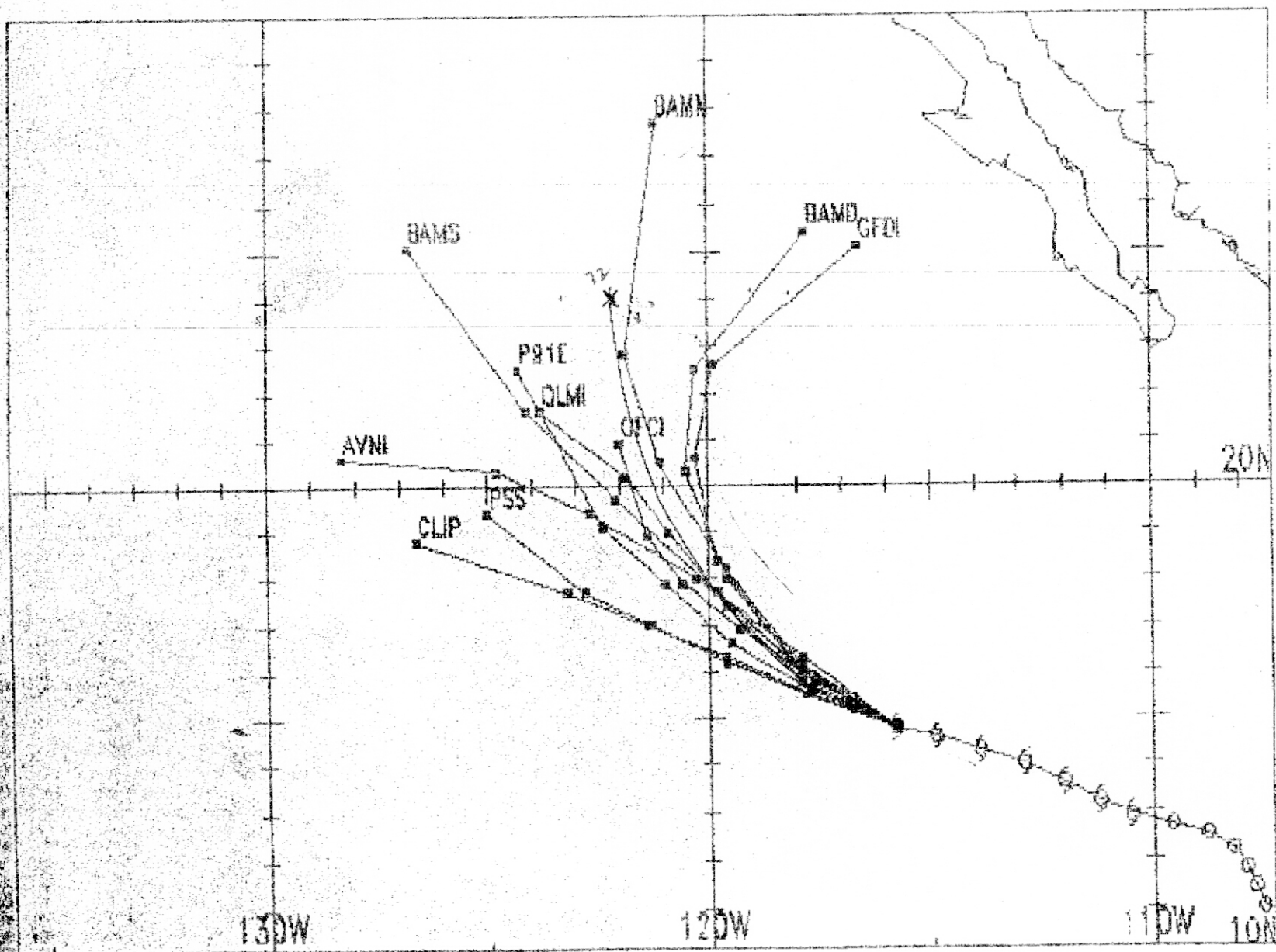


24/0600z

Olivia



NNNN

ZCZC MIATCDEP2

TTAAOO KNHC 240828

...FOR INTERGOVERNMENTAL USE ONLY...

HURRICANE OLIVIA DISCUSSION NUMBER 8

NATIONAL WEATHER SERVICE MIAMI FL

2 AM PDT SAT SEP 24 1994

DVORAK INTENSITY ESTIMATES ARE AT HURRICANE STRENGTH...WITHOUT AN EYE FEATURE. HOWEVER THERE MAY BE AN EYE FORMING OR IT COULD BE A SUCKER HOLE. LAST GOES7 IMAGE WAS 06Z SO I AM IN THE DARK SO TO SPEAK. WITH THE VERY DEEP CONVECTION AND FAVORABLE 200 MB WINDS...I AM UPPING THE MAX WIND IN THE NEXT 72 HOURS TO 85 KNOTS...LAST ADVISORY WAS 75 KNOTS.

INITIAL MOTION ESTIMATE IS 290/10. THE MOST RELIABLE GUIDANCE MODELS SHOW A TURN TOWARD THE NORTH OR NORTHEAST AROUND THE PERIPHERY OF AN ANTICYCLONE LOCATED NORTH OF OLIVIA. THE OFFICIAL FORECAST FOLLOWS THIS GUIDANCE BUT NOT QUITE AS FAST AS THE MEDIUM AND DEEP BAM AND THE GFDL MODELS.

LAWRENCE

FORECAST POSITIONS AND MAX WINDS

|         |          |       |        |        |
|---------|----------|-------|--------|--------|
| INITIAL | 24/0900Z | 15.0N | 116.4W | 65 KTS |
| 12HR VT | 24/1800Z | 15.5N | 117.7W | 75 KTS |
| 24HR VT | 25/0600Z | 16.5N | 119.5W | 85 KTS |
| 36HR VT | 25/1800Z | 18.3N | 120.8W | 85 KTS |
| 48HR VT | 26/0600Z | 20.0N | 122.0W | 85 KTS |
| 72HR VT | 27/0600Z | 24.0N | 122.0W | 85 KTS |

192 15.4°, 18.0°

RA

10 kft RA

5 kft RA

### INNER CORE STRUCTURE AND EVOLUTION EXPERIMENT

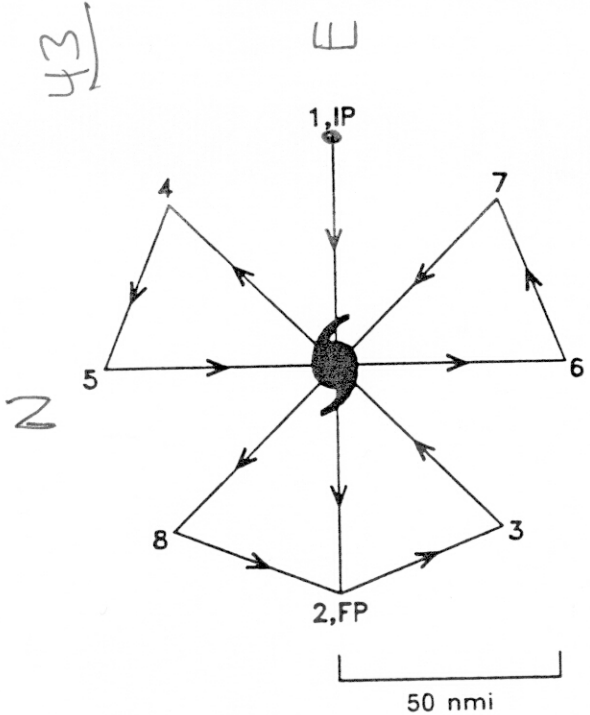


Fig. 9. Inner Core Structure and Evolution Experiment: Upper aircraft pattern.

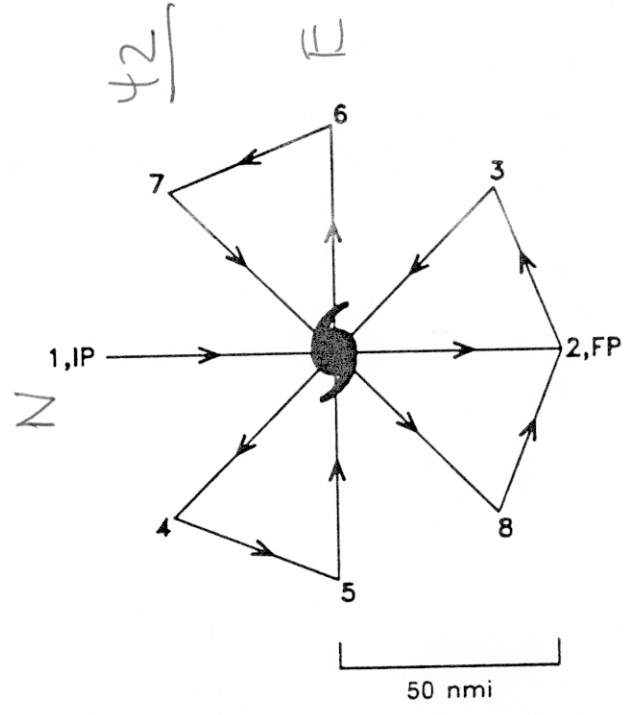


Fig. 10. Inner Core Structure and Evolution Experiment: Lower aircraft pattern.

- Shoot for 5 legs across eye (finish where we start)  
 - Purls at end of legs to coordinate with other aircraft

- 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.)

43  
 Marks  
 Wiloughby  
 Griffin  
 Franklin  
 Fremmel

42  
 Gouache  
 Dodge  
 Bumpce  
 P. Blech  
 R. Blech  
 Lawrence