

U.S. DEPT. COMM./NOAA/OAO - DATA SECTION WORK FORM NO.1 OAOWF1 FILE

FLT ID: 970403H	FM: KPTX	TO: KPTX
FLT NO: 97-036	BLK IN: 1748Z	ATA: 1742Z
ETD: 1330Z	BLK OUT: 1315Z	ATD: 1327Z
ETE: 1730Z	BLK TIME: 4:33 4.5	FLT TIME: 4:15 4.3
SPONSOR ORG: NESDIS	PROGRAM: ADEOS	PURPOSE:

OAO PERSONNEL

AC MCKIM, G	SYS ENG PRADAS
CP KENUL	DATA SYS SMITH
NAV STRONG ✓	RADAR
FE MOORE ✓	BT/ODW
RADIO	CLD PHYS
FD CZYZYK ✓	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
WILKERSON ✓	PT	NESDIS
CHANG ✓	SCIENTIST	↓
CARSWELL	↓	UMASS
DONNELLY ✓	↓	↓
LI ✓	↓	↓

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

1352Z BALANCE/CAL DW3
1354Z " DW1

IN THE CLEAR WHOLE FLIGHT THIN BKN. CIRrus ABOVE CUBLO

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

FLT ID: 970403H

TIME OFF: 1327Z

TIME ON: 1742Z

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE	1020.3	30.18	1018.7	30.13

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		
GPS	2	

PHOTOGRAPHY

	FWD	LS	RS	VERT
ON				
OFF				
RATE				

REMARKS

ADEOS 1997

Flight #3 H970403

<u>Sensor or system</u>	<u>Number or Name</u>
INE	1
Accelerometer	1
Temperature Probe	1
Dew Point Probe	1
Altitude (for vertical wind)	RA-159
Static Pressure	Rosemount Fuselage
Dynamic Pressure	Rosemount Fuselage
Time Source	Micro 99
Constants File	CO2972.CON

Notes:

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

Radar altimeter (RA-159) had a spike at takeoff and was replaced by RA-232 from 1326:30-1327:00. RA-159 was set to zero after landing due to a spike (1741:58-1745:00). RA-159 had spike from 1333:10-1333:20 removed and patched.

Dewpoint (DW1) was balanced and patched from 1353:45-1354:20. DW1 had spike removed and patched from 1705:40-1707:00.

	<u>Takeoff</u>	<u>Landing</u>
Aircraft static pressure	1020.3	1018.7
Corrected tower pressure	1022.0	1020.3

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

Flight Meteorologist: Stan Czyzyk, (813) 828-3310 ext. 3086

NO RENAV

1457:31 DAD POSITION

1457:31

1457:40

RA-159 SPIKE @ TAKEOFF 1326:35 - 1326:45

REPLACE RA159 w/ RA232 1326:30 - 1327:00 ✓

RA-159 SPIKE @ LANDING 1741:58 - 1745:00 ✓

SET TO ZERO

OWL BALANCING 1353:45 - 1354:20, PATCH ✓

1705:40 - 1707:00 PATCH ✓

RA-159 SPIKE @ 1333:10 - 1333:20 PATCHED ✓

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TITLE (MAX 21 CHARACTERS) -- EX HURRICANE PAINE
ADEOS - FLIGHT #3
YYMMDDL FLT I.D.
970403H
HHMMSS START TIME -99999 DEFAULT TO START OF DATA FOR PRINTOUT ONLY
132401
HHMMSS END TIME 999999 DEFAULT TO END OF DATA FOR PRINTOUT ONLY
174500
HHMMSS TAKE OFF TIME
132700
* NUMBER OF TAPES (I2) ...FOR STANDARD TAPE OUTPUT ONLY
03
* -----LOGICAL UNIT OF INPUT DATA (I1) 5, 8 OR 9 FOR TAPE DRIVE
9
* -----LOGICAL UNIT OF OUTPUT TAPE DRIVE (I1) [FOR STANDARD TAPE ONLY]
9
* -----LOGICAL UNIT OF PRINTER (I1)
6
* -----DATE OF PROGRAM (MMDDY)
06094
* -----STATIC PRESSURE PROBE (I1)
* 1 = PSW (WINGTIP)
* 2 = PSF (CO-PILOT/FUSELAGE)
* 3 = FUTURE USE
2
* -----DYNAMIC PRESSURE PROBE (I1)
* 0 = PQW(WINGTIP)
* 1 = PQF1 (FUSELAGE 1281)
* 2 = PQF2 (FUSELAGE 1221)
* 3 =FUTURE US
1
* -----INE SELECTION (I1)
* 1 = INE 1
* 2 = INE 2
1
* -----ACCELEROMETER (I1) - USUALLY THE SAME AS YOUR INE SELECTION
1
* ----- TOTAL TEMPERATURE PROBE (I1) [1 OR 2]
1
* ----- DEWPOINT TEMPERATURE PROBE (I1) [1 OR 2]
1
* -----ALTIMETER OPTION (I1) - FOR VERTICAL WIND COMPUTATION
* 0 = PRESSURE ALTITUDE (OVER LAND)
* 1 = RADAR ALTITUDE APN-159 (OVER WATER)
* 2 = RADAR ALTITUDE APN-232 (OVER WATER)
1
* -----PRINTOUT RATE SECONDS (I2)
10
* -----WINDSPEED/DIRECTION RUNNING AVERAGE TIME, SECONDS (I2)
10 ! FOR STANDARD TAPE OUTPUT ONLY
* -----TIME OPTION (I1)
* 1 = MICRO 29
* 2 = TIME BASED GENERATOR #1
* 3 = TIME BASED GENEATOR #2
1
* -----NAME OF CONSTANTS FILE EX CO3863.CON
CO2972.CON
*****
CI>

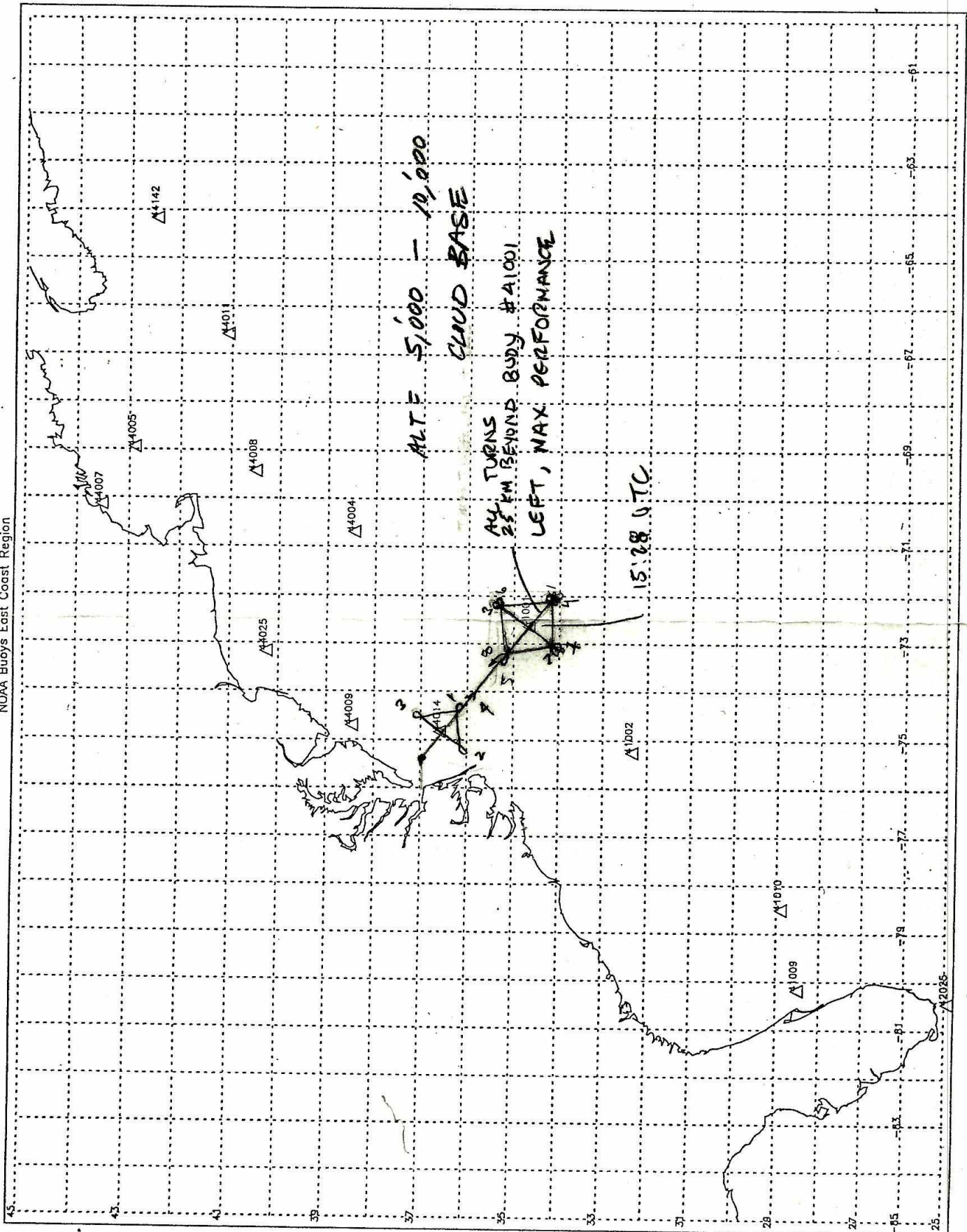
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970403H

TIME	LAT	LONG	TK	HD	TA	TD	WD	WS	PA	GA	PS	SP	REMARKS
132635													TAKEOFF
133415	37 50	76 32	190	195	-4.0	-16.5	322	25.3	3043	3103	704.5	1020.4	10K
135400													BALANCE DPT
135935	36 35	74 49	129	126	-2.9	-13.6	338	32.1	2960	3033	704.7	1020.0	BUOY 44014
141404	36 34	74 48	40	35	-2.8	-13.7	333	30.2	2961	3036	704.6	1019.9	BUOY 44014
142856	36 05	74 13	135	133	-3.2	-13.8	331	33.6	2960	3037	704.6	1020.8	64X SPREAD
145055	34 50	72 49	134	131	-3.0	-13.3	334	35.7	2963	3042	704.0	1020.4	STAT PATTERN
145347	34 40	72 37	138	131	-2.7	-13.7	334	38.9	2960	3033	704.6	1019.8	BUOY 41001
150846	34 40	72 36	45	36	-3.2	-19.9	331	36.8	2962	3036	704.5	1020.0	BUOY 41001
152800	34 40	72 39	311	315	-4.1	-16.1	332	36.0	2963	3039	704.4	1020.8	BUOY 41001/SAT.
154120	34 40	72 38	223	233	-4.3	-13.3	331	38.8	2963	3039	704.5	1021.8	BUOY 41001
162147	36 04	74 14	315	317	-2.9	-12.7	332	24.9	2962	3039	704.5	1020.1	PROP 1 G.S.
162322	36 08	74 19	315	317	-2.8	-13.0	331	24.0	2962	3040	704.5	1020.2	PROP 2
163950	36 34	74 49	44	40	-3.0	-13.5	324	23.8	2962	3033	704.5	1019.8	BUOY 44014
165343	36 34	74 51	308	310	-2.8	-13.8	323	22.5	2960	3033	704.6	1019.9	BUOY 44014

4 HR FUEL

NOAA Buoys East Coast Region

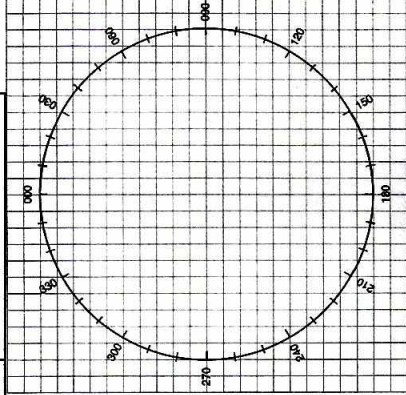


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PAGE OF

POSITION REPORT

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



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:

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

- HEADING _____ TRUE/MAG _____

- FLIGHT LEVEL OR ALTITUDE _____
- WE ARE A P-3 AIRCRAFT WITH _____

- ASSISTANCE DESIRED

- PILOT INTENTIONS
- WE HAVE
- ENDURANCE REMAINING

[illegible]