

SEP 12 1984

Flight # 19840912H2 - RADAR

A. C. # N42RF

Operator Griffin

Radar Tech. Jim DuGranat

Number of digital magnetic tapes on board 22

Number of video tapes on board

Number of tape labels on board ✓

Component systems up and checked:

RDSC ✓

Computer ✓

DMTR1 ✓

DMTR2

VTR

DSC1 ✓

DSC2 ✓

Scopes

NO

LF ✓

TA ✓

Time correction between radar time and digital time 0

Radar Postflight Summary

Number of digital tapes used DMTR 1 6

DMTR 2 5

Number of video tapes used

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

DMTR: LF

NO

TA

VTR: LF

NO

TA

Other problems: (stabilization, interference, etc.)

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HRD RADAR TAPE LOG

FLIGHT 840912H2

AIRCRAFT N42RF

OPERATOR *Griffin*

SHEET / OF /

[illegible]

HRD RADAR LOG

SEP 12 1984

OPERATOR Griffin

SHEET 1 OF 1

RADAR DOWN-TIME LOG

840912H2

ITEM

TIME DOWN

TIME UP

PROBLEM

None

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

840912H2

Operator : Griffin en solo
LPS "boss" : Willoughby

takeoff ~ 22Z

Here we go again. Down to a precious few, except for the press, their numbers keep growing.

No VCR this flight because all the assets were used. I won't tell you how that broke my heart's

Switching to ball point but it's still me. I think 4 days of this noise is starting to get to me.

Pretty clear on the way tonight just some cirrus and strato cumulus. Nice rosy red horizon.

2328Z

Turned on DMTR system
everything looks ok. We are
about 70 miles from center
rain band. The sunset is
really pretty now, fingers of
gold stabbing through the
heavens.

Cheap government pens are
wonderful

2341Z

Now about 100 miles from
the center, tracking north
into the storm. As of
yet not much is showing
up on the darl, but still
10-15 miles from outer band

2347Z

Entering band ws 19 m/s
SP 1013. The coast shows
up nicely. Darn it

2352Z

So far no convection is
visible over land

2358Z

Doesn't appear to be the
symmetrical storm like last
night ws 29 m/s

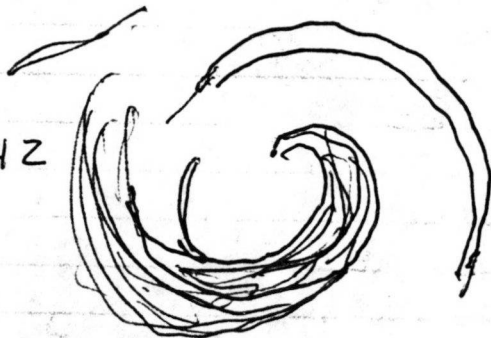
0005Z

In the eye. max speed on
entry 54 m/s gust. convection
now showing up on a coast
side, but very little, min
SP 972

0011Z

Small crescent inside eye wall
Eye wall not complete.

0024Z



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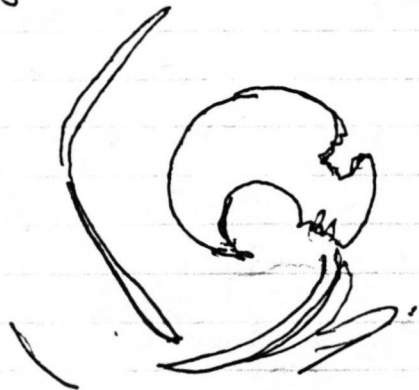
0032 Z

Uh oh. It looks like at least one reporter bit the dust or should I say bag. We flew a wierd pattern so it's hard to tell but I don't see the secondary wind max like last night. I was corrected its a cameraman

0444

The storm has definitely changed. Land is having its effect

0054 Z



The networks have put out a contract on me. Argh I promise to only say nice things now.

0059 Z

Have noted a bit of lightning seems to be more than on previous flights

0104 Z

Don't know about the crew. They seem to be a bit silly, just like me he he ha. How many more of these do we want to go on this week?

0113 Z

The eye wall looks complete now. On the first pass it had a gap in it.

0121 Z

About 50 m/s max min SP 974 quite steady. They hit the center right on on this pass. WS at .1 m/s

0130 Z

Looks closer to the coast

0220 Z

Once again we zoom our way towards Diana. The eye lurks just a scant 100 miles ahead. Have I been around too many network people?

1013 SP WS 17 m/s

0233 Z



0247 Z

min SP 975 max wind speed 44 m/s avg.

0307 Z

making a C.P. tape as we pass thru an outer band

0324 Z

finished C.P. tape

0350 Z

started CP tape 2

Winging our way once again towards Diana about 80 miles away hdg 260°

040135 CP 2 off

041118 CP 3 off

041927 CP 4 off

043410 CP 5 off

045405 CP 6 off

0416 Z

Noticed on graph the secondary wind max. Hadn't noticed since last night.

0504 Z

Two jobs! wonder if that's double pay?

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052200	CP	7	on
053526	CP	7	off
054506	CP	8	off
055501	CP	9	off

0536Z

Secondary max still present

0546Z

Diana is still kickin. What
a gallant lady

0621

Leaving 1500 m flight level
for home.