

CORRIGENDA

An incorrect Fig. 12 appears in the August 1992 *Monthly Weather Review* article "Structure and Dynamics of Two Monsoon Depressions. Part I: Observed Structure" by Michael W. Douglas. The correct figure appears below.

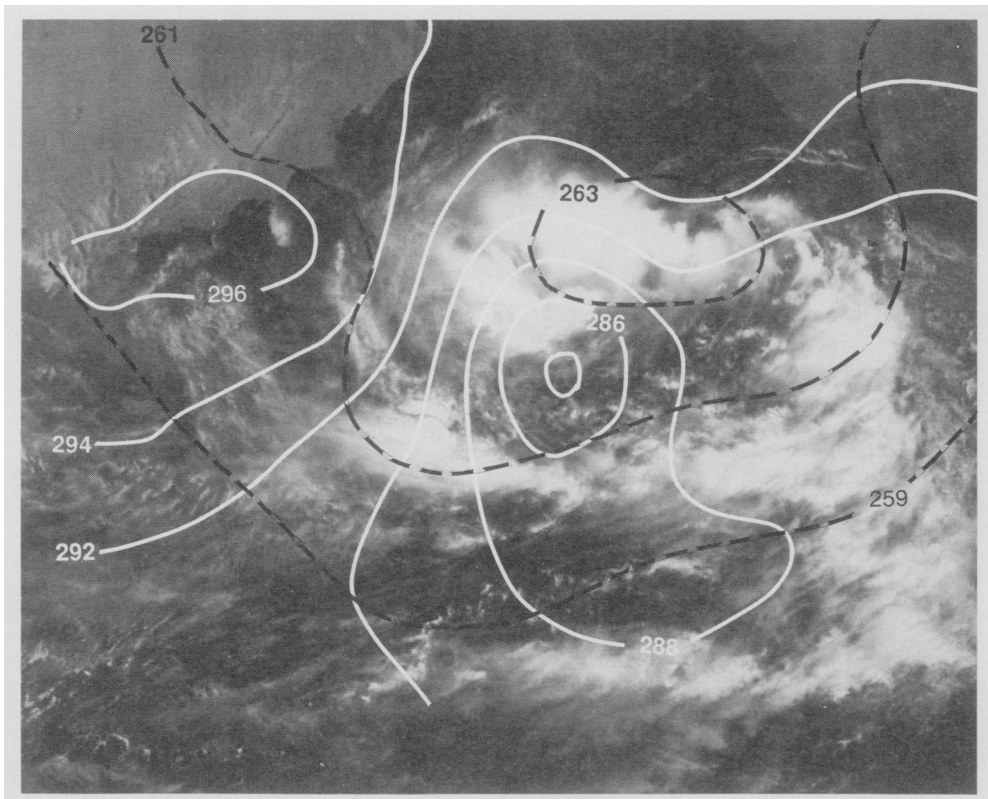


FIG. 12. DMSP visible image at 0600 UTC 17 June, with layer-mean temperature analyses at 1200 UTC 17 June for 850-700 mb (solid) and 500-300 mb (dashed) overlaid. Contour interval is 2 K.

Figure 3 of the July 1992 *Monthly Weather Review* article “The Frontal Structure of an Explosive Oceanic Cyclone: Airborne Radar Observations of ERICA IOP 4” by Roger M. Wakimoto, Warren Blier, and Chinghwang Liu was inadvertently printed without the color scale at the bottom of the figure. The correct figure appears on the following page.

FIG. 3. Selected radar reflectivity surveillance scans at low elevation angles from the lower-fuselage radar on board the NOAA P-3's. Radar reflectivity values (dBZ) are shown by the color scale at the bottom of the figure. Range rings are in kilometers from the aircraft position. (a) Hook of precipitation and weak-echo eye ($\theta = 340^\circ$ at $r = 150$ km) associated with the low center at 0402:15 UTC 4 January. Convection along the cold front is evident from $\theta = 0^\circ$ at $r = 100$ km to $\theta = 270^\circ$ at $r = 90$ km. (b) Cold and warm fronts delineated by intense convection at 0609:50 UTC 4 January. The warm front extends from $\theta = 300^\circ$ at $r = 60$ km to $\theta = 45^\circ$ at $r = 25$ km. The cold front extends from $\theta = 300^\circ$ at 60 km to 225° at 60 km. The aircraft was flying within the warm sector. (c) T-bone frontal structure at 1747:17 UTC 4 January. The intersection is located $\theta = 25^\circ$ at $r = 250$ km. Extensions of convective activity to the east-northeast and west-southwest are the warm and bent-back warm fronts, respectively. (d) Convection along the cold front at 1843:24 UTC 4 January near the T intersection. Two parallel bands of weaker convection are noted toward the northwest of the aircraft and extend perpendicular and toward the northeast from the cold front. One of these bands is believed to denote the location of the warm front. (e) Convection along the bent-back warm front at 1936:41 UTC 4 January. A dropwindsonde and vertical cross section recorded by the tail Doppler radar are shown in Figs. 10 and 4d, respectively. (f) Two lines of convection near the low center at 0048:16 UTC 5 January. The black dot denotes the location of the low center.

