

1997 CONVECTIVE FIELD STUDY

By: John Eylander

May 19, 1997: Day 1, Monday

Left Valparaiso University at 9:00 a.m. headed for Salina Kansas. Main thought for today is that we will head as far west as possible to be in position for a upslope day for Tuesday. Upslope looks good for next couple of days. Also, by heading as far west as possible on Monday, then if any other place looks good for Tuesday or Wednesday, then we can change course without any long trek days. Bart Wolf, Ph.D. is FC in Chase 1, (TVS). John Eylander, Ed Roberts, and Josh Bemus are Team Leaders. Anvil Crawler is Chase 4, with Ed Roberts as TL, John Massura, Rebecca Simons as driver, Jill Magyar. Bearsage is Chase 2, with John Eylander (Papa Bear) as TL, Cory Gibson is the driver, Ken Oliver, and Selebogo Segokotlo are in back. Flobird is Chase 3 with Josh Bemus as TL, Alisa Clements as driver, Janet Selato and Greg Cubbon in back. TVS is Bart Wolf, FC, with Tim Hansel as driver, Greg Gallina, and George Keotsene in back. Plan to take I80 to I55, then I55 to I70. I70 should run right through or near Salina. Then, stay in Salina overnight tonight and be in good position tomorrow. 1:30 pm...Test of the lightning detection system shows possible cell development to our southwest. We are currently on I55 headed towards St. Louis at exit 63. Cell development with up to 45 strikes per minute on Project T.O.I.L.E.T. Current weather for the Central Illinois area is light rain, with overcast sky conditions. Lincoln Nebraska Forecast calls for rain this afternoon, until later tonight, with clearing late, and cool, dry conditions for rest of week. Activity in MO could be the trailing cold front that passed through IL, IN with severe weather sinking southward slowly. Trailing cold front was expected to drop all the way to Gulf of Mexico, with slight chance for severe weather all along cold front. Might be seeing the development of storms along the trailing front. 3:00 pm...Halfway through Missouri, on chase CB channel 15, a local decided to tell us about his feelings of us using channel 15. Several obscenities were used, advising us that we were on his channel, and we were to stop using his channel. Obviously he doesn't know who we are. 7:30pm...On our way through the town of Lawrence, KS, we encountered the friendly geologists from UW Oshkosh. They are on their way to NM to study rocks no doubt. How boring. 8:00pm...at mile marker 225, Chase 2 encountered a deer that decided to dart out in front of the vehicle. Luckily, we were able to slow down quick enough to avoid hitting the deer. This comes after noticing many deer in MO already dead lying long side the road. 8:30pm...Local forecast from Salina, KS indicates frost for tonight, however, tomorrow night increasing cloudiness, and then chance for Thunderstorms on Wednesday, and through rest of week. Possibilities for successful chase days are looking very good. 9:30pm...Arrived at hotel late. Staying in the usual super 8 motel. Models look decent with wave moving out for Colorado. It's late, and the computer is working well. Time to go to bed.

15/20/97...Day 2, Tuesday 8:30am...The progs are not as good as previously thought. Today, setup is for thunderstorms in northeastern Colorado. Not strong or severe, but decent. We plan on heading for Goodland or just across into Colorado. Then we will be trying to be setup for tomorrow in NE Colorado and Wyoming. Setup is very good for LP's. Stay tuned. 11:30am...heading west on I70. Terrain is looking quite dry. We have been steadily heading up in elevation for the past few hours. Terrain actually is looking quite flat now with fewer hills. Visibility is

very good. Heading for Goodland, KS to gas up and eat, etc. Will then head for Sterling, CO for our overnight stay, which is the hail capitol of the U.S. ETA model is looking very good right now for upslope for tomorrow with a 1004mb low over the southeast sections of Wyoming. Moisture return is beginning up the Front Range. LI's are probably underdone, so a little more instability is probably on tap for tomorrow. So far, no excitements on the travel end so far (no deer that is). Still, the question facing us this day is how did Flobird get its name, and what is a Flobird really. 11:50am...time is now in Mountain Standard Time. We are stopping for lunch and to gas up. We don't want to run out of gas between Kansas and Sterling because there isn't much out there. 12:50pm...We have stopped at the NWSFO at Goodland. They are expecting that there will be SVR tomorrow and the next few days through the rest of the week. Moisture looks good right now for rest of week with return flow up the front of the Rockies. LI's to -4, with CAPE at 1500-2000 on Wednesday, and maybe the rest of the week. Moisture may actually look too good, with Td's in the mid to upper 50's. Today, however, there isn't much to do, there are storms firing along the Front Range, but not svr. Might be a good lightning watcher event, but tomorrow is the main setup. We are on our way to Yuma, to sit and wait. We are staying in Sterling tonight, a perfect place to be as it looks right now. Winds are out of the SE and strong, steady at 15-25mph. Tomorrow, the winds look even stronger, with 25-35mph winds. Goodland NWSFO also recommends setting up in Sterling overnight. 2:22pm...T.O.I.L.E.T. is running now. We stopped in a store parking lot to fix Rebecca's' car because a plastic flap loosened and was rubbing her tire. We are now detecting 1-2 strikes per minute. 3:47pm...We are picking up again some lightning strikes, however, not very intense. NWS Denver radar indicates some light to moderate thunderstorms in a line running north to south in Adams county northward. Most of them are very light however. A look around indicates some cumulus development, in fact, it appears about 50 miles ahead of us there is a weak thunderstorm/rainshower, and then north of that there appears to be a couple more. The structure is not very good, (in fact, no real structure), and some of the storms are not even building very tall. We are currently passing through the town of Otis, (I think the pop. is only about 50) and will be driving towards route 63, heading north to Sterling. I have a real desire to see some structure in the next few days, or the 5 roles of film will be going to waste. Still no clue what a Flobird is. 5:00pm...We have arrived at our motel just outside of Sterling City. Total Mileage for the trip thus far is about 1200 miles, 800 of which was traveled yesterday. This hotel has a nice pool; however, there is no weather channel. That is OK only because of this computer and modem, so we can get our own model data. There is an orphan anvil just outside the view of the sliding door of the room. Other rainshowers exist just to the north of our location, however, nothing significant. Plan for the rest of the night includes a trip into town to see the Super WalMart, and to eat. Hopefully, I can get some of this boring film developed. I can hear a large stuffed crust pizza from Pizza Hut calling my name now. Will try looking at model data later on tonight and tomorrow morning. Must also try to figure out what is wrong with the printer, since it is not printing out full documents. More information later. 7:00pm..Still having problems with the printer. Have tried reloading the software and it does not work. Seems like the spooling is not working properly. Also having problems with getting the modems at VU. Tried many times to get through, to no avail. Finally did get through once and got text products. Looks decent tomorrow.

5/21/97...Day 3, Wednesday 9:30am..It is cloudy outside. Models and text discussion basically indicate that if there is any clearing anywhere, then we should see something. RUC 500mb at 21z is saturated, however, 700mb is dry (typical southern jet). Looking at the models, the whole closed low that was supposed to drift over the mountains never did. The MRF now has flip-flopped again and indicates a big southern outbreak later in the week now. Have to wait and see on that one. Current thinking is that we head for far western Nebraska panhandle, for the clearing, and set up there. We can also stay there overnight at the pride of super 8 motel that has a nice 18-hole golf course on site. Hopefully we should see some clearing, and see some svr weather. Day 2 progs also indicate the moisture return fully established, however, no forcing, as upper level wave timing is poor. Day 2 convective outlook has no svr wx for any area. Thinking is that SPC will upgrade area to slight risk tomorrow as strong upslope flow should be enough to establish a svr event with moisture in place. We have left the motel and are initially heading through Sterling to route 14 west, then heading towards Kimball, Nebraska 1:15...We have already checked into our super 8 motel in Kimball for the day. At this time, we have the sun that we needed. And also, there are a few cumulus that have broken the cap to our northwest. It is looking very good later this day. Temps are going to be in the upper 70's so instability should be moderate to good. Cheyenne NWR indicates a moderate chance for severe weather later this evening for western 2/3 of Neb. panhandle, and western Wyoming. Things seem to be coming together for a severe wx event later this evening. More information later. Again, the severe wx threat for the Cheyenne Wyoming Area was indicated as a moderate for later today. We are going to be heading west towards Wyoming. The storms are going to be heading North at about 15. 12:30pm...Now heading west on I80 towards Nebraska. NWS Cheyenne has again indicated a moderate risk for severe weather this afternoon. We are traveling towards the west trying to catch up with developing TQ in East Wyoming. Skies have cleared out rather well this afternoon, and we are now waiting for a wave to traverse the area. 12:40pm..Look around the area indicates a large area of cumulus building under the cap. The area of TQ that we were initially watching is basically a multicell storm that is building, dying, and building again. We exited on exit 401 and are headed to just outside of Albin Wyoming to sit. 1:07pm...Looking west, we see a nice cell with a decent rain shaft underneath. To our east we see the clear area under the strong subsidence and then to our west, we see the instability building in, with the strong cumulus field cluttering up the sky. 1:45pm.. Very nice rain shower now to our west. The multicell is continuously building south with new cells, as they move towards the north. At times this cell gives the appearance of a rain foot. Sky is very dark with this shaft. Other shafts have developed to the north. The Cu field seems to be clearing out a bit to the south of these storms, possibly with the subsidence around the cells. It is looking like a very classic wait setup for a severe event in this area. We are still sittings just to the west of Albin, Wyoming, on a dirt road on top of a bluff. Showers are moving to the north very slowly, at about 10-20 mph. There are also the hints of some CG with the continuously developing multicell. It almost at times appears not to move, as it redevelops along the south side. The wind is out of the southeast at about 10-15knots. The skies are still partly to mostly sunny. Temps are in the mid-70's. Spotter activation may still be needed this evening as the wave moves through. 2:30pm..Are now riding out the storm that has finally gotten to our area. The storm was crawling. We are now in a pea size hailstorm. Hail is pretty much covering the road. Hail is pretty intense. Many

lightning bolts associated with this storm, including a bolt from the blue earlier, when the new updraft was forming to the SE of the storm. Hail is really coming down. This is why this area is the hail capitol of the world. Initially, we were under light inflow, however, that has change and we are under the cold outflow of the storm. 2:40pm...Hail still occurring. Lightning occurred within yards of our vehicle.

I could hear the interference from the scanner from the charge leader. I decided to not wear the earphone for the scanner at that point. Hail lasted a good 6-8 minutes before it finally let up. We are going to sit here for a little while to see what the conditions are like after the storm has finally passed, and then reassess the situation. May have to head a little farther south and east to get out of the rain cooled air. However, we will be siting in this area to be in position for tonight's activity. 3:30pm...Headed east basically back to the motel, and then back north of the city of Kimball. The storm was a classic multicell storm. The inflow was very good as scud cloud fragments could be seen rising into the storm. We watched the storm through several cycles, watching the rotation from convergence at the low levels, and also what appeared at times to be wall clouds. We sat for the last cycle across the street from the motel and watched pea size hail fall and cover the road. 5:30pm...Have retreated to the motel and will check the models in the morning for tomorrow's setup.

5/22/97...Day 4, Thursday 6:30am...Bart calls to wake everyone up. He has been looking at the discussions and it appears that the next couple of days could be critical. Today, there is the chance for severe weather over the SE portion of CO. Tomorrow looks like a classic southern plains severe weather outbreak. Meeting will be at 8:00am instead of 9:00am, because we will be heading for SE CO, and GCK. 8:00am.. Models look decent for today, there is a chance that we could see a supercell today, however, the mid level flow is still not that strong. The mid level flow is stronger than yesterday, so the thinking is that there will be some more multicell storms, with the chance for an Isolated supercell, and isolated tornadoes. Tomorrow looks very good. Mid level flow is much better, and there is the chance for a classic svr wx outbreak in the southern plains. We will be staying in GCK overnight tonight to be in position for tomorrow. Today, we will chase SE CO. The other problem with today, is the surface is not yet responding to the upper level support. Open wave at 500mb is bringing in dry air into SE CO, increasing the instability, however, surface low not well developed yet by tonight. Tomorrow, the surface begins to respond, with low forming over central, western KS, and dryline beginning to move out. This will be the low-level support needed to focus convection, and with the upper level winds strengthening, the chance for svr wx should be very good. Bart indicates that SPC mentioned dry line, and tornadoes in the same sentence, which is very good. Hoping for a moderate. 1:02pm...We ate lunch in Burlington, CO. Also, we gassed up the vehicles. We are now heading towards Lamar, CO. The Goodland NWSFO NWR indicates the clearing is in SE CO, and that they expect severe weather in that area. Strongest instabilities are expected to be SE CO south through the Panhandle regions. NWR indicates main threat would be 1" hail, with 60mph winds. It is still cloudy and cool in the central eastern portions northward of CO/KS. The temp in Lamar is 68 with clearing, and the temp in the panhandle of OK, was 72. With the clearing, expect severe weather to develop by mid afternoon. We also met up with a chase team from Arizona. They were headed in our general direction, and also, they were meeting up with a team that was near us yesterday in

Scotts Bluff, WY. Chaser convergence could only mean one thing! (which usually is nothing will happen.) At least we're not the only dummies out here following the current thinking. 2:50pm...We are sitting south of Syracuse in far southwest Kansas. We are sitting in the clear slot, and the dryline was noted to our west a ways. The dew point went from 51 just inside CO, to 62 about 4 miles east into Kansas. The low-level shear is incredible, the lowest scud is moving to the northwest (from se) and about 1km above that, the cloud movement is NE. about 90 degrees in the lowest couple of Km. It looks like we set up perfectly. The NWS in GCK is calling for svr west from Lakin, to Dodge. That is about 50 miles to our east. We are now going to go and get gas, and then we will be back to our spot to sit and wait. Now begins the guessing game. Have we made the correct forecast? Wait and see! 4:00pm-8:00pm...Yes, we made a very good forecast. This entry is to account of the entire chase sequence. We pulled to the north of Syracuse, and to our amazement, a huge storm blew up right over the town of Holly, CO. The storm was topping on lightning strikes at about 180/min. We decided to get closer to the storm. We had hoped to get to the town of Holly before the storm affected it, however, we were too late. Instead we got to within 4 miles of the storm on KS50/400, and sat on a dirt road to watch it. The lightning strikes were topping 300-320 per minute, and then Bart had to reboot the machine just so BOLTEK could catch up. This storm was incredible. It appeared to be an intense HP. Movement was to the north at about 15-mph. We sat on the dirt road for about 25 minutes, taking pictures and video. There appeared to be rotation in the storm. Low level cloud featured striations of the giant HP. There also appeared to be some anticyclonic low level rotation in the storm. After the storm began to pass to the north of our location, we decided to relocate back east, then north on Route 27 to get another good look at the storm. Going north on 27 however, we soon learned that another storm was developing to the S of the first storm. This storm lightning intensity again was very impressive. Also, the first HP began turning hard right. It began to catch us on 27. Then the storm started to bow out. As we drove north on 27, the huge curtain (wall) of green approached from the west, and very quickly. There was not much of a chance of us outrunning the storm. We were about to get nailed. TVS bailed first, taking a dirt road heading east. The rest of VUSIT turned around moments later, and followed suit. Just after the last car turned onto the dirt road, Arizona's team could be seen flying south back on 27. VUSIT headed east on the dirt roads, and after about 1 hour, we finally reached KS 25. We turned around, and sat at the intersection of county roads and route 25. We sat as the next round of storms approached from the west. They were mainly a multicell type/MCS. These storms were not near as intense as the first storms; however, they did provide several cloud features that were interesting to watch, including a rolling arcus cloud. After watching these storms for a while, we headed for the hotel. On the way back to the hotel, we observed several more chase teams on the road, including NOMISIT, part of Arizona's team, and others. As for the guessing game, we won that round. Perfect day. We forecasted the event perfectly, and we nailed it. We couldn't have done any better. We set up only a few miles away from the deep convection. Way to go VUSIT!

5/23/97...Day 5, Friday 8:30am...Models do not look as good as they had previously. The mid level flow is not nearly as good as progged earlier. Still, mid-level instability is good. ETA has -6 LI's in the panhandle regions during the afternoon, with CAPE to 2000. This is better than yesterday. However, with the

lack of mid level flow, the main threat again is for large hail and damaging winds. Very similar to yesterday. We think that the instability is going to make it farther north than progged, simply because the proggs did not do well with the clearing. The whole western half of KS is clear. We have made a reservation for Pratt, and will set up along the dry-line again, similar to yesterday. Tomorrow looks incredible. The CAPE for the Western OK area is 3500 J/Kg and LI's to -10. There will be a cap. If there is forcing to break the cap, then there will be supercells with wedges. SPC indicates that there will be several impulses moving through tomorrow with a focus of severe wx again along the dry line, in the area of strong instability. 500mb prog indicates that there is upper level divergence over the area, which should help to break the cap. If this happens, then look for monster wedges tomorrow. When we get to the motel, we will get the day2, and new day1, and then update our chase information for today and tomorrow. 1:00pm...We arrived at the hotel, and got the new day1, day2, etc. We were waiting for everyone to arrive back to discuss the situation, and also for Rebecca to arrive back from getting new contacts. However, Rebecca was involved in a minor traffic accident in town. After getting the report, and getting an estimate it was already 3:30pm. Stuff was already firing in Oklahoma near GAG. The stuff near Gage fired and sent cirrus clouds that cluttered the middle half of the slight risk area. 4:30pm.. Sitting on an outlook on top of a hill, we are now resorting to wiffle ball, nerf football, and loud music. This is evidently a bust day. Convection to the south near GAG has cluttered up our area. Nothing is really strong, no lightning intensity of any sorts, there is a watch for OK south of us. There is some weak convection supposedly to our north. There are some congestus clouds all around that try to build however, the break the cap and die out. 5:00pm.. Have betted on some of the congestus going up. Initially went west to catch some, then went east after some to the south. Congestus died out very quickly after beginning to chase however. 7:00pm...We have decided that today is a bust day. Nothing happening. Going home.

5/24/97...Day 6, Saturday 8:30am...We are now setting up for two possible chase days, and even more. Initially, today moderate jet nosing into western KS, east CO, with strong mid level divergence, will focus convection today along dry line. CAPE to 3000J/kg, LI's -6 to -8 will provide strong instability. Only problem is breaking the cap. If we can get to an area right along the edge of the cap, then we can get the strongest lifting, and thermodynamics. Tomorrow, all hell is going to break loose. CAPE to 4000J/KG, LI's to -10, and a strong vort max moving through central KS, will provide focus for convection. Strong capping to the south will inhibit convection in TX, and help with convection in OK, KS. LI's are very good, and the question is not if we are going to see a giant wedge, but how many. We are heading to Liberal, KS today. If we need to go west we can, however tomorrow will have to bust east to Great Bend. After that, more waves coming through on Mon./Tues. Looks really good for end of period chasing. 11:30am...Our stop in Liberal Kansas to gas up and check into Motel, included a stop to the set of the Land of Oz! What a day. We believe this to be an omen. Cory got his picture taken with Dorothy. Totally cool. 12:30pm...Taco Tico. Enough Said. 2:00pm... We have set up west of Liberal, KS. We are in a clear area west of the deep moisture, but east of the dry line. There are some weak storms blowing up along the dryline, in CO. However, the storms have not yet taken on strong characteristics yet, as they have not tapped the deep moisture. We are sitting between the two patiently waiting. 2:30pm...There is a SW Watch issued for all of SW Kansas. Strong winds

and hail are the main criteria. Storms that were developing were becoming severe. We are going to begin chasing the storms that have developed, and I will update log after the chase. 8:00pm...The chase began with problems. We initially headed north after the storms, then south after developing storms further south made their presence. We decided to turn around and nail the southern storms. After heading for about 30 miles, the northern storms became severe, and Doppler tornado warnings were issued. We then decided to turn back north to hit the northern storms. Twice on the way back, T.O.I.L.E.T broke loose. We had to take about 20 minutes to fix the tool, and then we headed back to our original location. Once we were in spotter position, we located essentially some multicell storms that were basically pulse-severe. We watched several gustnadoes develop and dissipate along the gust front. The storms were green aloft, however, most of the hail melted before hitting the ground. We watched the storms for a couple of hours and headed home. None of the storms were observed to be severe during our spotting activities.

3/25/97...Day 7, Sunday 7:00am..Bart wakes us up to get us going by 8:00am. There is a moderate risk over central OK today. We needed to get to Ponca City. Meeting is going to be held in the car. 12:30pm...Got to Ponca City. I am currently downloading latest data while all get food. Macducks is currently on the way to me. RUC looks very good with low dropping ESE. Cape to 3500 J/Kg. Winds near the low are SE, further south they are S, and then SE near outflow boundaries. SPC pulled the Moderate risk further west. They also issued a PSWO at 11:30. Things are looking incredible with isolated damaging tornadoes possible. We are headed to near Enid to be near a city, and NWR. 2:38pm...Tornado watch issued until 9:00pm. From 30NW of PNC, to 40 south of Wichita Falls, TX. Storms expected to develop along dry line and whip eastward. Ken Oliver won the stinkin' contest for watch box time. Dork. Things could get very interesting very soon, and very rapidly. We are also scoping out the nearest town for buildings for safety. 3:31pm...We are sitting just east of Hillsdale, OK. The convective temperature has been reached. There are many cumulus clouds, over the area. There has been some development in Tillman County in SW OK. The dryline is expected to surge eastward along the border of KS, OK. The temp here is about 88, with Td of 70. Holy HP City. The temp in Alva is 95. Holy Dryline. Waiting for stuff to develop. When they go, they're really going to go. 5:00pm...Dryline is not advancing like we thought. This is turning into a horrible game of wait and see. Sometimes, I hate the weather. We keep seeing Towering Cumulus (TQ's) to the north and northwest. However, when they build, they break the cap, and then shear off. An intense supercell developed to the south of OKC, along outflow boundaries left over from last night. The intense right moving storm produced a tornado, which downed power lines, and knocked trees over and stopped traffic along I35. Other reports had people trapped in their cars under trees. Some of the group has been second-guessing our forecast, wondering why we didn't go south. We need to stick to our skills, stick to our guns, and not do that. Our forecasts are very good, and there is no reason to second-guess. Even if it is a bust day (which is looking very likely) then at least we learned something. 6:15pm...Storms to our northwest have finally gone. A storm just blew and is backshearing within 15 minutes of development. We are on the chase. The storm is in Harper County in S KS. We are going to intercept that storm and hopefully see something valuable. More later. 6:45pm...Tornado warnings out for the storm we are after. Reports indicate

a tornado formed and destroyed a couple of houses, and then dissipated. We'll be there soon. 7:30pm...We turned west on a dirt road to get just northwest Caldwell, KS. We are now heading west on the road to get from behind these trees. There is a very (and I repeat very again just to get the point across) very pronounced wall cloud associated with this storm. We are coming to a clearing and there appears to be a funnel forming! There definitely is a funnel forming. Wait to the top of the hill. Definite Funnel! Holy cow. TORNADO ON THE GROUND!!!!!!!!!!!!!! 10:00pm...We are on our way back to Ponca City. We observed a tornado that spun up actually to the SW of the Wall. It lasted for a few minutes, and then dissipated. There was a pronounced dust cloud at the surface, with tornado from cloud to ground. After the tornado dissipated, it began to reform, but never touched the ground. After the two rotation things, we observed several more wall clouds develop, and dissipate. The structure to this storm was incredible. Backshearing nuckles, intense striations, very strong inflow bands, cyclic supercell, awesome staccato lightning (my favorite), the most beautiful and well defined rainshaft anyone could ever observe, and just an overall awesome storm. We watched the storm till dark. Just before dark, we came under the influence of the RFD, nice cool air. For a time, there was no wind, just dead calm. The most interesting fact is, we never saw a drop of precipitation. Not a single drop. All through the ride home, more warnings were coming across for the storms. The TV and Radio Storm Teams were reporting rotating walls, and funnels and tornadoes all night. It was incredible. Time to go home and go to sleep. Adrenaline is beginning to run low.

5/26/97...Day 8, Monday 8:00am. Time to wake up and look at the models. Another moderate risk out for today. All discussions point to another round similar to yesterday for SE KS and NE OK. Will need to stay just north of the border to be near the wave as it kicks out. Best situation for Supercells is near the border, as the wind will be backing as the low forms and moves along the stationary front. Will be heading through Bartlesville (the home of Phillips 66 Gasoline) and will then head for Parsons. Probably will be similar to yesterday, as it will be another waiting game. ICT AFD was very animated, call for another day of fun and games for Mother Nature. More after we set up. 12:30pm...We arrived at the Motel (another super 8), and I got new model data. The moisture convergence was from CNU eastward. The Moderate Risk was still in effect and the discussions were all calling for severe in SE KS. We decided to head west of town to find a good viewing location. We also ate a huge meal again. 4:00pm...After driving for a couple of hours, we have finally found a place to set up. We are essentially due north of Ponca City, where we stayed last night. The wind is Easterly, which is not a good sign. The warm front is right on top of us. TQ's can be seen just to our south. 5:00pm...We have relocated further south into OK again. Hoping to get south of the warm front. Winds are still easterly; however, the cloud pattern exhibits typical warm front edge clouds, with clear sky/TQ's to the south, and cumulus pancakus to our north. Hopefully, we can catch the triple point and see a tornado. 6:00pm...Chasing a cell. A huge cell literally blew up to our north. Road network is horrible; however, we are going to try to catch it. 9:00pm...We are on our way home. It was a bust day. Only thing that I can think of is that the energy didn't shoot out, or the low went further south. The storms blew up all around us and then blew in a line to our south through Tulsa. We actually ended up behind the storms. There was no way that we could have caught up to the storms because we would have had to punch a storm, with the possibility of a Bearsage. Some

of the storms were backbuilding, and we did see a couple of wall clouds under the backbuilders, however, the storms quickly died. Stuff must really be going to the south, or we are getting a MCC here. Heading home. Cory's car radio doesn't work anymore, and it will be really boring on the trip home.

5/27/97...Day 9, Tuesday 9:00am...Looking at the models, it really seems like the trip is about over. The outflow from yesterdays MCC (just our luck) is concentrating convection along south Ark, and North LA. We have decided to take it easy and slowly make it home by tomorrow. We are staying outside of St. Louis tonight, and will head home for tomorrow. It has been a great trip. 5:00pm...We have arrived at a super 8 in Troy, IL. It is a decent motel, with nice appearance. We will be relaxing here tonight before our trip home.

5/28/97...Day 10, Wednesday 9:30am...We are leaving the Motel, headed for home. We should be arriving back in Valparaiso by 3:00pm. The trip is complete. We have accomplished our goals as a group by intercepting several storms, watching their dynamic motions, reporting severe weather to the appropriate authorities, and learning more about the atmosphere. For myself, this has been the most prosperous trip. Watching those supercell storms in Oklahoma was incredible. The intense right mover on Wednesday was a visual sensation. The bust days were as prosperous, if not more, than the chase days. Overall, a tremendous week. Kudos to all those who participated on this years chase! 3:30pm...Have arrived in the Union Parking Lot. Are now beginning to unload all the cars. Official trip mileage for 1997 is 4174.9 miles. Have a great summer everyone!

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