

FLT ID: H970110	FM: SNN	TO: SNN
FLT NO: 97-016	BLK IN: 10477	RTA: 10422
ETD: 0200Z	BLK OUT: 0202Z	RTD: 0211Z
ETE:	BLK TIME: 8:45	FLT TIME: 8:31
SPONSOR ORG: NSF	PROGRAM: FASTEX	PURPOSE: PRECIP

ORO PERSONNEL

AC KENNEDY	SYS ENG LYNCH
CP KENUL	DATA SYS McMELLAN
NAV KOZAK	RADAR BARR
FE TORREY	BT/ODW CARPENTER
RADIO ROGERS	CLD PHYS
FD DAMITANO	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/ORO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
JORGENSEN	PI	NSSL
SHEPHERD	RADAR	NSSL
LEMATRE	RADAR	FRANCE
MORGAN	RADAR	UNIV WIS
MONTMERLE	CLD PHYS	FRANCE
BIELLI	OBS	FRANCE
GALL	OBS	UCAR

PROPOSED/ACTUAL MISSION/REMARKS (RECCO, FIXES, STORM, PENET, NHOP #)

NO J-W

0307Z ice build up on nose radome

034712Z delay at IP waiting for ELECTRA

NOSE PQ iced up

Electra having MAAS problems

with static charge??

LF up and down most of flt

U.S. DEPT. COMM./NOAA/OAO - DATA SECTION WORK FORM NO.2 OAOWF2 FILE

FLT ID: H970110

TIME OFF: 0211Z

TIME ON: 1042Z

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE	1012.5	1012	1010	1011

NO DATA DISPOSITION/DATE/QUALITY

1/SEC FLT LVL TAPES

FAST FLT LVL TAPES

RADAR TAPES

DOPPLER TAPES

ODW CASSETTES

HARD COPIES

AXBT

AXCP

ODW

PMS

2

PHOTOGRAPHY

	FWD	LS	RS	VERT	
ON					
OFF					
RATE					

REMARKS

H 970110

180
120
60

10

TIME	LAT	LONG	TRK	HD	WD	WS	TA	TD	PA	GA	SA	PS		RG
021700	5254	914	301	300	202	10	-4.3	-33.7	2691	2533	995.2	723.1	—	66.7
022820	5317	1015	301	298	267	34	-20.2	-33.9	5476	5402	1002.8	506.3	—	70.0
024400	5353	1158	301	298	253	17	-20.7	-24.2	5507	5414	1001.8	504.6	—	86.8
025300	5416	1259	335	331	226	19	-20.5	-24.2	5505	5404	1000.4	504.7	—	81.7
031100	5536	1355	338	334	232	25	-22.1	-27.7	5502	5374	1001.4	504.9	—	73.7
031612	5558	1411	326	321	232	26	-22.2	-26.8	5501	5369	999.9	504.7	Buoy	68.7
032800	5544	1516	208	208	198	23	-20.6	-24.0	5501	5362	995.9	505.1	—	68.1
033400	5524	1537	208	210	216	35	-20.1	-22.5	5500	5362	994.3	505.1	—	67.0
033900	start descent to 5K													
034712	start pull at 5K													
035100	5442	1628	324	323	161	37	.8	.7	1663	1525	998.5	828.9	—	81.9
040430	start leg 2													
041100	5457	1705	302	295	168	44	1.2	-.3	1663	1510	996.4	828.7	—	79.2
041740	start pull													
042200	5516	1759	296	290	160	44	1.4	-.8	1662	1495	994.7	828.8	—	73.5
043000	5533	1853	300	294	160	44	.3	-.3	1689	1510	993.7	826.0	—	81.4
043356	start pull													
044020	5549	1946	294	295	120	31	.9	-.6	1688	1496	992.0	826.2	—	76.7
045035	start pull													
045700	5617	2119	294	293	144	15	0	-.6	1691	1489	991.3	826.1	—	81.7
050735	pull end of leg 2													
051300	5631	2238	198	197	155	12	-1.0	-3.0	1719	1512	991.4	823.1	—	74.4
052100	5602	2256	200	199	147	10	-1.6	-3.1	1720	1509	991.1	822.9	—	79.0
053305	pull start leg 2													
053900	5517	2303	99	104	205	16	-.7	-2.2	1721	1507	990.4	823.0	—	80.8
054630	5512	2213	100	101	35	1	-1.1	-1.7	TROUGH LINE					
055135	pull													
060000	5505	2103	104	105	107	7	.3	-.2	1721	1504	989.2	822.8	—	82.4
061250	pull													
061630	5456	1942	105	111	135	44	2.6	3.1	1738	1503	984.9	822.1	RW	78.0
062500	5448	1854	105	113	157	34	3.2	2.4	1748	1517	985.4	819.9	—	77.0
063700	5438	1741	106	112	169	52	3.1	3.8	1748	1529	986.8	820.0	RW	82.2
064700	5428	1641	106	119	183	51	3.0	3.7	1751	1560	990.1	819.9	RW	82.0
065000	5422	1635	200	197	187	55	2.5	1.7	1729	1530	989.3	822.6	—	82.0
071000	5323	1715	202	211	235	65	3.7	-2.7	1718	1515	988.6	823.3	—	83.1
071620	204 211 239 64 2.5 -2.0													
071800	5305	1735	301	288	243	67	2.9	-2.1	1718	1524	989.3	823.2	—	84.0
073100	5326	1834	299	291	255	49	4.4	-1.0	1731	1505	985.3	822.0	—	78.1
080100	5413	2056	298	296	284	37	1.6	-3.9	1731	1527	990.1	821.8	—	80.7
082300	5448	2257	296	294	251	15	1.0	-12.4	1713	1517	991.5	823.9	—	78.3
083500	5437	2345	196	201	264	15	-.1	-13.6	1712	1520	992.6	823.7	—	81.6
084100	5419	2347	97	99	250	16	-.8	-5.7	1713	1525	993.7	823.7	—	82.0
090100	5356	2008	103	104	283	42	3.7	-5.8	1701	1515	990.6	824.8	ABV CLD	76.0
091800	5348	1915	103	105	281	50	4.6	-7.1	1702	1512	990.2	825.0	ABV CLD	76.9
092900	5336	1749	102	105	272	57	3.2	-2.6	1701	1522	991.9	824.8	ABV CLD	77.3
093330	end leg 4													
101500	5257	1137	95	98	265	55	-18.2	-29.6	5181	5124	1004.5	527.2	STN CLD	75.2
102400	5252	1021	97	101	257	34	-16.7	-26.6	5176	5132	1003.0	527.4	STN CLD	73.3

FASTEX

Flight #01 H970110

DATA TYPE

SENSOR or OPTION

INE	1
Accelerometer	1
Temperature Probe	1
Altitude (for vertical wind)	RA159
Static Pressure	Rosemount Fuselage
Dynamic Pressure	Rosemount Fuselage
Time Source	Micro 99
Constants File	CO2971.CON

Notes:

There were no time gaps.

There was no J-W liquid water data for the entire flight.

Fuselage static pressure, PSF, had spikes in its data during the following time periods:

062800Z - 063100Z
071800Z - 072000Z

These spikes were removed and patched over.

Total temperature #1, TT1, had spikes in its data during the following time periods:

031600Z - 031800Z
032100Z - 032500Z

These spikes were removed and patched over.

Downward spikes in radar altimeter data are a result of overflying land.

The aircraft positions were renavigated with respect to GPS.

SPECIAL NOTE!!! Locations 80, 81 and 82 of record five on the standard tape contain vertical ground, vertical air and vertical wind speeds, respectively, computed using Dave Jorgensen's vertical wind algorithm. It is recommended that these values be used for vertical wind analysis.

	<u>Takeoff</u>	<u>Landing</u>
Aircraft static pressure	1011.0mb	1012.0mb
Corrected tower pressure	1010.0mb	1011.0mb

Flight Meteorologist: A. Barry Damiano, (813) 828-3310 ext. 3073

4

2
1011

14970110

034500, 1.1, -0.4

NO ~~RT~~ TIME GAPS

FWE1 Renov
044500, +1.0, -1.5

054500, +0.6, -1.7

064500, +0.3, -2.1

074500, +0.6, -2.3

084500, ~~0~~ 0, -2.0

094500, -0.9, -2.3

104500, -1.1, -2.7

053530

PQF2 ~~DAP~~ 0313 - 0323, 0418, 062030
090030

PSP 0630, 0719

Problems with INE2

021030 - 021400

RA fix 104200 - 104500

TT1 fix (used TT2)

0316 - 0318

0321 - 0325

NO J-W for entire flt

0319

DATE : 1/10/97

TO : Chief, AOC Flight Operations

FROM : Pilot/Flight Director, Aircraft

ON 1047Z BLOCKTIME

OFF 0202Z 8:45

SUBJECT: Hazardous Duty

PURPOSE OF FLIGHT: FASTEX PROJECT

Hazardous Duty Pay is required for flight made on 1/10/97
(DATE)

Request based on FLYING THROUGH RAIN BANDS

Personnel on board authorized Hazard Pay:

TORREY

DAMIANO

ROGERS

MCMILLAN

LYNCH

BARR

CARPENTER

PILOT/FLIGHT DIRECTOR:

A. Barry Damiano

APPROVED:

DISAPPROVED:

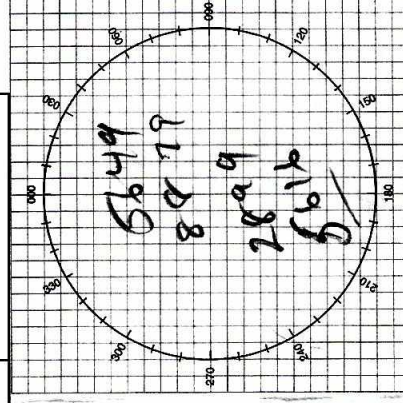
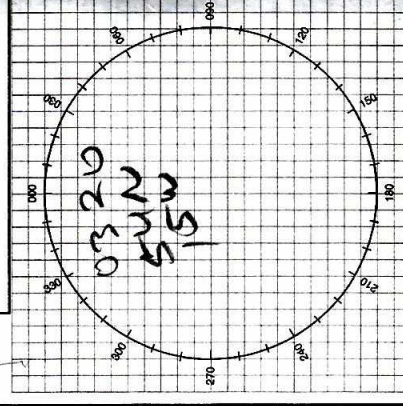
CHIEF, AOC FLIGHT OPERATIONS:

CLEARANCES

[illegible]

MISSION LOG

PAGE OF



POSITION REPORT

- | 1. POSITION | 2. TIME | 3. ALTITUDE | 4. NEXT POSITION | 5. ETA | 6. NEXT POSITION |
|-------------|---------|-------------|------------------|--------|------------------|
| | | | | | |

EMERGENCY MESSAGE

TRANSMIT THE FOLLOWING MESSAGE TO ANY AGENCY ON THE AIR-GROUND FREQUENCY IN USE. IF UNABLE TO ESTABLISH COMMS, ATTEMPT CONTACT ON ANY OF THE FOLLOWING EMERGENCY FREQUENCIES:

UHF/VOICE	VHF/VOICE	MF/VOICE	HF/CW	MF/CW
243.0	121.5	2182 KHZ	8364 KHZ	500 KHZ

**MAYDAY, MAYDAY, MAYDAY
THIS IS NOAA _____, NOAA**

- POSITION _____ N/S _____
 _____ E/W AT _____ Z _____

- HEADING _____ TRUE/MAG _____
AT _____ KTS TRUE/INDICATED _____

- AI _____ KIS TRUE/INDICATED _____
- FLIGHT LEVEL OR ALTITUDE _____

- WE ARE A P-3 AIRCRAFT WITH _____ SOULS ON BOARD
NATURE OF EMERGENCY _____

- NATURE OF EMERGENCY
- ASSISTANCE DESIRED

- PILOT INTENTIONS
- WE HAVE

[illegible]