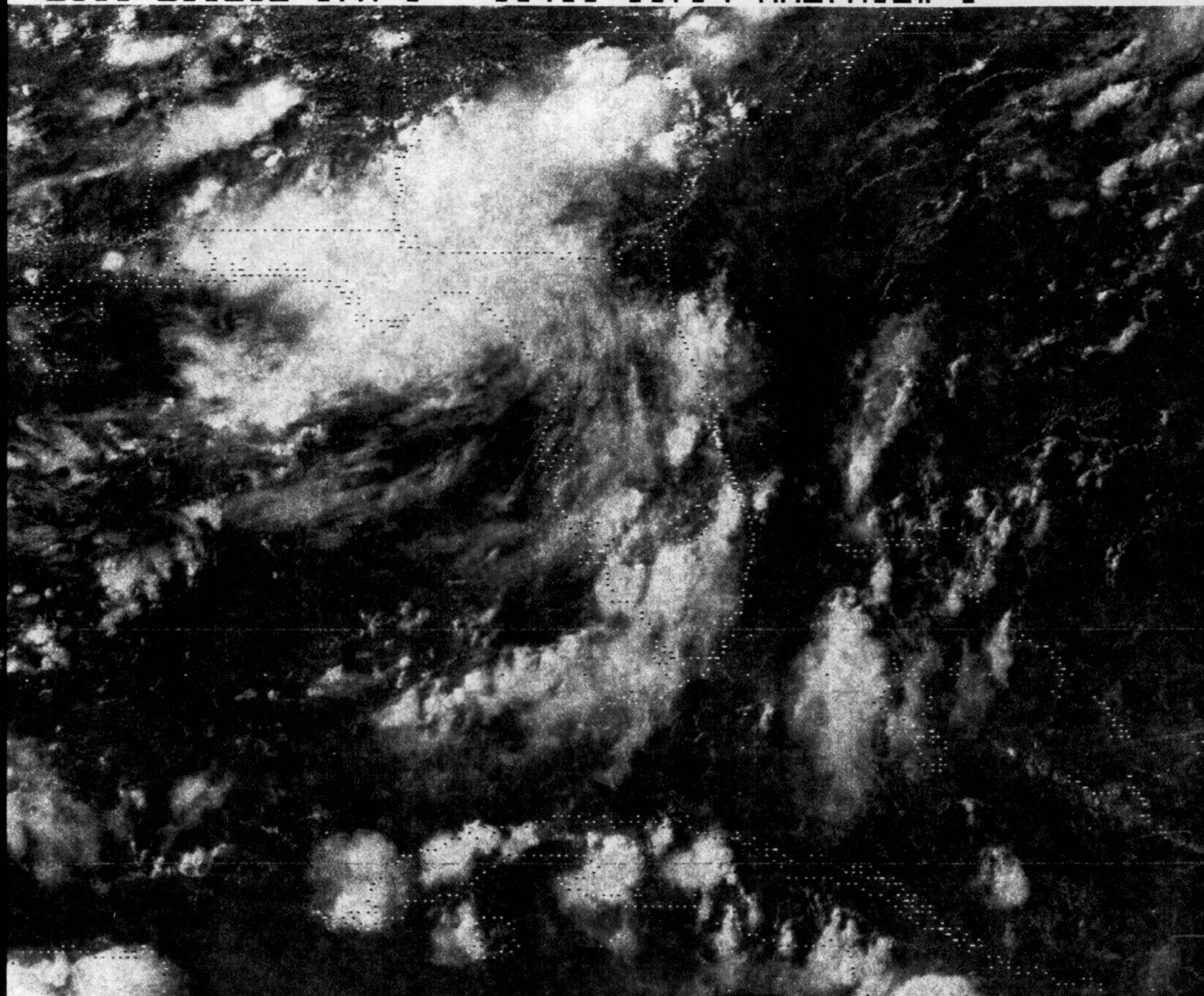
2031 28JL82 17A-1 03416 16783 MA27N82W-1



2104 28JL82 17A-1 03398 16793 MA27N82W-1



2131 28JL82 17A-1 03415 16794 MA27N82W-1



2201 28JL82 17A-1 03417 16801 MA27N82W-1

