

19890915I-LPS

HUGO
9/15/89

E.2 Lead Project Scientist (On-Board)

E.2.1 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 (MGOC in Miami or FGOC at remote recovery location).

E.2.2 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-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. Obtain a copy of the 10-s flight listing from the OAO flight director. Turn in with completed forms.
- ☐ 5. Determine next mission status, if any, and brief crews as necessary.
- ☐ 6. Notify the appropriate operations center (FGOC or MGOC) as to where you can be contacted and arrange for any further coordination required.

Date 9/15/89 Aircraft 43RF Flight ID 890915 I1

QAO

Take-Off	Location	Landing	Location
1609/43	BTN	BTN	2023/50

<u>Date/Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>MSLP</u>	<u>Max. Wind</u>
15/10Z	14.1	52.8		90 kt 15mi eye
18Z	14.4	54.6		
06Z	15.0	57.0		
				926 mb 156 kt

OUTER ANTEEN OF ENERGETICS EXPERIMENT

D. Equipment Status

<u>Equipment</u>	<u>Pre-Flight</u>	<u>In-Flight</u>	<u>Post-Flight</u>
Aircraft	<u>✓</u>	<u> </u>	<u> </u>
Radar	<u>✓</u>	<u> </u>	<u> </u>
Cloud physics	<u>✓</u>	<u> </u>	<u> </u>
Data system	<u>✓</u>	<u> </u>	<u> </u>
Omegasondes	<u>✓</u>	<u> </u>	<u> </u>
AXBT/AXCP	<u> </u>	<u> </u>	<u> </u>
Doppler	<u>✓</u>	<u> </u>	<u> </u>
Photography	<u>✓</u>	<u> </u>	<u> </u>

REMARKS:

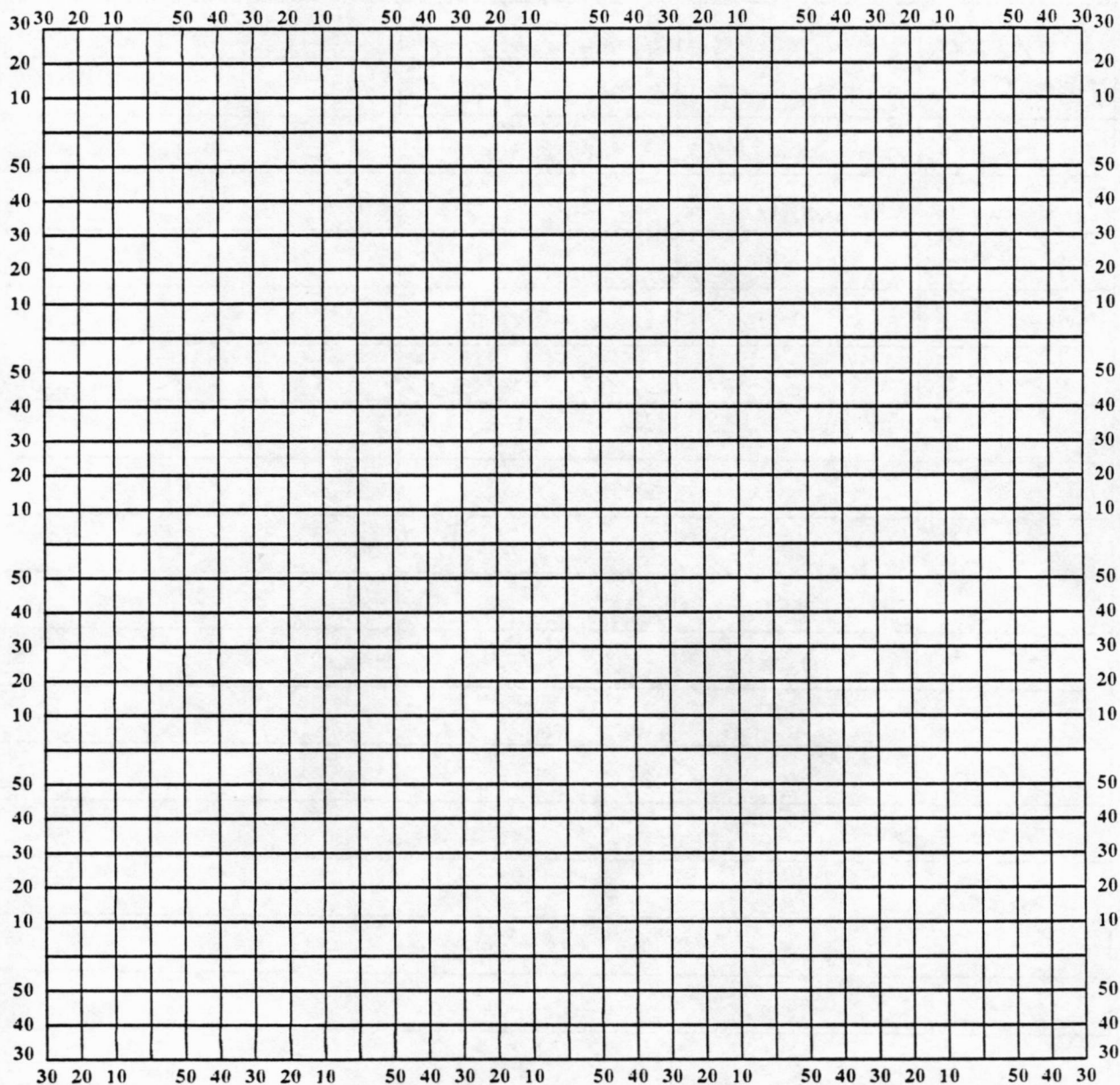
E. I. Proposed Flight Pattern (sketch or designate by number)

E. II. Actual Flight Pattern

Hurricane Recco Plotting Chart

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

Date _____ Longitude _____ Observer _____



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

Form E-2
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Lead Project Scientist Event Log

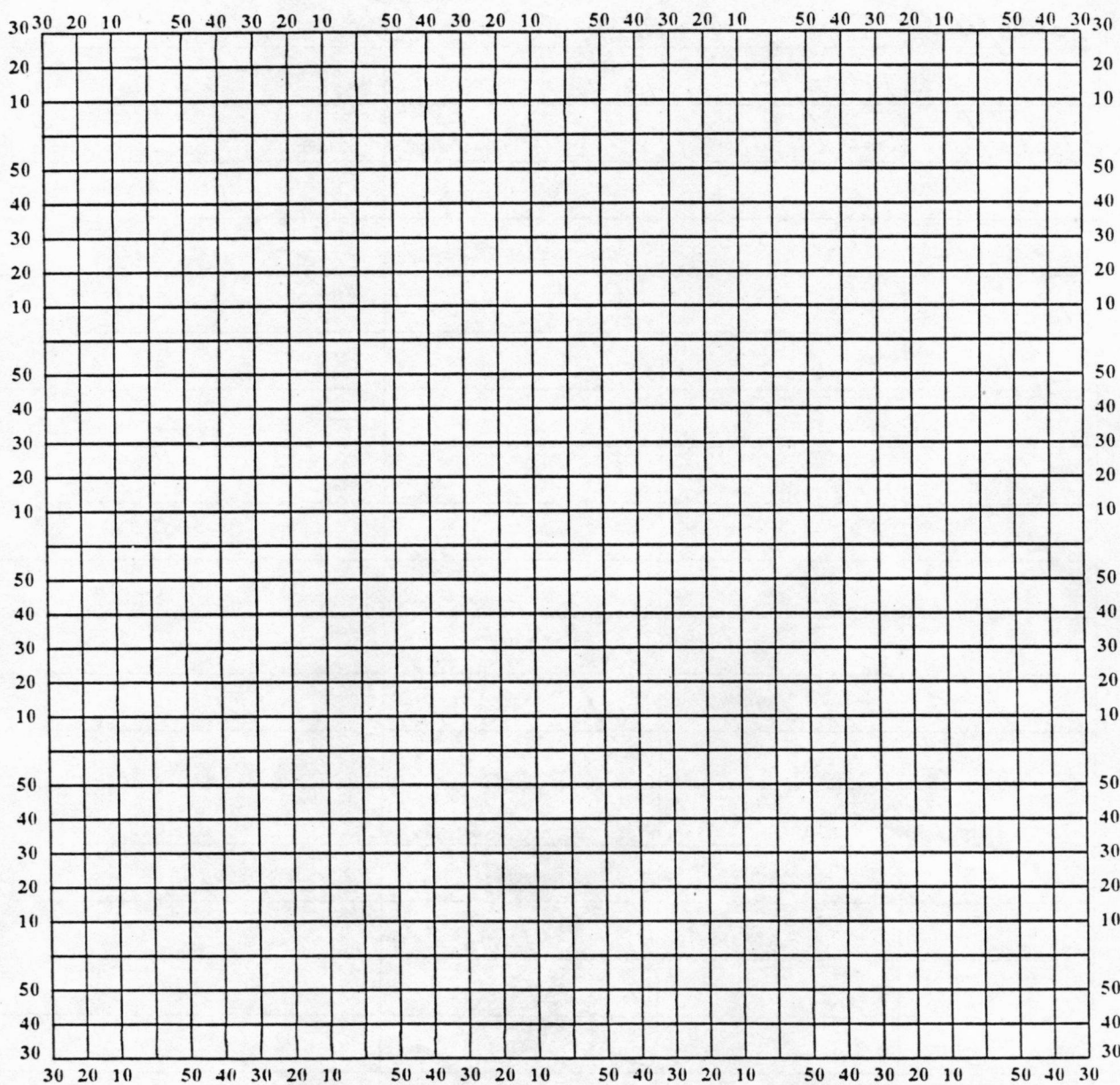
Date 9/15/89 Flight HUGO LPS WILLIS

[illegible]

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

Date 9/15/89 Flight HUGO ENERGETIC 890915 I 1 LPS WILLIS

Time	Event	Position	Comments
	TAXI 1559/18		SFC DATA
1609/43	T/O	13/4.5 59/29.6	LAT LON 1013m328° 360/07 AT RAMP 24°
	IP 13/9.5 58/20.2	13	TCH and CBS TO N THIN CI OVHD CIRCLES OVER IP TO ALT.
1629/06	DATA SYSTEM	DOWN, DELAYING FIRST DROP UNTIL WE REACH FL180	
1632/20	DATA SYSTEM	BACK UP	
1634/54	DROP #1 [IP]	13/15.4 58/24.7	7.9 040/15 KTS -9.4 507.8 DROP LOOKS OK
1657/53	DROP #2	14 29.6 57 22.7	507.4 -9.0/-11.1 042/29 15 KTS ON JBA SEC 5260 GA
1719/57	DROP #3	15/40.9 58/29.3	508.0 -4.0/-9.7 065/27 TURN RIGHT AT CELL 5766 GA
1722			RT PROBLEM OF LF RADAR
1730/19	★ ABORT ENERGETICS 42		IN THE EYE WITH ENGINE SHUT DOWN
1748/35	H06 TO AID 42	15 36.7 56 27.7	H06 123 060/42
1750	SET UP FIGURE 4		WITH 30 nmi loss drop in eye
1758/07	INTO CENTER	15/9.2 55/54.7	047/46 506.7 -3.1 and 2 drops -4.1 on SE E SIDE
1814/48	IN EYE	14/38.7 54/47.2	128 kts ON W SIDE
1817/20	lightning	20 nmi dia	eye 140 kts ON E Side
1815	FIX	14 38.2 54/44.9	
1825	ABORTING PATTERN TO TRACK WITH 42 RF,		WANT TO STAY WITH TO BTN
1832	LF BACK UP HEADING BACK IN AT H06 301.		
1837/45	IN EYE	14 44.9 54 46.3	
1838/55	DROP IN EYE		140 kts will track out to N
		156 knots ON N SIDE	
1843/28	TURNING	TO WEST, HOPEFULLY A DOPPLER FL	
1844	TURNING BACK N NOW, TOO BAD (MAYBE) AND E		