

On-Board Lead Project Scientist Check List

Date 25 SEP 1994 Aircraft N42RF Flight ID 940925H1

A. Participants

HRD		OAO	
Function	Participant	Function	Participant
Lead Proj. Sci.	<u>GAMACHE</u>	Flight Director	<u>BOGERT</u>
Cloud Physics	<u>#</u>	Pilots	<u>KENNEDY, PLAYER</u>
Radar	<u>DODGE</u>	Navigator	<u>STRONG</u>
Doppler	<u>DODGE</u>	Sys. Engr.	<u>ROLES, BARR, McMILLAN</u>
Photographer	<u>PURPEE (Listening)</u>	Data Tech.	<u>_____</u>
Omegasonde	<u>P. BLACK</u>	El. Tech.	<u>_____</u>
AXBT/AXCP	<u>LAWRENCE</u>	Other	<u>RADIO, PAUL MASON</u>
V is for			
Take-Off	Location	Landing	Location
	<u>P.V</u>		

B. Past and Forecast Storm Locations

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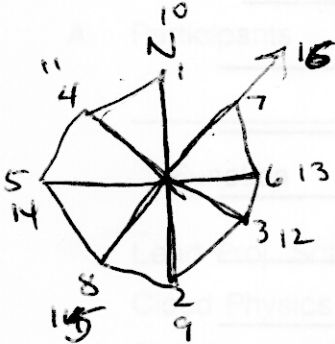
C. Mission Briefing

8x25 + 7x10

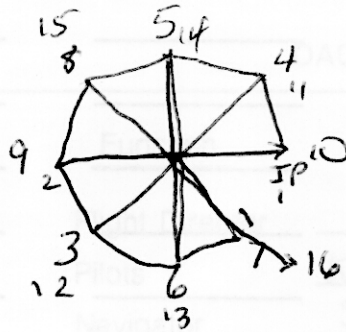


E. I. Proposed Flight Pattern (sketch or designate by number)

INNER CORE STRUCTURE + EVOLUTION



N42RF



N43RF

E. II. Actual Flight Pattern

B. Past and Forecast Storm Locations

Date/Time Latitude Longitude MSLP Max Wind

C. Mission Briefing

Lead Project Scientist Event Log

Date 25 SEP 1994 Flight 940925 H1 LPS GAMACHE

Time	Event	Position	Comments
215733	(7)	19° ^{43'} 119°31'	heading heading 225°
2203	AXBT launch	19°30' 119°48'	115 kts
		19°16' 120°4'	115 kts NE side
2209			110 kts SW side
			This pair may have had slight blips
2221	(8)	18°26' 120°47'	Turn to ESE
2233	(9)		Orbiting at (9)
			43's radar down
2238			heading in N
			110 kts on S side
	6	19°14' 120°4'	BT launch
2252		19°28' 120°4'	125 kts N side groupel perhaps small wind wave blip
2301	(IP)	20?	43 dropped sonde
2307	(4)	19°51' 120°35'	
2320		119°54' 19°10'	
2318	6	119°58' 19°17'	
2321		↖ ↗	127 kts SE side
2330	(3)	18°44' 119°19'	track 24°
2337	(6)	19°17' 119°5'	heading W
2339			ODW drop

Lead Project Scientist Event Log

Date 25 SEP 1994 Flight 940925 H1 LPS GAMACHE

Time	Event	Position	Comments
173230	T/O	P.V 2040' 105°15'	
1955	Brandsat/kip	19°55' 117°35'	
202000	IP	19°51' 120°4'	Track S.
2024			ODW launched ^{we're} reading nothing
202720	XBT drop	XBT 19°21' ²⁰	
2032	Neyward II		Neyward 125kts 926 mb
2035	Seyward	18°49' 120°3'	125 kts
2037	9	18°58' 120°04'	fix report about 2033
2045	(2)	18°8' 120°3'	
2042			43 low ODW drop getting signal
2053	(3)	18°22' 119°26'	heading in bond NW
		18°57' 120°0'	
210633	9	19°2' 120°6'	925 mb
2108?	N.	19°7' 120°10'	about 120kts in NW eyewall
2118	(4)	19°37' 120°44'	high SSW
2126	(5)	19°1' 120°59'	
2139	Near center	19°7' 119°59'	115 MAX W. Side
	Approx center	19°07' 120°06'	125 MAX E. side
214630		19°04' 119°28'	BT good
2150		19°9' 119°11'	
2151			43 ODW drop S side weak signal on sonde

EPS form
940925 H1
GAMACHE

"OLIVIA"

Time	Event	Position	Comments
	E eyewall	$\sim 19^{\circ}23' 119^{\circ}54'$	125 kts
2349	6	$19^{\circ}26' 120^{\circ}0'$ $119^{\circ}59' W$	931 mb Center, ODW drop
2352			SeaScat down ~ 90 kts on W side
0000	5	$19^{\circ}24' 120^{\circ}51'$	heading back E 180° turn do fix go home 935 mb lowest press seen.
0012			
0015	9	$19^{\circ}28' 119^{\circ}58'$	125 kts on E side
0019	climbout	$19^{\circ}20' 119^{\circ}27'$	
305067	landing	P.V.	Just passed Thoby Impressive but a friend's turn. Thanks to pilots, pretty smooth

OLIVIA
GAMACHE
940925

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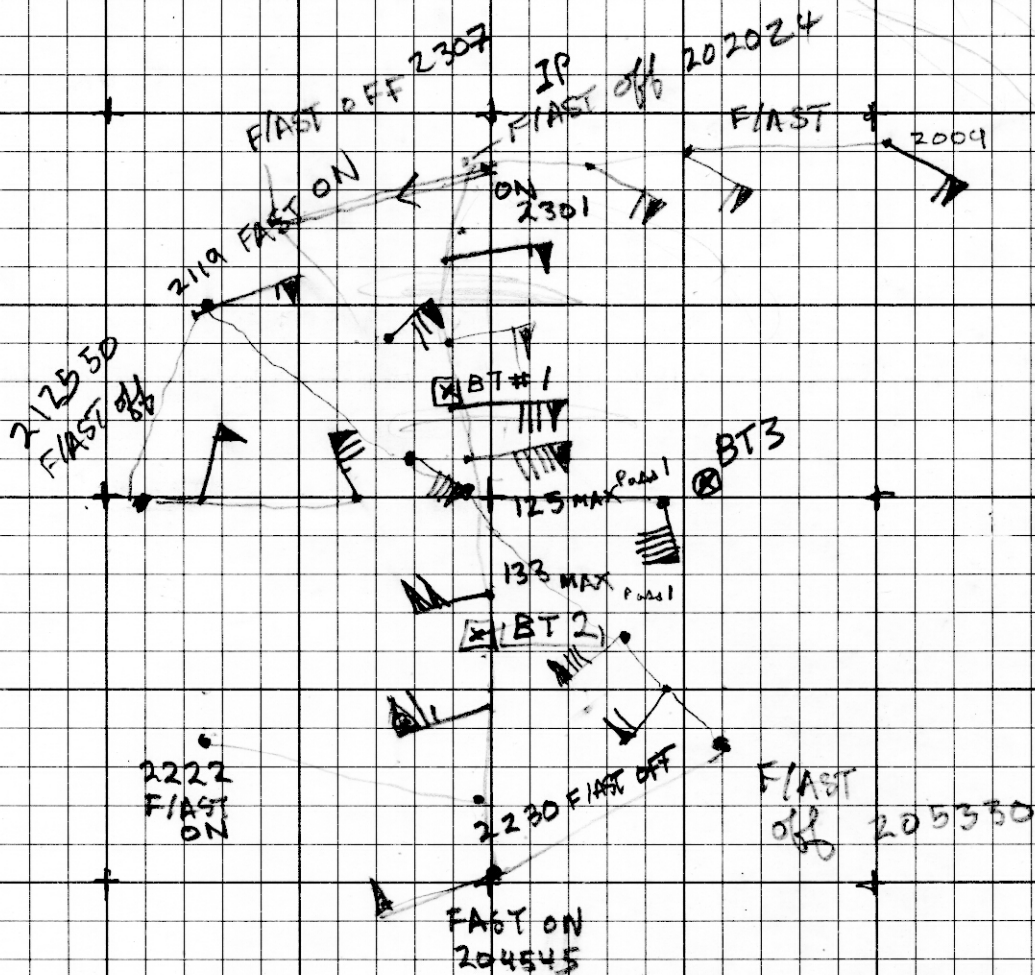
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INNER CORE STRUCTURE AND EVOLUTION EXPERIMENT

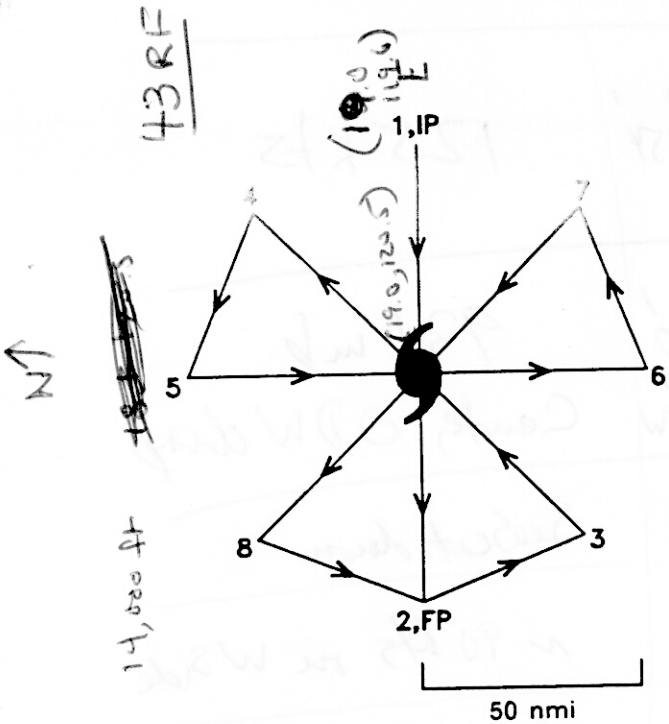


Fig. 9. Inner Core Structure and Evolution Experiment: Upper aircraft pattern.

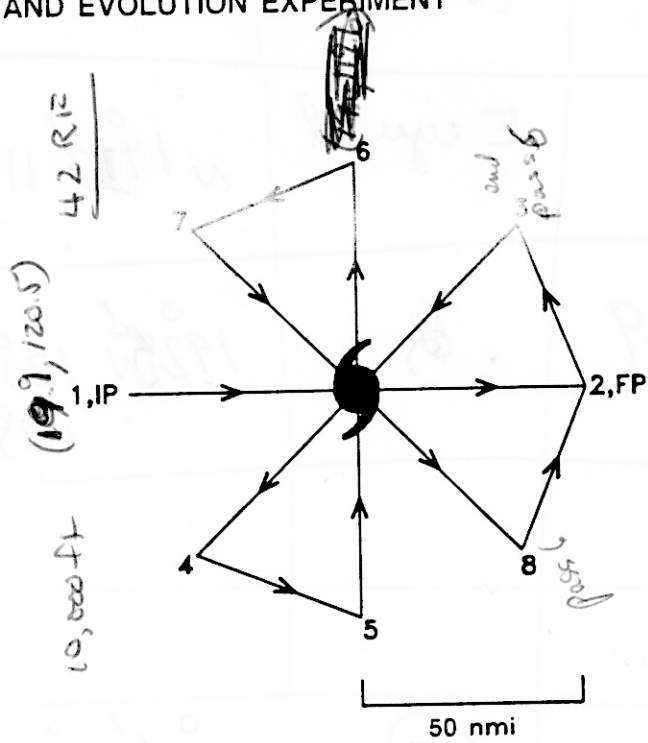


Fig. 10. Inner Core Structure and Evolution Experiment: Lower aircraft pattern.

- Note 1. AOC upper and lower aircraft fly 1-2-3-4-5-6-7-8-2 in their respective patterns (Figs. 9 and 10, respectively).
- Note 2. Each aircraft should be at the designated altitude upon reaching the IP and should maintain that altitude until point 8.
- Note 3. True air speed calibration is required (Fig. C-1).
- Note 4. The patterns may be entered along any compass heading, but the upper aircraft pattern should always be rotated 90° counterclockwise from the lower pattern.
- Note 5. Aircraft may attempt to find a wind center on each pass, but should not "hunt" unless directed to do so. Track deviations should be kept to a minimum (10° or less).
- Note 6. Cross checks between the aircraft INE and hard reference points or radio navigation aids are essential.
- Note 7. During each pattern, the ODW drop in the eye should occur during the first pass through the center (a backup would be dropped in the second pass). During passes with ODW drops, the upper aircraft should be 5 min behind lower aircraft.
- Note 8. During downwind legs, Doppler radar should be operated in FAST (forward/aft scanning technique) mode. (Not applicable to aircraft with dual-beam antenna.)

N43RF
 MARKS
 WILLOUGHBY
 FRANKLIN
 GRIFFIN
 R. BLACK
 J. FREMEL

N42RF
 GAMACHE
 P. DODGE
 P. BLACK
 R. BURPEE
 J. LAWRENCE