

2018 NOAA/AOML/HRD Hurricane Field Program - IFEX

SFMR EXPERIMENT *Pattern and Module Descriptions*

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Requirements: *High-Incidence Angle:* wind speeds $\geq 15 \text{ m s}^{-1}$; *G-IV SFMR:* TS or Hurricane

SCIENCE OBJECTIVE #1: *Collect high-incidence angle (off-nadir) SFMR data in regions with different wind speeds ($\geq 15 \text{ m s}^{-1}$), rain rates, storm relative quadrants, and radii from the storm center [SFMR High Incidence Angle Measurements, HiSFMR]*

P-3 Module #1: HiSFMR

What to Target: Regions of wind speeds $\geq 15 \text{ m s}^{-1}$ with homogenous rain rates (or no rain) and wind direction (e.g. not in eye). Avoid regions with large wind speed or rain rate gradients.

When to Target: This module can be flown at any point during the flight while in the storm. If the WSRA is on the plane, the preference is to fly this module at night or when the sun is low in the sky.

Pattern: This module can be flown with any of the traditional in-storm flight patterns. The module consists of flying at least 3 consecutive circles at a given roll angle. Roll angles to be sampled are 15° , 30° , and 45° . If time allows, it is preferable to fly 5 consecutive circles at 45° . Best to begin circles by turning upwind for station keeping.

Flight altitude: 7–12 kft

Leg length or radii: Any

Estimated in-pattern flight duration: 3 circles at 15° takes ~17 min., 3 circles at 30° takes ~7 min., and 3 (5) circles at 45° takes ~4.5 (~7) min. for a total time of ~28.5 (~31) min. If time is a concern, remove 15° circles for a total time of ~11.5 min for 3 circles each at 30° and 45° or ~14 min for 3 circles at 30° and 5 circles at 45° .

Expendable distribution: Release a dropsonde/AXBT combo at the beginning of the module. If no AXBTs are available, this module can still be flown while only releasing a dropsonde at the beginning of the module.

Instrumentation Notes: Use standard SFMR set-up. Important to maintain as constant of a roll angle, pitch angle, and altitude as possible. Ideal to fly this module while the WSRA is also operating and gathering surface wave data. However, any data collected is useful as long as there is a dropsonde for comparison.

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SCIENCE OBJECTIVE #2: *Sample the wind speed and rain rate from the G-IV SFMR in coordination with the P-3 SFMR [G-IV SFMR Validation]*

P-3 Module #1: G-IV SFMR Validation

What to Target: Sample various wind and rain regions within a tropical cyclone, including light ($< 20 \text{ m s}^{-1}$), moderate ($20\text{--}33 \text{ m s}^{-1}$), and strong wind speed regions ($> 33 \text{ m s}^{-1}$). This strategy will depend on the strength of the TC.

When to Target: Select a point along a portion of the flight pattern (whether part of the circumnavigation ring, a downwind leg, or inbound/outbound radial pass) for the G-IV to match. The P-3 and G-IV need to be traveling on the same heading for $\sim 20\text{--}25$ n mi on either side of the module center point.

Pattern: P-3 Circumnavigation is preferred to more easily match G-IV. Other patterns are acceptable as long as a small portion of the pattern can overlap with the G-IV.

Flight altitude: 10–12 kft

Leg length or radii: Maximum of ~ 45 n mi, centered on location where the G-IV is directly above the P-3.

Estimated in-pattern flight duration: $\sim 6\text{--}10$ minutes for each overlap

Expendable distribution: 1 dropsonde at module center when G-IV directly above the P-3 (required); 2 additional dropsondes at ~ 10 n mi on either side of the center point (optional).

Instrumentation Notes: Use standard SFMR set-up. Also, ensure that the upward looking SFMR is working and collecting data.

G-IV Module #1: G-IV SFMR Validation

What to Target: Same as P-3 pattern.

When to Target: Because this module depends more on aircraft coordination rather than a specific storm structure or environmental variable, any point in the TC development is acceptable. Various radial and azimuthal positions are desirable, depending on the structure of the TC and limitations of the aircraft. The P-3 and G-IV need to be traveling on the same heading for $\sim 20\text{--}25$ n mi on either side of the module center point. We would also prefer the G-IV fly at the lower end of its allowable operating speed to provide more time of overflight with the P-3.

Pattern: Preferred G-IV Circumnavigation (either hexagon or octagon). Most other patterns are acceptable as well as long as they can overlap with the P-3 for a short period.

Flight altitude: 40–45 kft

Leg length or radii: Maximum of ~ 60 n mi, centered on location where the G-IV is directly above the P-3.

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Estimated in-pattern flight duration: ~6–10 minutes for each overlap

Expendable distribution: None

Instrumentation Notes: Use the standard SFMR instrument set-up