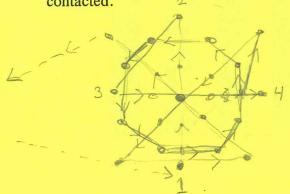
**Dropsonde Scientist** 

Flight ID / Storm Dropsonde Scientist Dropsonde Scientist The lead project scientist (LPS) on the P3 is responsible for determining the distribution

The lead project scientist (LPS) on the P3 is responsible for determining the distribution patterns for dropwindsonde releases. Predetermined desired data collection patterns are illustrated on the flight patterns. However, these patterns often are required to be altered because of clearance problems, etc. Operational procedures are contained in the operator's manual. On the G-IV the sole HRD person is designated the LPS. The following list contains more general supplementary procedures to be followed. (Check off or initial.)

Preflight	
1.	Determine the status of the AVAPS and HAPS or workstation. Report results to the LPS.
2.	Confirm the mission and pattern selection with the LPS and assure that enough dropsondes are on board the aircraft.
3.	Modify the flight pattern or drop locations if requested by AOC to accommodate changes in storm location or closeness to land.
4.	Complete the appropriate preflight set-up and checklists.
In-Flight	
1.	Operate the system as specified in the operator's manual.
2.	Ensure the AOC flight director is aware of upcoming drops.
3.	Ensure the AVAPS operator has determined that the dropsonde is (or is not) transmitting a good signal. Recommend if a backup dropsonde should be launched in case of failure.
4.	Report the transmission of each drop and fill in the Dropwindsonde Scientist Log.
Post flight	
1.	Complete Dropwindsonde Scientist Log.
2.	Brief the LPS on equipment status and turn in completed forms, dropwindsonde data tapes, DVDs, or CDs.  [Note: all data removed from the aircraft by HRD personnel should be cleared with the AOC flight director.]
4.	Debrief at the base of operations.
5.	Determine the status of future missions and notify MGOC as to where you can be contacted.
	a di a



ARTHUR

Agency: NOAAZ mission storm system: mission ID:0501A 1CAO id'xWBC

## N42/3RF HRD GPS Dropwindsonde Scientist Log (Revised 5/2002)

storm Arthur	Dropwindsonde Scientists Haa Chan / Lisa Buca	Page / of
Flight ID 140702H	Flight Director Barry Daniano	Takeoff from MaDill at 5:55 UTC
Mission ID	AVAPS Operators Todd Richards	Recovery at at UTC

Durana	Condo	m'				l						1
Drop #	Sonde ID #	Time (UTC)	Lat (°N)	Lon (°W)	Surface Pressure (mb)	Wind close to surface dir/spd (kt)		SST (°C)	Eye, Eyewall, Rainband (direction)	Comments	Ob #	
N.,	D20140702_07011	ומירס								MP THE STATE		1
2	D2014070Z_	07:14								RMW 1 (flight level)		
3	020140782	91,19		温速						RMW2 (Surface)	i in	1
4	D20140702-	07:22								Center		-
5	020140702_	07:31								RMW		
6									21	turn point 2		1
73	D20H0102_08/257	03:13	27,98	79.81	1007,7	310/34	8,0		海洋学:	Pt3	J	~
8	020140702-082007	08:20	28.14	79,30	1003,2	295/43	19.8			RMW	2	~
q.	D201407102_052425	08:24	28,32	79,03	998,0	245/2	6,9	100		center	3	1
10	D2014670Z-083231	09:32	28.54	78,43	1008,3	135/37	11,5			RMW	4	~
11	D20140707_06H928	9:49	28,97	TT, IN	1011.8	140/32	8.1			peq 2	5	/
12	P20140702-091144	0911	28.69	78,36	1006.8	130/42	11.9			800-1000 mb 50 kt +	6	-
13	1020140702_041929	0949	28,98	78,09	1005.2	85/29	7,9				7	/
14	D20140702_092738	0927	28.76	79,70	1006.5	360124	8.3				8	/
15	D20140702_093500	0935	28.23	80.01	1008.5	320122	7,7				9	/
16	D 20140702 -094302	0943	27,63	79.81	1009,6	270/25	6.0				10	~
17	D20140702_09510	0951	27.33	79,18	1010.7	230/26	8.0			<b>新发生型的</b>	11	V

unable to locate data on plane, but was transmitted to ground

# N42/3RF HRD GPS Dropwindsonde Scientist Log (Revised 5/2002)

Sto	orm_	Amthur	Dropwin	dsonde S	cientis	cs						Page 2 of		
Fli	ight	ID 140702H1	Flight	Director	Dan	nano	***************************************		***************************************	т.	akeoff from	at	UTC	
Mis	ssio	n ID	AVAPS O	perators						R	ecovery at	at	_ UTC	
Dr:	тор	Sonde ID #	Time (UTC)	Lat (°N)	Lon (°W)	Surface Pressure (mb)	Wind clos to surface dir/spd (kt)	ce	BT SST (°C)	Eye, Eyewall, Rainband (direction)	Comments		Ob #	
1	8	D=0140702 19188	0958	分银位	18:30	Tole T	220/21	107			(4) 基本的 (1) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4		1/2	1
10	9	D2014202-10061)	1000	28.05	78-16	1009.4	160/28	7.8.					13	1
2	0	D20140102.402857	MIF.	9.52	78.34	1011 8	府為2	8.2			<b>美国美国</b>		117	/
2	-1	D20140702-104203	1042	28.87	78.70	1003.4	130/45	8-6					15	/
1 7	22	DZ0140)7_104)22	1047	28.62	79.48	997.6	230/12	8.0			center		16	/
2	3	D20140702_110111	1101	27.73	79.47	1009.3	250/25	8-0					17	V
2	4	020140702_110645	1106	27,39	74.63	104.2	260/35	8-3			edia (harana) (harana) (harana)		18	/
2	52	D20140702_113459	1135	27.89	77.18	1013.3	DoBo	7.6					19	/
2	6	D2014 0 107 - 114259	1142	28.09	55.69	10129	7-743	8.	14 14 14 14 14 14 14 14 14 14 14 14 14 1		<b>以第二次。</b>		20	/
2	7	Dol40)07712950	1156	28.50	78.67	983	16744	12-1			early Launch		21	/
2	8	D75140702_120728	1202	28:73	79.06	997.9	270/16	6.7			conten		22	/
2	9	D2014070)-R1508	1215	29-12	80,00	1009.7	25/22	8.6					23	V
3	0	020148702_172053	12.20	27.8	29.30	1010.2	05/25	2.8			<b>全海</b> 。13		24	
200572610	WELL STORY						/							
										TOTAL STREET				
											j.			
							1.7		A .			Daniel Jack		

#### turns1\_140702H1

### MISSION PLAN:

Prepared by the Hurricane Research Division File: current1.ftk

Aircraft: N42RF Proposed takeoff: 02/0600Z

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#### TRACK DISTANCE TABLE

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#	LAT	LON	RAD/AZM	LEG	TOTAL	TIME
	(d m)	(d/m)	(nm/dg)	(nm)	(nm)	(h:mm)
1	MACDILL			0.	0.	0:01
2	27 04	78 55	105/160	198.	198.	0:49
3	30 21	80 17	105/340	210.	408.	1:40
4	28 27 <sup>-</sup>	80 24	45/250	114.	522.	2:08
5	29 18	77 44	105/070	150.	672.	2:45
6	29 09	78 10	80/070	25.	697.	2:52
7	29 37	78 22	85/050	29.	726.	3:00
8	30 07	79 28	85/005	64.	791.	3:16
9	29 47	80 38	85/320	64.	855.	3:33
10	28 48	80 50	65/275	61.	915.	3:48
11	28 00	80 32	65/230	50.	965.	4:01
12	27 17	79 44	85/185	60.	1026.	4:16
13	27 37	78 34	85/140	65.	1091.	4:33
14	28 35	78 00	85/095	65.	1156.	4:49
15	29 09	78 10	80/070	36.	1192.	4:59
16	30 17	78 46	105/025	74.	1267.	5:18
17	27 30	80 14	80/205	185. Page	1452. 1	6:03

turns	1 1	40	70	2H1
C(41 113			, ,	4114

18	27 58	77 48	105/115	133.	1584.	6:35
19	29 16	80 59	80/295	185.	1769.	7:20
20	MACDILL			118.	1887.	7:45

