

19910817H1-LPS

E.2 Lead Project Scientist (On-Board)

E.2.1 Preflight

- 12 1. Participate in general mission briefing.
- 12 2. Determine specific mission and flight requirements for assigned aircraft.
- 12 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.
- 12 4. Contact HRD members of crew to:
 - a. Assure availability for mission.
 - b. Arrange ground transportation schedule when deployed.
 - c. Determine equipment status.
- 12 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.
- 12 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

- 12 1. Confirm from OAO flight director/meteorologist that satellite data link is operative (information).
- 12 2. Confirm camera mode of operation.
- 12 3. Confirm data recording rate.
- 12 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 17 AUG 91 Aircraft N422F Flight ID 910817N

A. Participants

HRD		OAO	
Function	Participant	Function	Participant
Lead Proj. Sci.	<u>WILLOUGHBY</u>	Flight Director	<u>PARRISH</u>
Cloud Physics	<u> </u>	Pilots	<u>McKIN PLAYER</u>
Radar	<u>GAMACHE</u>	Navigator	<u>STRONG, KOZAK</u>
Doppler	<u> </u>	Sys. Engr.	<u>LINO</u>
Photographer	<u> </u>	Data Tech.	<u>PRADAS</u>
Omegasonde	<u>FRANKLIN DE MARIA</u>	El. Tech.	<u>RAIN (ODW)</u>
AXBT/AXCP	<u>GOLDENBERG</u>	Other	<u> </u>
Take-Off	Location	Landing	Location
<u>17/1831Z</u>	<u>MIA</u>		

B. Past and Forecast Storm Locations

Date/Time	Latitude	Longitude	MSLP	Max. Wind
<u>17/1442</u>	<u>28°19'</u>	<u>76°51'</u>	<u>996</u>	<u>40 kt</u>
<u>17/1303</u>	<u>28°32'</u>	<u>76°54'</u>	<u>993</u>	<u>50</u>
<u>17/1426</u>	<u>28°42'</u>	<u>77°02'</u>	<u>993</u>	<u>60</u>
<u>17/1543</u>	<u>28°50'</u>	<u>77°08'</u>	<u>991</u>	<u>58/65</u>
<u>17/1819</u>	<u>29°01'</u>	<u>77°14'</u>	<u>987</u>	<u>65</u>
FCST <u>18/12</u>	<u>31.8</u>	<u>77.5</u>		<u>65</u>

C. Mission Briefing

FLY TO STORM, FIG 4, ODW PATTERN
TO NE 15 SONDES

D. Equipment Status

<u>Equipment</u>	<u>Pre-Flight</u>	<u>In-Flight</u>	<u>Post-Flight</u>
Aircraft	↑	↑	
Radar	↑	LF ↓ ②	
Cloud physics	N/A	↑	
Data system	↑ ①	↑ ④	
Omegasondes	↑	↑ ③	
AXBT/AXCP	NA		
Doppler	↑	↑	
Photography			

REMARKS: ① RANTEK ↓ NO GRAPHICS INITIALLY
UP LATER

② LF BAD SENSITIVITY OR NO TX
SOON AFTER TD, LF ↑ TA ↓, NO RECORDING

1940 LF ↑ TA ↓, RECORDING LF, TA FLAKY
2115 TA STILL FLAKY, RECORDING LF ONLY NOW
~2300 TA FINALLY UP. JOHN GRM. WILL DO SOME FAST

③ FIRST DROP: SIGNAL FADED SOON AFTER
IT LEFT THE TUBE.

• MANY SONDES FAIL BASELINE, SOME
SEEM OK. SYSTEM SEEMS OK.

④ RADAR ALTIMETER ↓ @ 2005

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

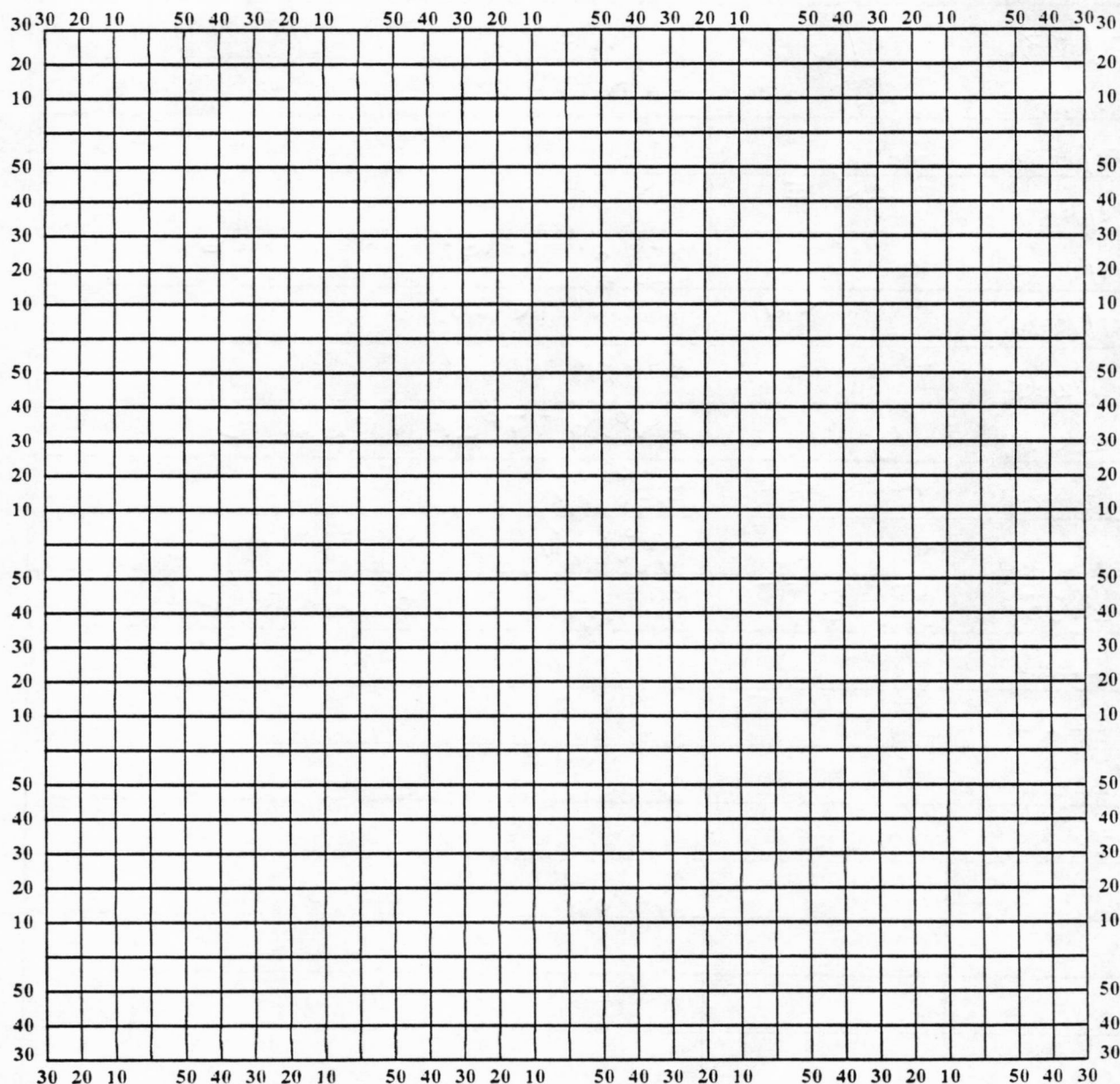
SEE ATTACHED SHEET

E. II. Actual Flight Pattern

Hurricane Recco Plotting Chart

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

Date _____ Longitude _____ Observer _____



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

Lead Project Scientist Event Log

1 of 2

Date 17 AUG 91 Flight 910817H LPS WILCOUGHTRY

Time	Event	Position	Comments
17/1831	T/O	MIA	LOTS OF AIRPLANES WAITING TO TAKE OFF
17/1908	TURN TO 00	27 N 78 W	TRAILING N TO POINT W OF G
17/1937	TURN E TO G	29°12' 77°55'	FIRST DROP BAD
17/1937	TURN E TO G	29°12' 77°55'	
17/1945	G	29°16' 77°18'	SONDE QTH GOOD SLD = 986.5 WINDS BAD
17/1955	TURN NW	29°17' 76°25'	
17/2009	TURN S TO G	36°04' 77°26'	
2019	G	29°18' 77°21'	TRACK S
2028	TURN ESE	28°30' 77°19'	
2058	TURN E	27°30' 74°59'	DROP #3 H=10070 WINDS 6 gust, T 6000
2135	AT 1910 FT DROP #4	27°31' 71°45'	BAD DROP
2207	TURN IN DROP #5	27°37' 68°59'	GOOD
2226	AT 2110 FT	29°10' 69°21'	
2236	DROP #6	30°00' 69°01'	GOOD
2305	DROP #7	32°30' 69°00'	GOOD
2332	TURN TO W DROP #8	35°00' 69°00'	GOOD
18/0002	TURN TO S DROP #9	35°00' 72°00'	GOOD
18/0034	DROP #10	32°28' 71°57'	GOOD
0045	TURN TO 210 NEW #11	31°36' 71°59'	MOVED 11 TO AVOID CONFL
0100	TRACK 270 DROP 11	30°36' 72°48'	GOOD

LPS WILLOUGHBY

0125 2858 7718 980

*Log times of all significant altitude changes, turns, and eye fixes
 **New altitude, heading, center position, etc.

DATE _____

FLIGHT _____

LPS

Lead Project Scientist Event Log

[illegible]

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**New altitude, heading, center position, etc.

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