

19890917I1-LPS

E.2 Lead Project Scientist (On-Board)

E.2.1 Preflight

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

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

On-Board Lead Project Scientist Check List

Date 17 SEP 89 Aircraft N43RF Flight ID 890917I

A. Participants

HRD		OAO	
<u>Function</u>	<u>Participant</u>	<u>Function</u>	<u>Participant</u>
Lead Proj. Sci.	<u>WILLOUGHBY</u>	Flight Director	<u>PARZISH</u>
Cloud Physics	<u>WILLIS</u>	Pilots	<u>PHILIPSHORN/TURNEIR</u>
Radar	<u>MAZKS</u>	Navigator	<u>NOKUTIS</u>
Doppler	<u>DODGE</u>	Sys. Engr.	<u>BOLES</u>
Photographer	<u></u>	Data Tech.	<u>LEVA</u>
Omegasonde	<u>BURDE</u>	El. Tech.	<u>RAIN</u>
AXBT/AXCP	<u></u>	Other	<u></u>

Take-Off 17/1624 Location BAIZBADOS Landing 8/0137 Location ADAMS

B. Past and Forecast Storm Locations

<u>Date/Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>MSLP</u>	<u>Max. Wind</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>
<u></u>	<u></u>	<u></u>	<u></u>	<u></u>

C. Mission Briefing

FLY ROTATING FIG 4s. DROP AT CORNERS
AND CENTER (EARLY/LATE). GET 21Z
FIX. SEE ATTACHED SHEET FOR BRIEFED
FLIGHT TRACK.

D. Equipment Status

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

REMARKS:

① NOSE CAMERA ↓ ② PROP OVERSPEED #2 (?)
ON CLIMBOUT

③ LOST JIW AND KING PROBE EXITING IN ETWALL
AT ABOUT 1810Z (K.P. MAY HAVE FAILED EARLIER)

④ TAIL RADAR ↓ 2233-2244 AND 0016
ELEVATION PROBLEMS

2226
2233

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

SEE ATTACHED SHEET

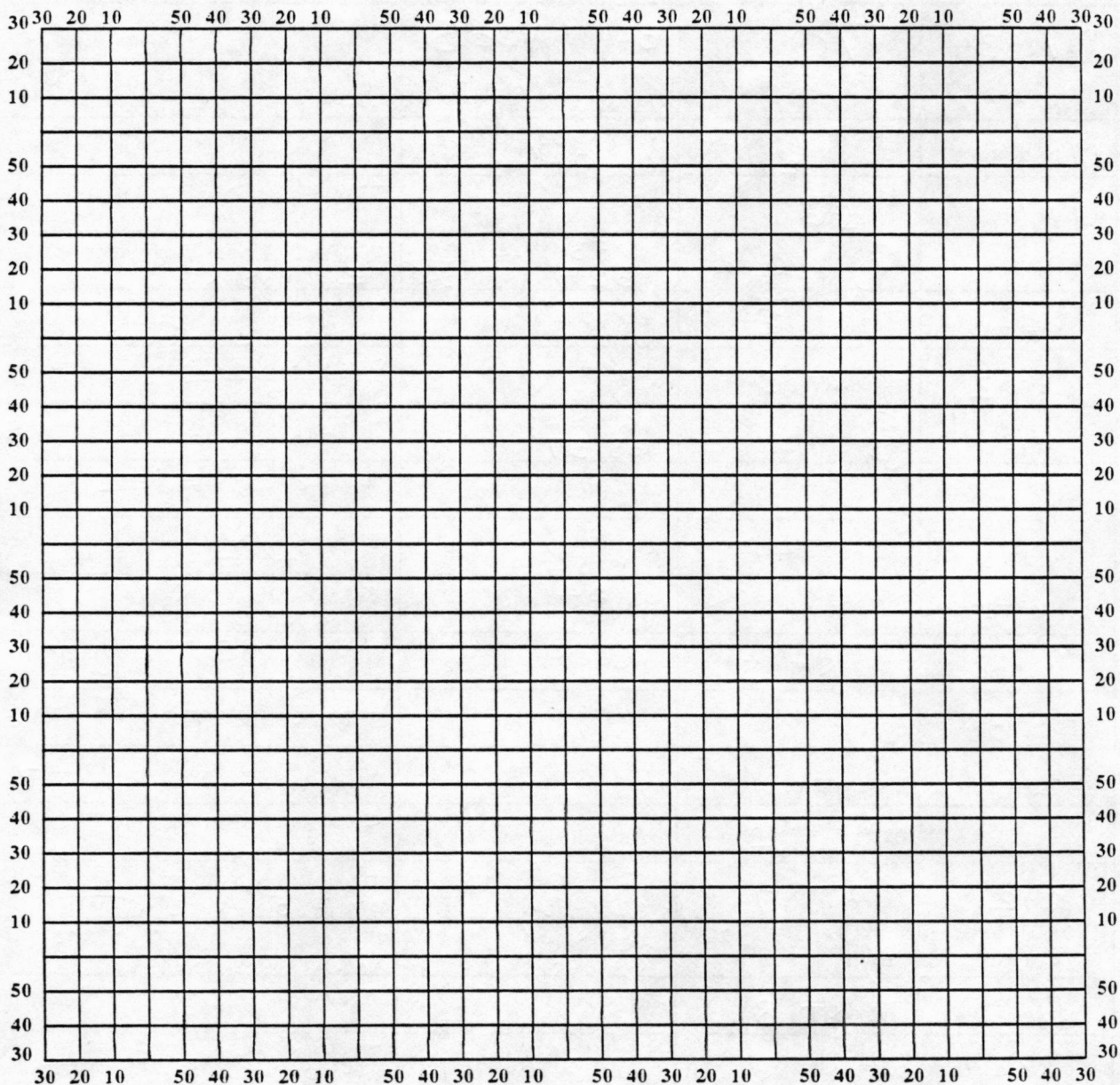
- E. II. Actual Flight Pattern

FLOWN AS PLANNED

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.

22²³
201
0032

Lead Project Scientist Event Log

1 of 2
14 53
17 44
2 09

Date 17 SEP 89

Flight 890917I

LPS WILLOUGHBY

TEAL 57

AREOFLOT 5333

Time	Event	Position	Comments
17/1624	T/O	BARBADOS	
	DIFFICULTY WITH CLEARANCE, LOITERING NEAR IP ①		AT 16K ft
17/1741	NEAR IP DESCEND TO 12K ft	15° 02' 63° 08'	
17/1744	AT 12K ft IP	15° 12' 63° 13'	TRAK N TO 9
1808	⑥ DROP 2 (GOOD)	16° 53' 63° 29' 9454P	TRAK N TO POINT 2 135 kt
1833	POINT 2	18° 32' 63° 35'	TRAK SE TO POINT 3 DROP 3 (GOOD)
1902	POINT 3	16° 54' 65° 27'	DROP 4 TRAK 090 → 9 (NOT TOO GOOD)
1928	③	16° 52' 63° 37'	TRAK 090 TO POINT 4
1951			40K RB RUEL
1953	POINT 4	16° 56' 61° 52'	TRAK NW TO POINT 5 (SKIPPED DROP 5)
~1955	NAVE CHECK	17° 04' 61° 50'	PASSED OVER ANTIGUA
2009	POINT 5	18° 04' 63° 34'	TRAK SE TO 9
2033	③	16° 55' 63° 44'	TRAK SE TO POINT 6
2055	POINT 6	15° 44' 64° 51'	TRAK E TO POINT 7
2109	HALF-WAY POINT		ESTIMATE FP AT 18/0034
2121	POINT 7	15° 50' 62° 43'	TRAK NW TO 6 DROP 5 @ 2123 (GOOD)
2144	④	16° 58' 63° 50'	TRAK NW TO 8 GRAPEL ON EXIT
2206	POINT 8	18° 16' 65° 03'	TRAK SSE TO 9
2222	POINT 9	17° 09' 65° 41'	TRAK W TO 9 DROP 6 @ 2123 (GOOD)
2250	95	17° 09' 63° 51'	TRAK 090 TO 10 DROP 7 SLP = 939

2109
1744
325

2

21650

1744

0034

7

1744

244

151

2033

125

1744

244

125

1744

244

125

1744

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1744

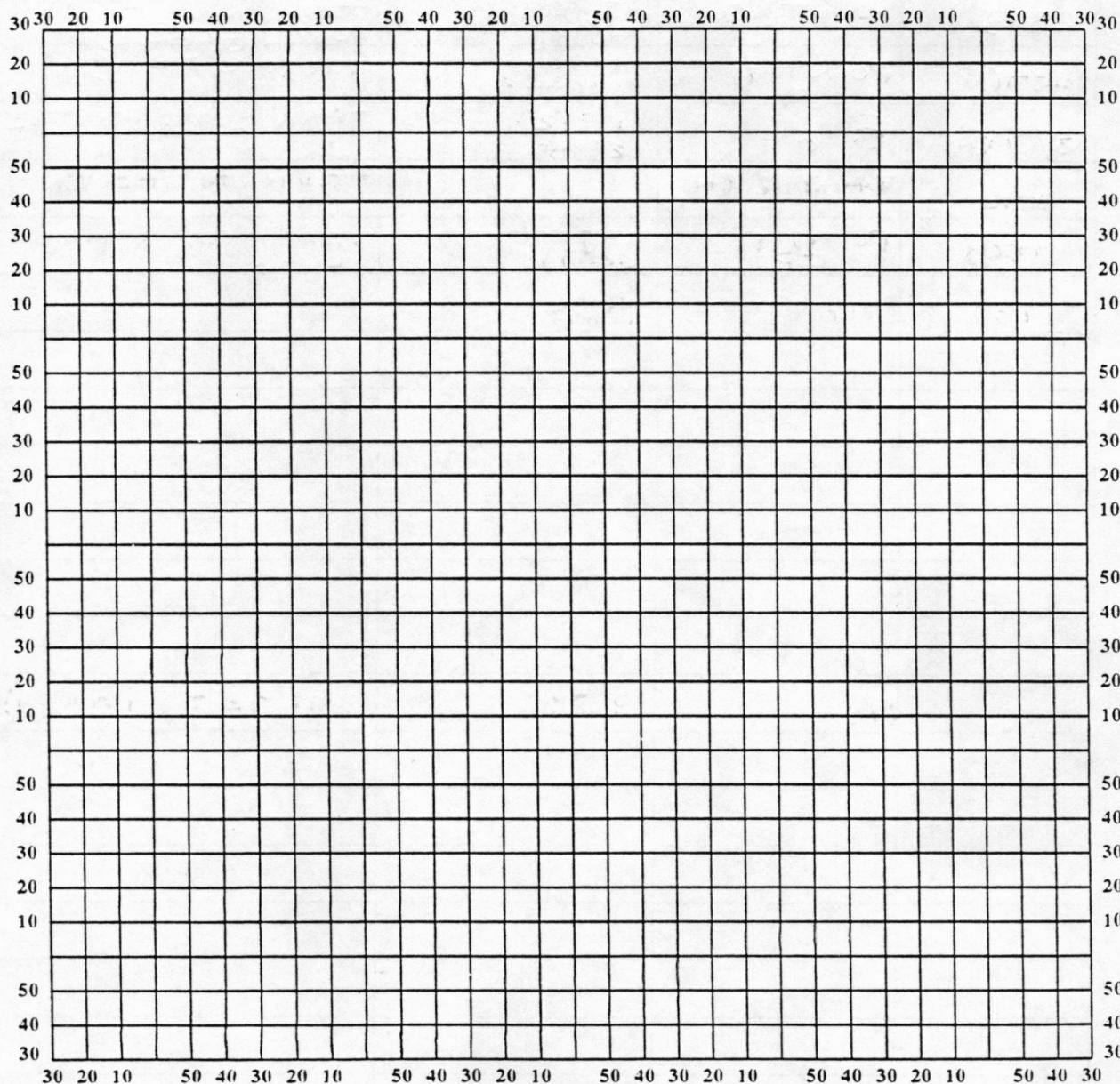
244

① MADE DROP #1 (GOOD) FIRST TIME AT IP AT 15.5 63.1 1727Z
FROM 16K ft

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.

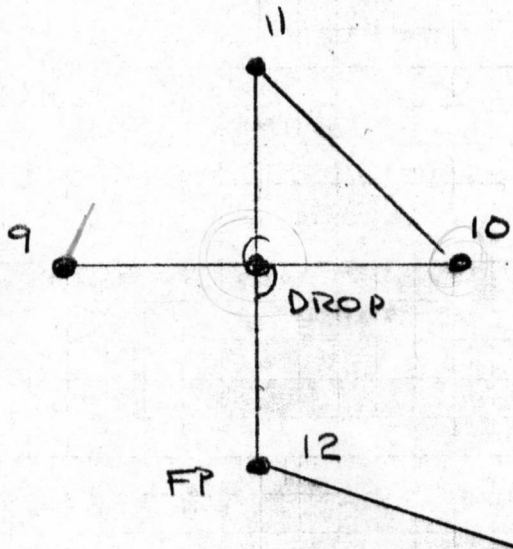
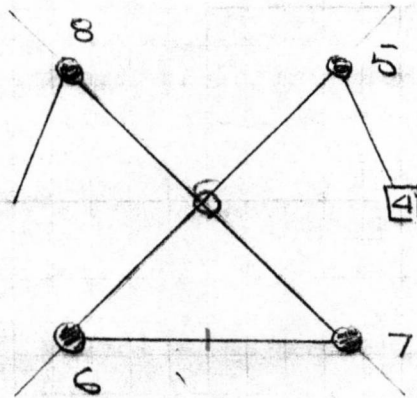
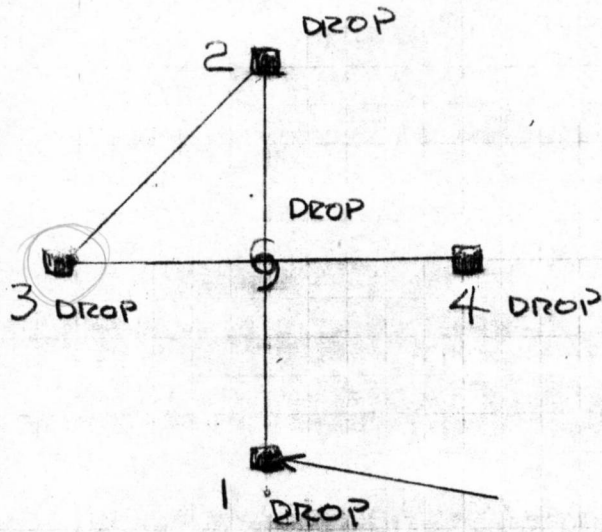
LPS WILLOUGHBY

LPS WILLOUGHBY

[illegible]

IP 15°20' 63°20' @ 172
 15°30' 64°30'

265 m
1765
 330
 2360



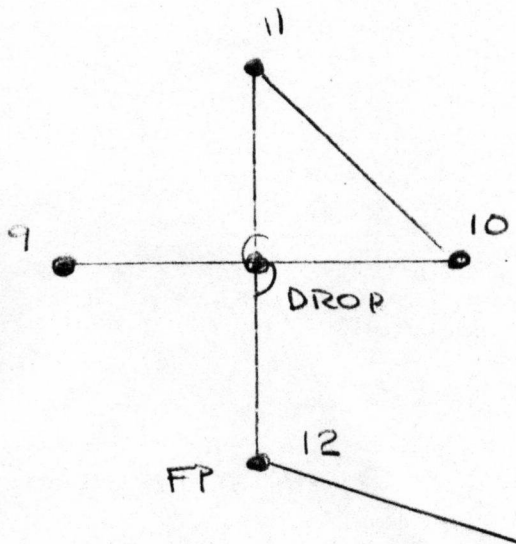
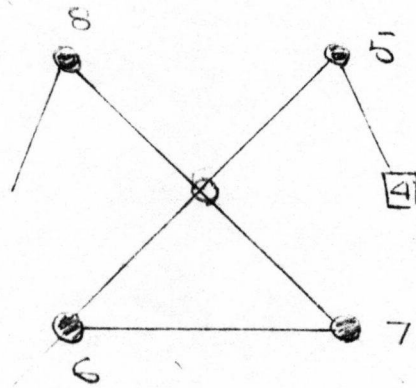
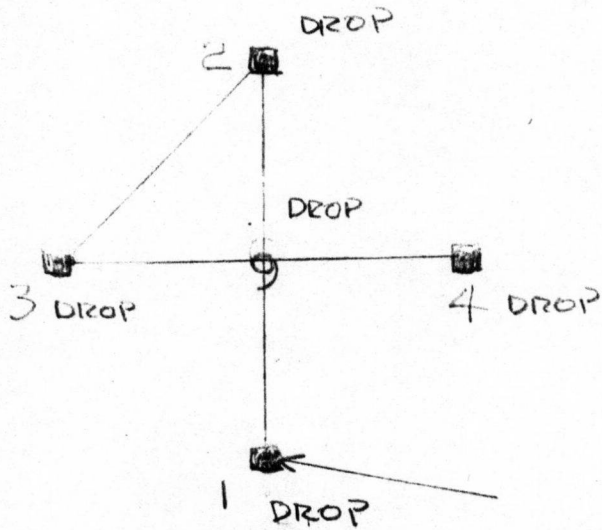
$$12 + 4 \times \sqrt{2} =$$

FP

GS 260

IP 15°20' 63°20' @ 172
 15°30' 64°30'

265 m
 1765
 330
 2360



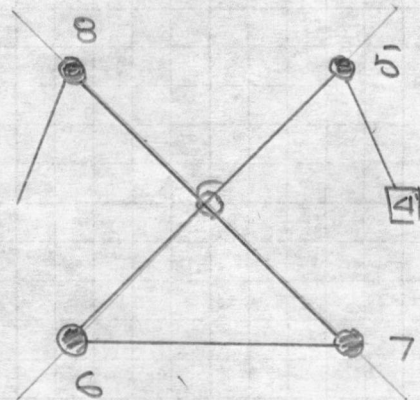
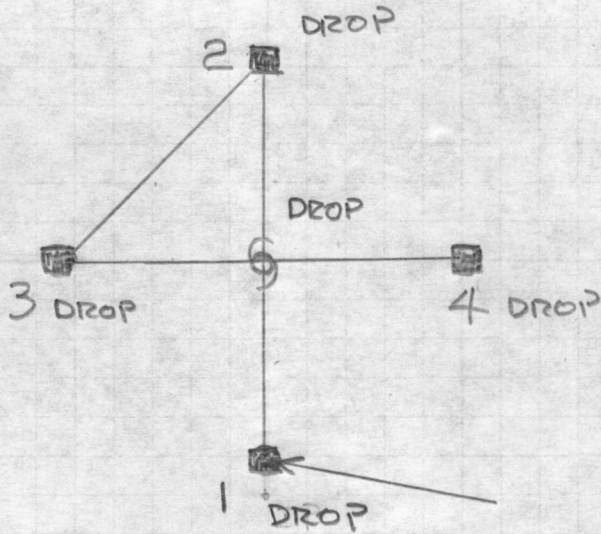
$$12 + 4 \times \sqrt{2} =$$

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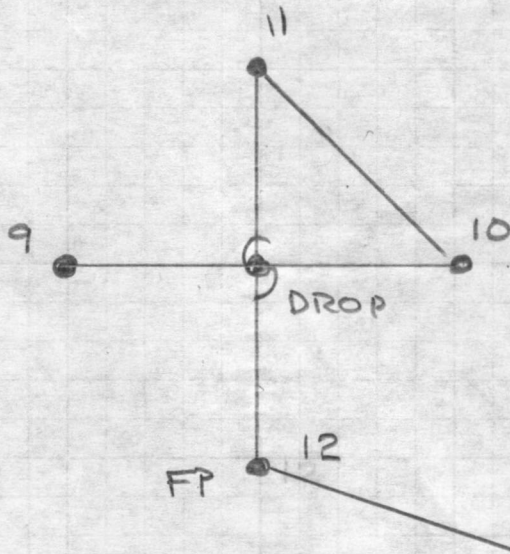
GS 260

IP 15°20' 63°20' @ 172
 15°30' 64°30'

265m
1765
 330
 2360



$$12 + 4 \times \sqrt{2} =$$



FP