

19880915 E 2, CPS

E.2 Lead Project Scientist (On-Board)

E.2.1 Preflight

- Jm 1. Participate in general mission briefing.
- Jm 2. Determine specific mission and flight requirements for assigned aircraft.
- Jm 3. Determine from CARCAH or field program director whether aircraft has operational fix responsibility and discuss with OAO flight director/meteorologist and CARCAH unless briefed otherwise by field program director.
- Jm 4. Contact HRD members of crew to:
 - a. Assure availability for mission.
 - b. Arrange ground transportation schedule when deployed.
 - c. Determine equipment status.
- Jm 5. Meet with OAO flight crew at least 90 minutes before takeoff, provide copies of flight requirements and provide a formal briefing for the flight director, navigator, and pilots.
- Jm 6. Report status of aircraft, systems, necessary on-board supplies and crews to appropriate HRD operations center (MGOC in Miami or FGOC at remote recovery location).

E.2.2 In-Flight

- Jm 1. Confirm from OAO flight director/meteorologist that satellite data link is operative (information).
- NA 2. Confirm camera mode of operation.
- Jm 3. Confirm data recording rate.
- Jm 4. Complete Form E-2.

E.2.3 Postflight

- _____ 1. Debrief scientific crew.
- _____ 2. Report landing time, aircraft, crew, and mission status along with supplies (tapes, etc.) remaining aboard the aircraft to the appropriate HRD operations center (MGOC or FGOC).
- _____ 3. Gather completed forms for mission and turn in at the appropriate operations center. [Note: all data removed from the aircraft by HRD personnel should be cleared with the OAO flight director.]
- _____ 4. Determine next mission status, if any, and brief crews as necessary.
- _____ 5. Notify the appropriate operations center (FGOC or MGOC) as to where you can be contacted and arrange for any further coordination required.

On-Board Lead Project Scientist Check List

Date 9/15/88 Aircraft 43RF Flight ID 88091572

A. Participants

HRD		OAO	
Function	Participant	Function	Participant
Lead Proj. Sci.	<u>Maulce</u>	Flight Director	<u>Bogert</u>
Cloud Physics	<u>—</u>	Pilots	<u>Geuzlinger / Mckin</u>
Radar	<u>Kohler</u>	Navigator	<u>Secretan</u>
Doppler	<u>—</u>	Sys. Engr.	<u>Fluery</u>
Photographer	<u>—</u>	Data Tech.	<u>—</u>
Omegasonde	<u>—</u>	El. Tech.	<u>DuGranrut</u>
AXBT/AXCP	<u>Karen St. Germain</u>	Other	<u>Thurles</u>

Take-Off 214545 Location MIA Landing 071403 Location 29°57' 90°16.5"
25°47.8' 80°17.8" New Orleans

B. Past and Forecast Storm Locations

Date/Time	Latitude	Longitude	MSLP	Max. Wind
<u>9/15 1751</u>	<u>22°09"</u>	<u>92°44"</u>	<u>952</u>	<u>85 kts</u>
<u>1633</u>	<u>22°08"</u>	<u>92°33"</u>	<u>953</u>	<u>—</u>
<u>1607</u>	<u>22°09"</u>	<u>92°27"</u>	<u>—</u>	<u>—</u>
<u>est 9/16 00</u>	<u>22 30"</u>	<u>94°</u>	<u>950 mb</u>	<u>—</u>
<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>

C. Mission Briefing

reconnaissance
—
—
—

Gerry McKim
wants
color X Parameg
of Gilbert,
#tapes

D. Equipment Status

<u>Equipment</u>	<u>Pre-Flight</u>	<u>In-Flight</u>	<u>Post-Flight</u>	
Aircraft	<u>fm</u>	<u>fm</u>	<u>fm</u>	
Radar	<u>fm</u>	<u>fm</u>	<u>fm</u>	10
Cloud physics	<u>—</u>	<u>—</u>	<u>—</u>	—
Data system	<u>fm</u>	<u>on</u>	<u>fm</u>	1
Omegasondes	<u>fm</u>	<u>fm</u>	<u>fm</u>	1 (good)
AXBT/AXCP	<u>fm</u>	<u>fm</u>	<u>fm</u>	20/17 good
Doppler	<u>fm</u>	<u>fm</u>	<u>fm</u>	—
Photography	<u>—</u>	<u>—</u>	<u>—</u>	—

REMARKS:

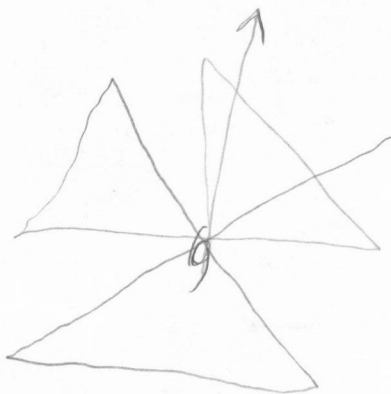
Doppler has a loose connection
sporadic (over e-w and w-s legs)

0115 DUG says he switch cables on Doppler
(looks much better now) still a little flaky

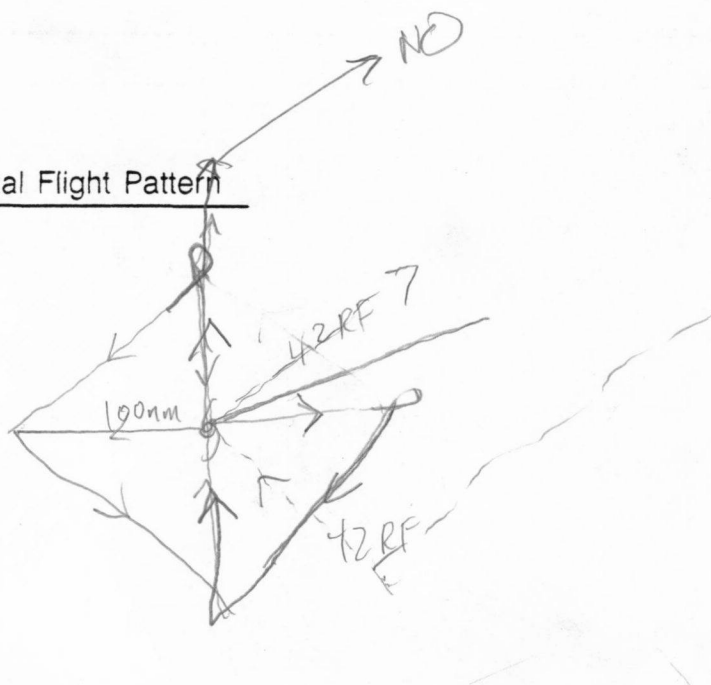
0050Z from PGB

42RF	1	24.4	89.3
proposed track	2	22.0	93.0
ETA 0410	3	22.7	94.7
	4	25.3	90.3
	5	26.0	91.0
	6	24.4	94.0

E. I. Proposed Flight Pattern (sketch or designate by number)



E. II. Actual Flight Pattern



Hurricane Recco Plotting Chart

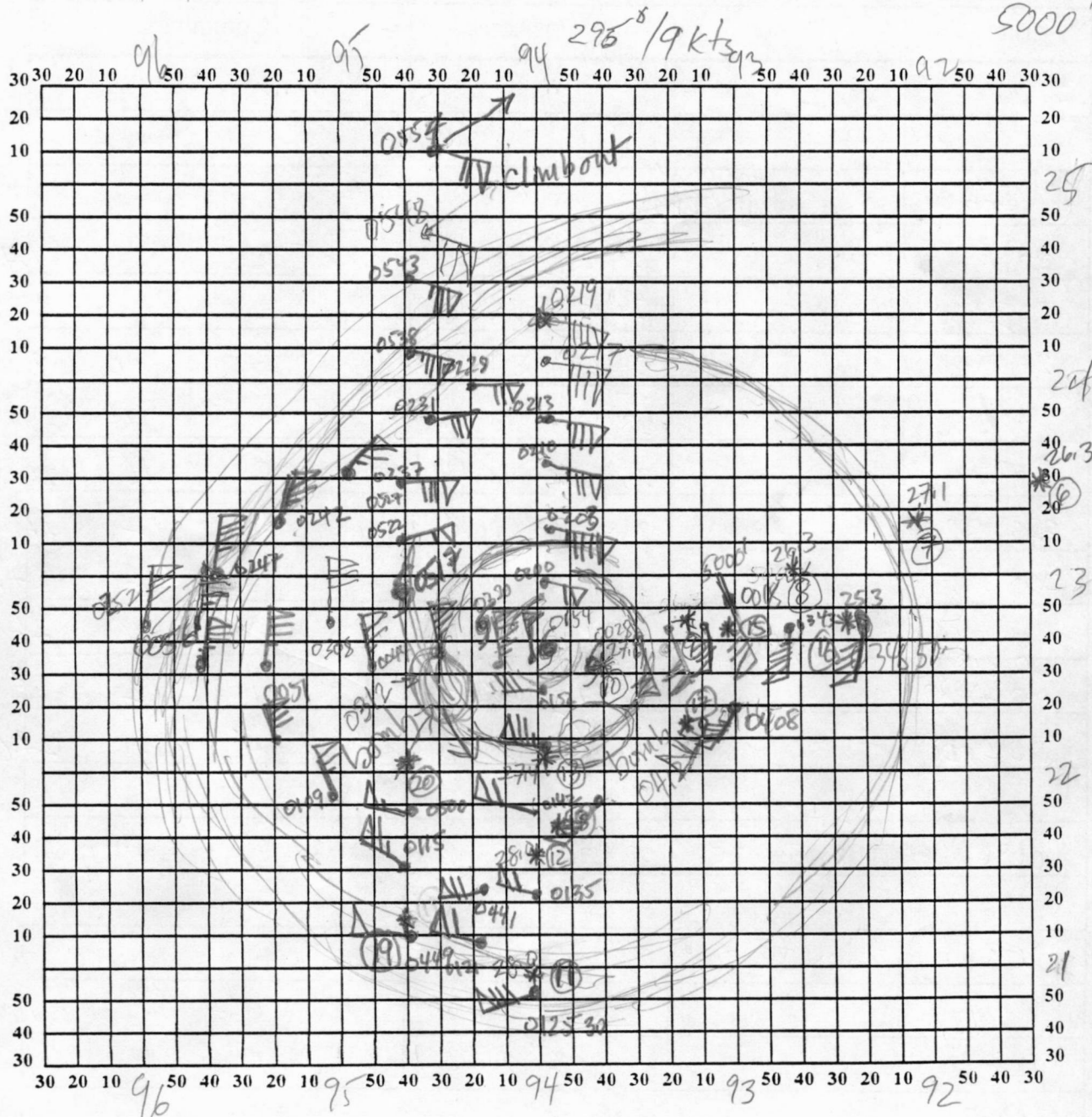
True at 25° Latitude, in Degrees and Minutes of ϕ and λ .

0902
29.4 89.3

* AXBT's
(6)

Date 9/15/88 Longitude 88091512 Observer Mauls

5000' PA



Note: Label full degrees according to location of flight area.

Lead Project Scientist Event Log

Date 15 Sept. 1988

Flight 880915J2

LPS Marhs

①

Time	Event	Position	Comments
21445	TO		850 mb PA
			fly straight to eye
000730	descend at 1000 ^{to 5000'} mi from G		late for fix descend to alt. 70010Z
2320		24°29.2' 88°9.2"	AXBT 1 Ch 16 27.7 ST
232730		24°17' 88°48.8"	2 12 27.3
233500		24°6.7' 89°29.7"	3 16 27.2
234230		23°54.7' 90°8.6"	4 if 27.4
235000		23°40.5' 90°47.1"	5 16 26.8
235730		23°27.6' 91°26.0"	6 12 26.3 signal lost
000500		23°15.5' 92°4.1"	7 16 27.1 OK
001230		23°1.1' 92°43.0"	8 14 26.3
001810	5000' PA	22°50.6' 93°8.7"	
002000		22°47.5' 93°15.1"	9 12 26.0 OK
002808	22°32' 93°44" in G	TK 270°	949 mb 10 16 27.6
0056	outside TURN TK 135	22°32.5' 95°42.5"	inner edge of secondary wind max
0056			
012550	outside TURN TK 360°	20°52.3' 94°4.2"	in secondary wind max
012901		20°58.4' 94°5.3"	AXBT 11 28.0° inside Ch 16 water wind max
013803		21°33.6' 94°4.4"	AXBT 12 Ch 12 28.0°
014703		22°7.9' 93°57.6"	AXBT 13 outside eye wall Ch 16 27.4°
015430	GTK 360	22°38' 93°59"	949.6 mb

Lead Project Scientist Event Log

Date 15 Sept 1988

Flight 880915I2

LPS Manly

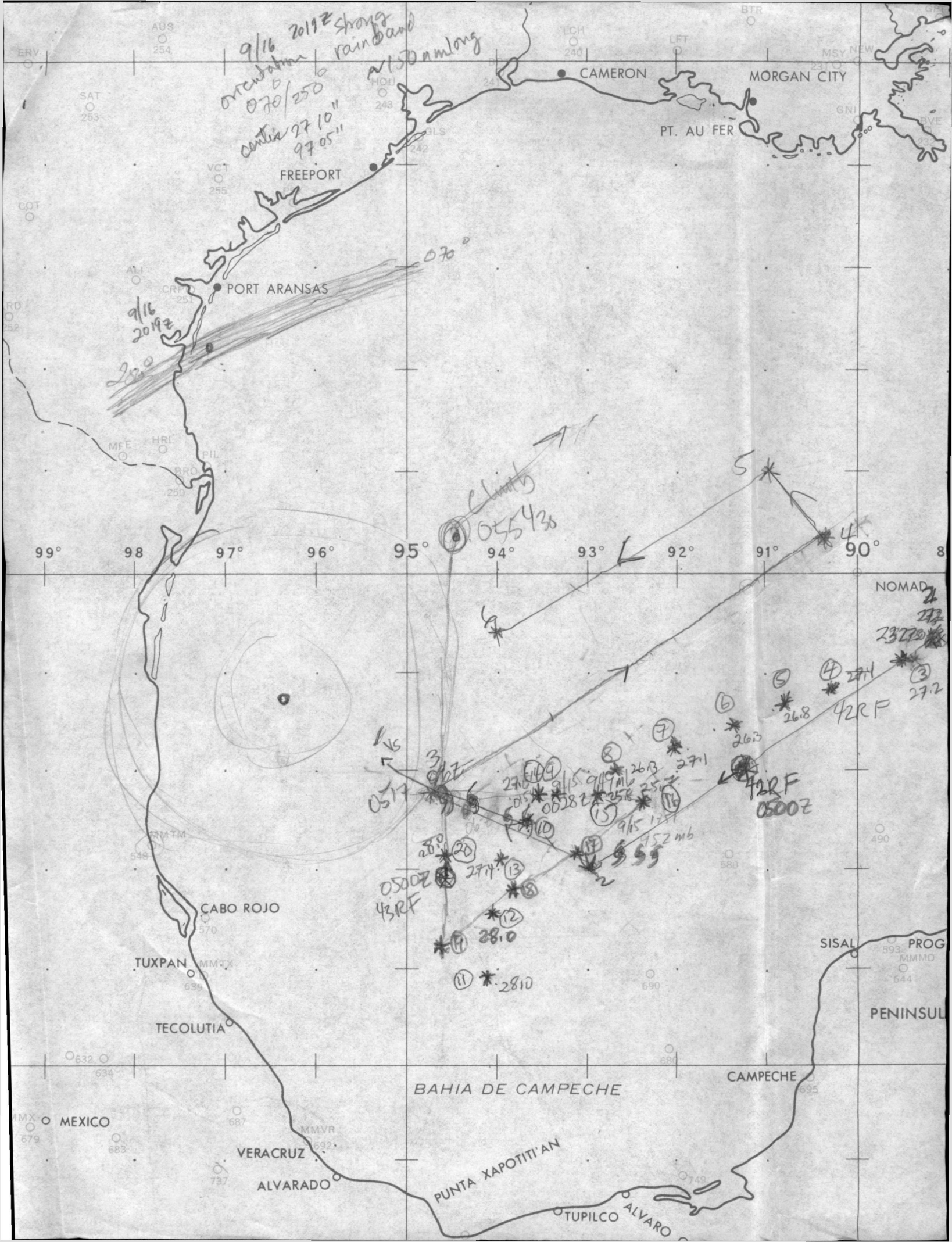
(2)

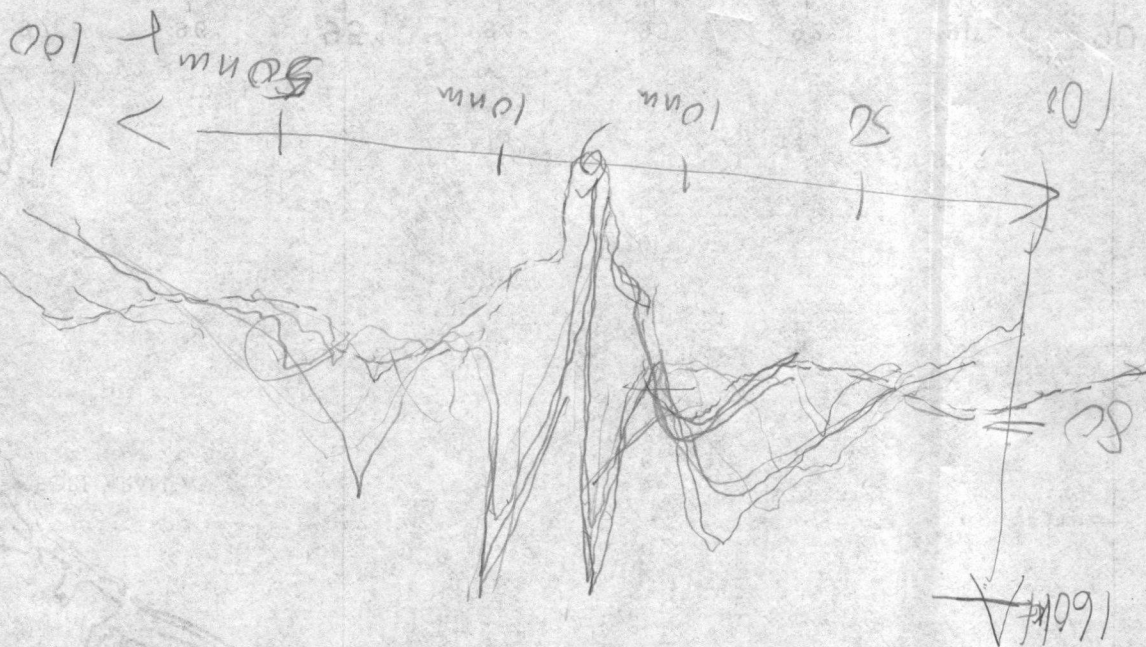
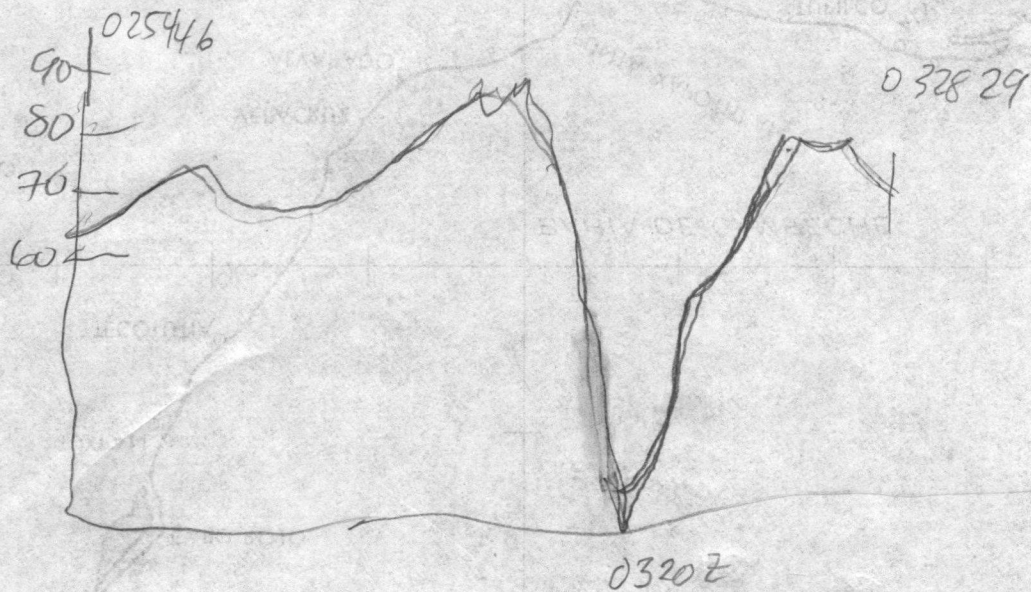
Time	Event	Position	Comments
022019	^{outside} TURN TK225°	24°19.1" 93°57.8"	20 km inside outer rim, short leg because of fix time constraint. (0.32)
025230	^{outside} TURN TK090°	22°43" 96°3.2"	
			0312Z hazy echoes in eyewall looks like bomb cloud going off
031957	9 TK090°	22°45" 94°18"	950mb Pressure 3Nm E of in WSW
032845		22°46.5" 93°41"	AXBT #14 ch 14 (27.0) eyewall
033847		22°45" 93°2.0"	AXBT #15 ch 12 (25.80)
034850	^{outside} Turn TK225°	22°46" 92°2"	TK SW topoint 5075
			Doppler looked great on N→S & W→E runs
035101		22°48.5" 92°25.3"	AXBT #16 ch 16 (25.7)
041220		22°11.8" 93°13.3"	AXBT #17 [dud] no carrier
0415-0418			110 kts in outer wind max
0427			beautiful Doppler across
		50 dBZ	rainband SE of 80 mi same place as on Monday
043100		21°41.2" 93°54.3"	AXBT #18 [dud] momentary TS
0436			TA Doppler out of frequency
044930	^{inside} TURN TK360°	21°12" 94°40.8"	- DUG can't fix till turb stops
045045	ch 16	21°14.7" 94°40.9"	AXBT #19 [dud] No carrier
045500			TA Doppler back up

130
40
5200

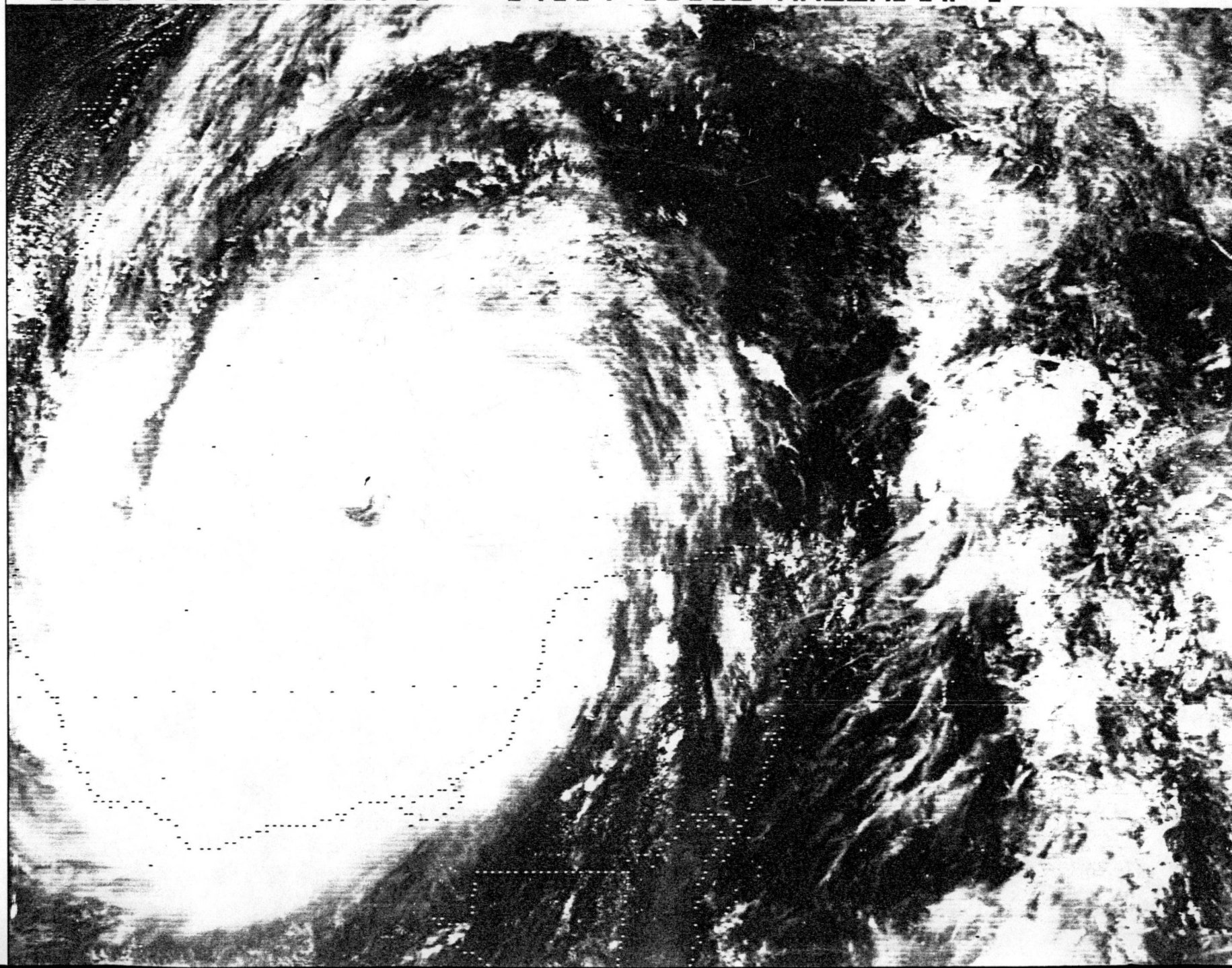
Date 9/15/88 Flight 880915I2 LPS Manly

[illegible]

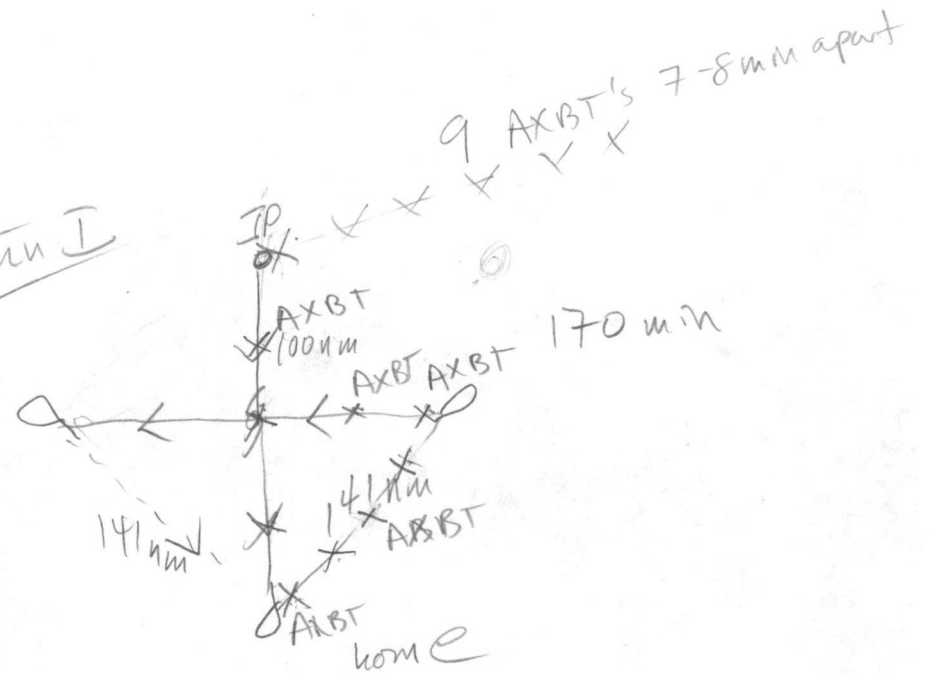




1831 15SE88 19A-1 04084 13862 MA22N90W-1



Pattern I



Pattern 2

