

SEP 10 1984

Flight # 19840910H1 - RADAR

A. C. # N42RF

Operator Griffin / Goldenberg

Radar Tech. Jim Degranate

Number of digital magnetic tapes on board 18

Number of video tapes on board

Number of tape labels on board ✓

Component systems up and checked:

RDSC ✓

VTR

Computer ✓

DSC1 ✓

DMTR1 ✓

DSC2 ✓

DMTR2 ✓

Scopes

NO

LF ✓

TA ✓

Time correction between radar time and digital time 0

Radar Postflight Summary

Number of digital tapes used DMTR 1 10

DMTR 2 5

Number of video tapes used 0

Significant recorder down time (other than for tape changes):

DMTR: LF

VTR: LF

NO

NO

TA

TA

Other problems: (stabilization, interference, etc.)

[illegible]

HRD RADAR LOG

SEP 10 1984

OPERATOR Griffin / Goldenberg
SHEET 1 OF

RADAR DOWN-TIME LOG

840910H

<u>ITEM</u>	<u>TIME DOWN</u>	<u>TIME UP</u>	<u>PROBLEM</u>
			no noticeable problems this flight

ITEM LIST: VTR, DMTRI, DMTR2, COMP, ROSC, LF, NO, TA, DSCI, DSC2

Flight - 840910H1

Hurricane (?) Diana -
(otherwise known as Lady Diana)

LPS Goldenberg
Dr. H.E. Willoughby - Griffin

'In Search of Diana' - by SBB & J & D

Takeoff - 0739 GMT -

Initial storm coordinates -

Spec pressure in Miami at 1012.5

0747 Z 3:47 AM.

In search of Diana, no no...
Appointment with Diana, the
 saga continues. Da dumph da dumph
da dumph. There's tension in
the air today. No, whif whif
that's something else. Golly Stan,
that wasn't nice.

Lotta bleary eyed people on
this plane today. Hope this flight
doesn't require any quick actions

Have I ever told you how I
love the roar of those turbo
props! Even more than hearing em
stop

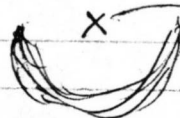
(I bet what you get for asking
TG to fly at 3AM09)

Tape start '0826

Can start to see something in
the distance

0827 - Punched through S eye wall -
well formed but level 1 only

0830



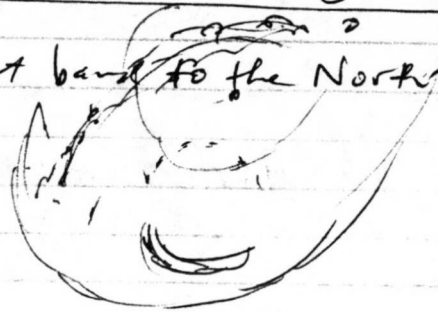
60 knots max

99 mb
mslp

No noticeable North wall
- ~~Then headed out to~~ NORTH -
(after flying around in eye -
looking for ring center?) -
- Only about 52 knots max to the North -

Tape change at 0905 - ~ 40 min.
(THAT IS WITH EVERY OTHER SCAN!) -

Slight band to the North*



* (Visible on nose radar) =

1012 Completed SBB fly - now headed
towards storm (looks like maybe
a wall on the East)

Nope, just

wall, but looks a little
better this time —

Also, still good band to the north

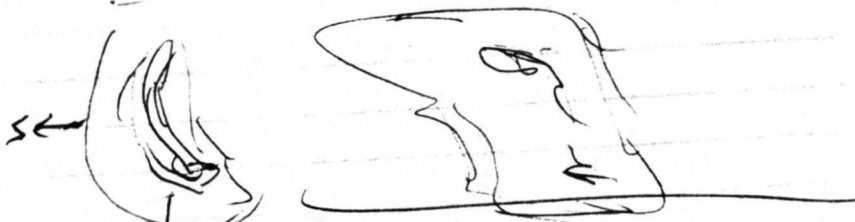
35 ms^{-1} —
 69 knots !

(10/18)

Level 2's 0.1
(LF-5262)

Make that 41.6 ms^{-1} !

Level 2's on Tail



Large eye of 2's

Lots of lightning

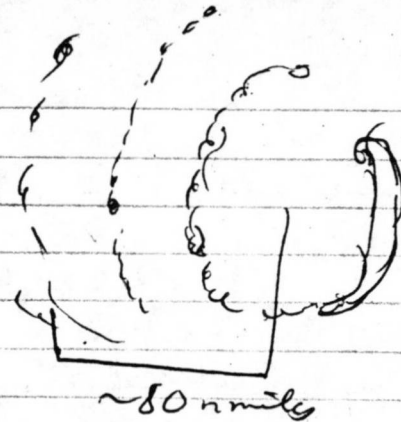
Looks like we have 9!!

1100Z

A little wetter, windier
~~with~~ wilder than last night
I think Diana is showing
off for the media, primping
and posing for a photo

(11/18)

Now rings
(bands) of
convection
showing up
now



1145 surface pressure 990
sustained for a couple minutes
30.31 80.01 center

1150

passed through with a
 42.7 m/s gust and we're
still tickin' despite that
lickin

$3/4$ of an eye wall now —
Lots of 2's (LF)
 82 knots — 991 mslp
 $\sim 42 \text{ ms}^{-1}$

Very rough seas (SE wall)
— Eye-sea calm as can be —

1245Z

Things are a bit calmer now,
relaxing even, as we stroll
along on the north east side of
Indiana. Nice view out the
window, not too bright, nice
white caps to look at. I'm
not used to flying in the daytime
and seeing all this scenery

1350-

Pass through from the NE -
max only ~60 kts. still ~990 mb
Convection seems to have weakened
some.

1445 - Last penetration -
from the North -

Looks like convection is built up
again -



But only
50 kts. on the north

1500Z

Daddy gave me two rides
on the monster. For a while
I thought he was gonna send
me back to kiddie land to
ride the baby roller coaster.

The south side of Diana
has the winds. Is that her
backside? Got some 34 m/s
gusts on this last pass

~1520 - out of storm -
& heading home -

1524 - started to climb -
will just let last tape run out! -