

## CVO EVENTS FOR 990810 - TUESDAY.

Extensive deck of uniform cloud on 1400Z img. NPT profiles shows inversion at about 350 m, as yesterday, but stronger (4-5 C vs. 2-3 yesterday). Winds from the N.

Phil Barbour reports low clouds at NPT and sent sndg. Will do 2-h interval sndgs today.

Flight planned for 8:30 am. Preflight done including installation of PVM high rate laptop.

**Flight:** 1536Z – 1859Z Hoshor, Vali, Haimov.

Transit to area just touching 14 kft and start descent NE corner of W93. Continue to 125:10/43:40. This is to be further from coast; deeper clouds. Plan is to descend from there to below cloud, execute racetracks at various levels along wind and reverse.

Cloud top at 2200', base at 400'.

Uplooking radar from 250', side from 1200' and 1700', about 20 nm tracks each way.

LWC to  $0.8 \text{ g m}^{-3}$ . Drizzle seen on windshield most of the time but in patches. At times cld elements are clearly visible, though merged with other clouds, below 'base'.

CCN run below cld base – twice.

PMS probes (all four) down – power breakers left open.

PVM high-rate recording in run at 1900' (1724-1728). LWC fluctuates  $0.5\text{-}0.6 \text{ g m}^{-3}$ .

E-W runs at 250' and 1400' to cross-section windfield. Winds to  $12 \text{ ms}^{-1}$ .

Radar altimeter off 4000' (off by one cycle).

Imgs show cloud field braeaking into small elements during flight period. This was not perceived visually, except for variations noted earlier. Cloud tops appear contiguous visually. See photos.

Supporting data – soundings at NPT every 2 h.

No COAMPS model runs available.

Exabyte replacement disk drives arrived and installed. Additional problems surfaced due to full disk but these too were resolved.

Tomorrow: W93 is available only till 11 am. Plan on flight before that. T/O at 6:30, contingent on wx.

**Processing:** Radar quick look available for 990809 and 990810. K/A processing of 990809 flight OK. ASCII track output produced.

PVM calib test – appears OK.