

1985102711-LPS

OCT 27 1985

851027I1

E.1 Lead Project Scientist (On-Board)

The on-board lead project scientists are responsible for carrying out the scientific mission of their assigned aircraft. (Check off and initial when completed.)

E.1.1 Preflight

- ☒ 1. Participate in general mission briefing.
- ☒ 2. Determine specific mission and flight requirements for assigned aircraft.
- ☒ 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.
- ☒ 4. Contact HRD members of crew to:
 - a. Assure availability for mission.
 - b. Arrange ground transportation schedule when deployed.
 - c. Determine equipment status.
- ☒ 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.
- ☒ 6. Report status of aircraft, systems, necessary on-board supplies and crews to appropriate HRD operations center.

E.1.2 In-Flight

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

29J-11P5012891

E.1.3 Postflight

- _____ 1. Debrief scientific crew.
- _____ 2. Report landing time, aircraft, crew and mission status along with supplies (tapes, etc.) remaining aboard the aircraft to HRD operations center.
- _____ 3. Gather completed forms for mission and turn in at the operations center.
- _____ 4. Determine next mission status, if any, and brief crews as necessary.
- _____ 5. Notify operations center as to where you can be contacted and arrange for any further coordination required.

On-board Lead Project Scientist Checklist

DATE 27 Oct 1985 AIRCRAFT 43RF FLT 851027I1

A. Participants

Gunnvie/Mandelkern, Ricci, Gennish

Function	Participant	Function	Participant
Lead Proj. Sci.	<u>Markes</u>	Gust Probe	<u>—</u>
Cloud Physics	<u>—</u>	Omegasonde	<u>—</u>
AXBT/ AXCP	<u>—</u>	Sys Eng	<u>DuG</u>
Hot Film	<u>—</u>	Data Tech	<u>Bogert</u>
Radar	<u>Dodge</u>	El Tech	<u>Stone</u>
Flt Dir/Met	<u>Darby</u>	Other	<u>Calvert</u>
<u>Photo</u>	<u>Tatnal</u>		

Take Off 0933 Location MIA Landing 192720 Location MIA

25.8 80.129

25.83 80.23

B. Past and Forecast Storm Position

Date	Time	Latitude	Longitude	MSLP
<u>10/27</u>	<u>—</u>	<u>25° 20' "</u>	<u>92° 0' "</u>	<u>988mb</u>
<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
<u>—</u>	<u>—</u>	<u>—</u>	<u>—</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

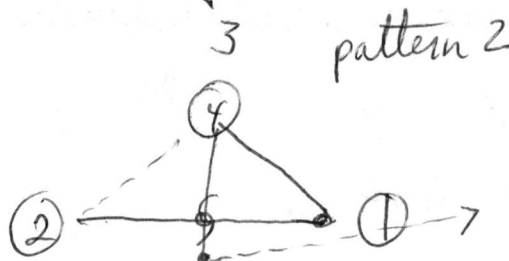
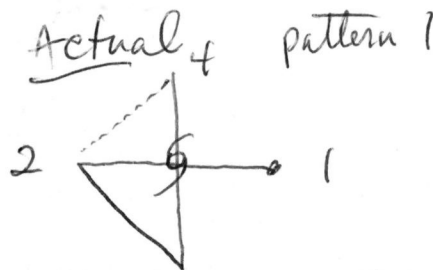
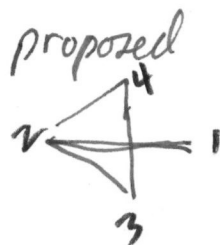
1500' Frz. 4 pattern N-S E-W

no AXBT no Tail radar, no AXBT, No cl. phys.

D. Equipment Status

<u>Equipment</u>	<u>Pre Flt</u>	<u>In Flt</u>	<u>Post Flt</u>	<u>Reports Collected</u>
Aircraft	✓	✓	✓	✓
Radar	✓ no tail radar	✓	✓	✓ 3 tapes used
Cloud Physics	—	—	—	—
Data Sys	✓	✓	✓	—
Omegasondes	—	—	—	—
AXBT/AXCP	— no antenna	—	—	—
Gust Probe	—	—	—	—
Hot Film	—	—	—	—
Photography	✓ no side cameras Hasselblad running	✓	—	~ 200 frames on Hasselblad

E. Proposed and Actual Flight Patterns (Identify by number and type - give reason for modification)



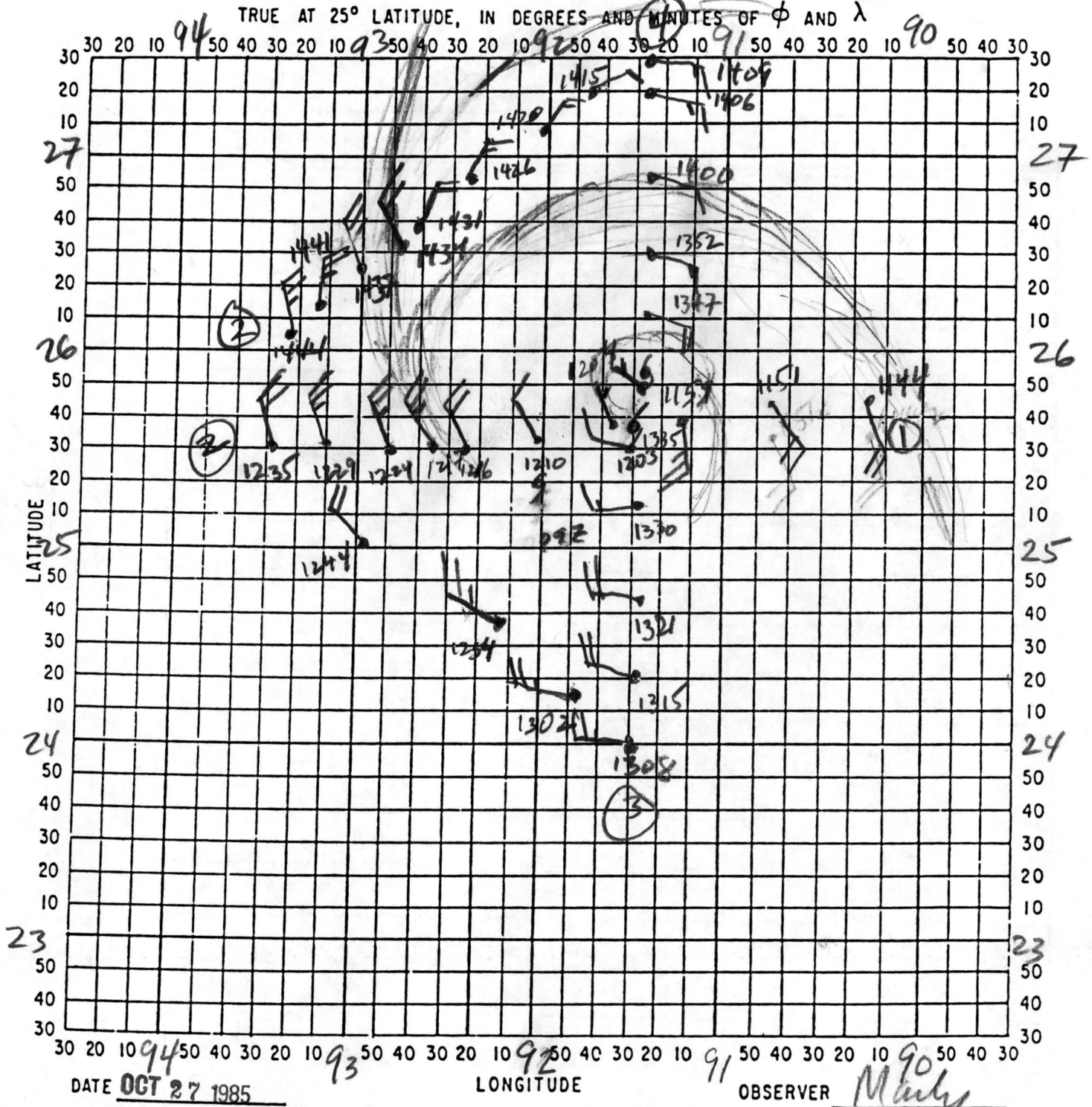
1144 - 1444 Z

①

1500'

HURRICANE RECCO PLOTTING CHART

TRUE AT 25° LATITUDE, IN DEGREES AND MINUTES OF ϕ AND λ



NOTE: Label full degrees according to location of flight area

15
6500
200

LPS Manley

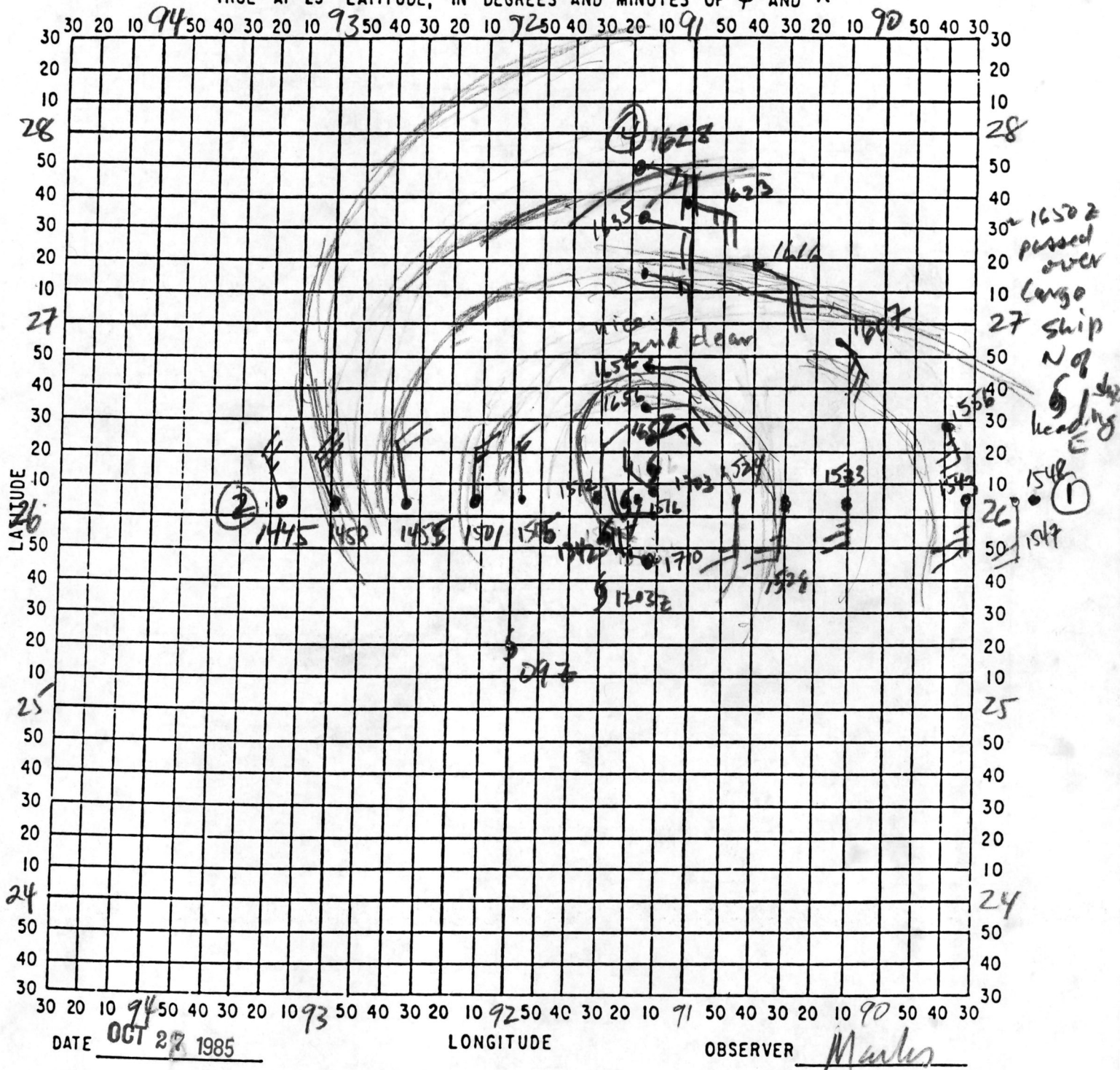
[illegible]

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

②

HURRICANE RECCO PLOTTING CHART

TRUE AT 25° LATITUDE, IN DEGREES AND MINUTES OF ϕ AND λ



NOTE: Lobe: full degrees according to location of flight area

Storm - 040 / 10 kts
motion

TS. Juan

①

DATE OCT 27 1985

FLIGHT 851027II

LPS Markus

Lead Project Scientist Event Log

EVENT	TIME*	POSITION	COMMENTS**
T.O.	093300	MIA	LF RT 101m no TA
①	1144	25.75 90.23	1500' head W → ⑥ Filtered vent. val pad
⑥	1203	25.63 91.52	988mb head W → ②
			120653 - data sys down
②	123420	25.51 93.45	heading SE to ③ Hasselblad on 1300Z
③	130750	23.98 91.5	head N → ⑥
⑥	134200	25.92 91.45	986mb head N → ④
④	1409	27.49 91.44	head SW to ② nice wind shift in band at 143330
②	1443	26.13 93.36	head E → ⑥
⑥	1515	26.06 91.34	986mb E → ①
①	1548	26.06 89.31	head NE → ④

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

[illegible]

Figure 1 is a schematic representation of the experimental design. It shows a flowchart where 'Pretest' leads to 'Main Experiment'. The 'Main Experiment' is split into 'Condition 1' and 'Condition 2'. Both conditions lead to 'Posttest' and 'Debriefing'. The 'Posttest' is a 'Control Posttest'.

1000

[illegible]

1367
1368

2252

— — —

525

— — —

The image shows a gel electrophoresis result. On the left, there are three lanes labeled 'L', 'C', and 'N'. Lane 'L' contains a single, prominent horizontal band. Lane 'C' contains a single, fainter horizontal band. Lane 'N' contains no visible bands. To the right of the lanes, there are three horizontal lines indicating the positions of the bands in lanes L and C.

$$u = 2$$

1	2	3
4	5	6
7	8	9
10	11	12
13	14	15
16	17	18
19	20	21
22	23	24
25	26	27
28	29	30
31	32	33
34	35	36
37	38	39
40	41	42
43	44	45
46	47	48
49	50	51
52	53	54
55	56	57
58	59	60
61	62	63
64	65	66
67	68	69
70	71	72
73	74	75
76	77	78
79	80	81
82	83	84
85	86	87
88	89	90
91	92	93
94	95	96
97	98	99
100	101	102
103	104	105
106	107	108
109	110	111
112	113	114
115	116	117
118	119	120
121	122	123
124	125	126
127	128	129
130	131	132
133	134	135
136	137	138
139	140	141
142	143	144
145	146	147
148	149	150
151	152	153
154	155	156
157	158	159
160	161	162
163	164	165
166	167	168
169	170	171
172	173	174
175	176	177
178	179	180
181	182	183
184	185	186
187	188	189
190	191	192
193	194	195
196	197	198
199	200	201
202	203	204
205	206	207
208	209	210
211	212	213
214	215	216
217	218	219
220	221	222
223	224	225
226	227	228
229	230	231
232	233	234
235	236	237
238	239	240
241	242	243
244	245	246
247	248	249
250	251	252
253	254	255
256	257	258
259	260	261
262	263	264
265	266	267
268	269	270
271	272	273
274	275	276
277	278	279
280	281	282
283	284	285
286	287	288
289	290	291
292	293	294
295	296	297
298	299	300
301	302	303
304	305	306
307	308	309
310	311	312
313	314	315
316	317	318
319	320	321
322	323	324
325	326	327
328	329	330
331	332	333
334	335	336
337	338	339
340	341	342
343	344	345
346	347	348
349	350	351
352	353	354
355	356	357
358	359	360
361	362	363
364	365	366
367	368	369
370	37	

222

—

229

43

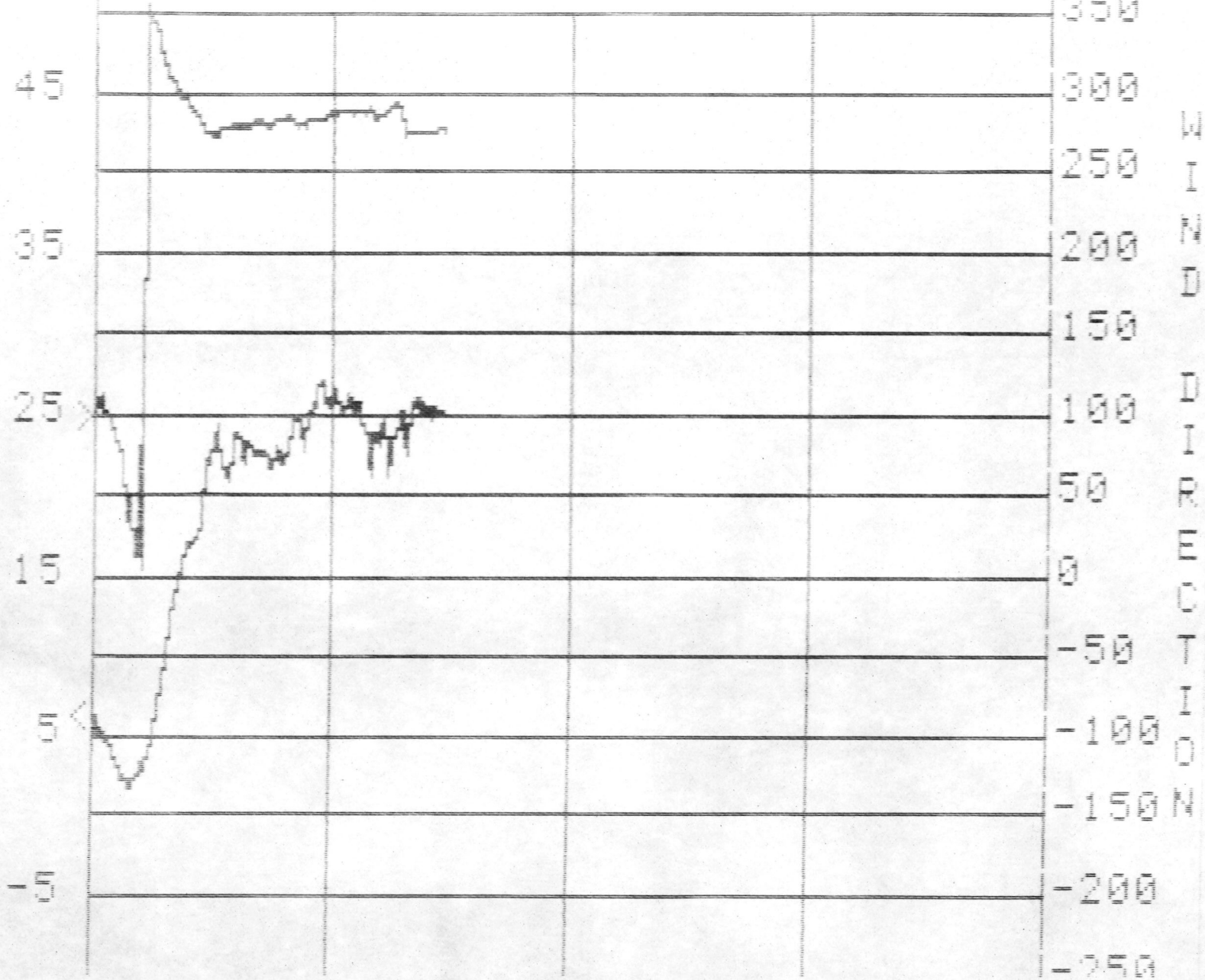
112

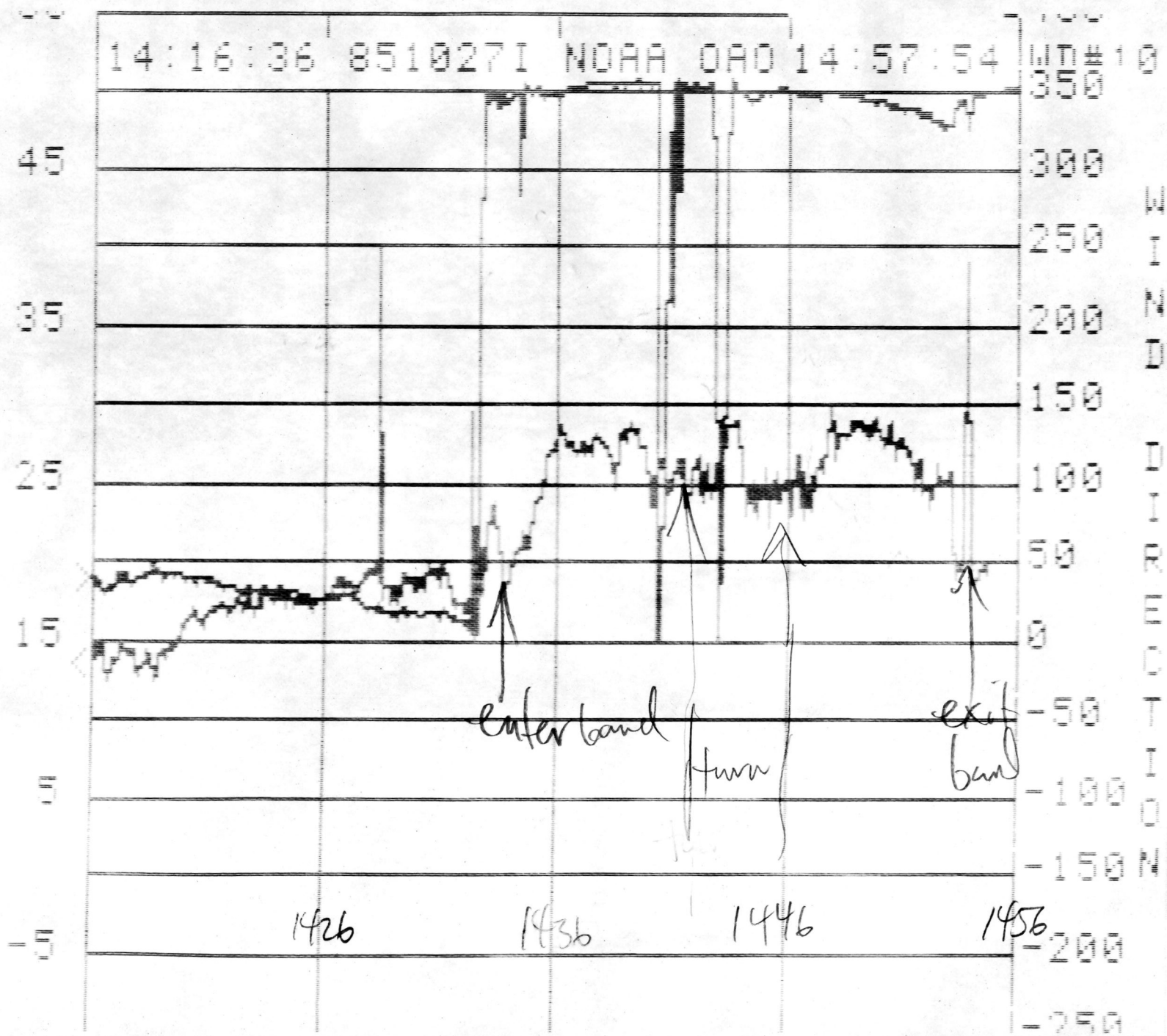
—

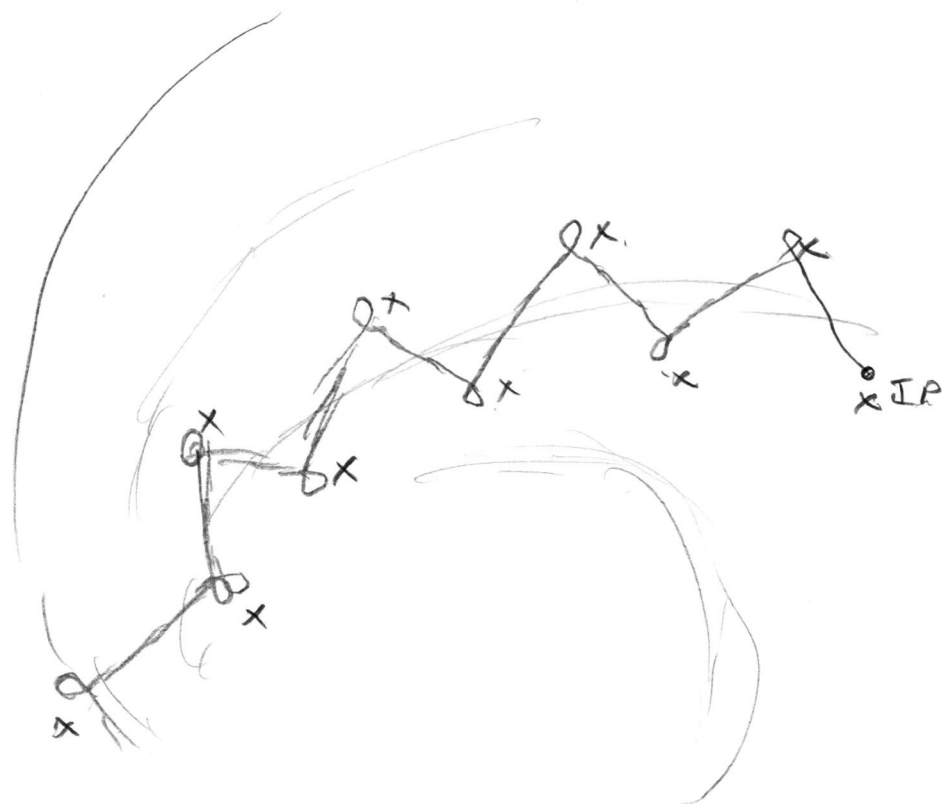
INDEX

— — —

17:00:17 851027I NOAA DAO 17:14:58 WD#10







x - ODW