

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

FLT ID: 970803H	FM: MMR	TO: MMR
FLT NO: 97-052	BLK IN: 0248Z	ATA: 0243Z
ETD: 1630Z	BLK OUT: 1638Z	RTD: 1649Z
ETE: 0200Z	BLK TIME: 10.12 10.2	FLT TIME: 9.54 9.9
SPONSOR ORG: HRD	PROGRAM: VME	PURPOSE: GULLERMO

OAO PERSONNEL

AC KENNEDY, P ✓	SYS ENG MCMAHON, S
CP KENNEL, P HAGGART, B ✓	DATA SYS CARPENTER, D ✓
NAV RATHBUN, D ✓	RADAR BARR, J ✓
FE BAST, G ✓	DT/ODW
RADIO ROBERTS, M ✓	CLD PHYS MCMAHON, S ✓
FD CZ424K, S ✓	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
GRAMACHE, J	PI	HRD
BLACK, M	SCIENTIST	
HOUSTON, S		
DORST, N		
LEIGHTON, P		

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

DW1 + DW3 TOO WARM

CHANGE WATX PROGRAM FOR 1 MORE CHAN IN WSPD

DATA CUTOFF ~ 012300 FOR A FEW SECONDS

10 PENETRATIONS

10

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

FLT ID: 970803H

TIME OFF: 1649Z

TIME ON:

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE	1011.9	29.98		29.88

NO DATA DISPOSITION/DATE/QUALITY

1/SEC FLT LVL TAPES			
FAST FLT LVL TAPES			
RADAR TAPES			
DOPPLER TAPES			
ODW CASSETTES			
HARD COPIES			
AXDT			
AXCP			
ODW			
6PS	10	3 NO LAUNCH DETECT	7600
		6000 PTH	

PHOTOGRAPHY

	FWD	LS	RS	VERT	
ON					
OFF					
RATE					

REMARKS

HURRICANE GUILLERMO #2

Flight #1 H970803

<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	CO2973.CON

Notes:

Downward spikes in radar altimeter are a result of overflying land (1654:30-1658:00 and 0233:10-0237:45).

Radar altimeter (RA-159) had a spike at takeoff (1649:16-1651:10) and was replaced with RA-232. RA-159 was set to zero at landing due to spike (0243:08-0247:00).

Dewpoint #1 (DW1) was replaced by DW2 from 1648:35-1921:00 due to DW1 problems when below zero. DW1 had spike due to balancing removed and patched at 1712:31-1716:00. DW1 was replaced by DW3 from 0055:01-0227:27 due to DW1 problems below zero. DW1 was patched 0054:51-0055:20 due to spike.

Static pressure (PSF) had several spikes removed and patched, three (3) spikes 1921:01-1924:00, five (5) spikes 1934:31-1938:00, eleven (11) spikes 2107:31-2113:00, one (1) spike 2117:01-2117:30, one (1) spike 2317:11-2317:40, one (1) spike 2319:46-2320:15, and one (1) spike 2321:46-2322:15.

Fuselage dynamic pressure (PQF1) had several spikes removed and patched, one (1) spike 1921:25-1921:45, three (3) spikes 1934:41-1935:40, one (1) spikes 2107:31-2108:00, and one (1) spike 2321:51-2322:10.

	<u>Takeoff</u>	<u>Landing</u>
Aircraft static pressure	1011.9	1010.5
Corrected tower pressure	1015.2	1011.9

The aircraft INE 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 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

970803H

TIME	CAT	CON	TK	HD	TX	TD	WD	WS	PA	GA	PS	SP	REMARKS
1649													TAKEOFF
172730	18 25	106 42	208	205	0.6	-4.4	110	2016	4875	5166	549.3	1006.4	16 K PA
175000	16 26	107 48	207	205	0.3	-1.4	128	16.3	4869	5140	549.7	1005.2	
181700	15 08	108 30	206	199	0.3	0.8	114	32.4	4874	5129	549.3	1003.2	SHWRK
1838													SP
1910	13 51	111 42											6
194829	14 02	111 47											MAP 1
195024	14 10	111 46											MAP 2
195311	14 21	111 45											MAP 3
1945	13 50	111 48											6
1957													RECCO
2010	14 14	112 11	144	121	13.8	10.1	60	101.4	3056	2976	695.3	976.2	NEW EYE WALL
2018	13 51	111 54											6
2019													RECCO
2039													TURN + RECCO
2054	13 51	112 01											6
212030	13 33	111 47	324	305									MAP 4
212304	13 42	111 54											MAP 5
212512	13 50	112 00											MAP 6
2126													off CTR
2137	14 26	112 32	194	179	13.0	10.2	69	80.1	3058	3040	695.6	987.4	RECCO
2135													TURN 5
2148	13 30	112 50					333	56.2					CIRCLE
2153	13 31	112 45	060	047									TAIRBOUND
215600	13 37	112 35	060	042	12.5	14.0	329	80.0	3056	2965	695.9	977.8	OUTR ROINBAND
220200	13 51	112 09											6
2218													TURN IN FROM NE
2219	14 29	111 56											RECCO
2231	13 52	112 18											6
2254	13 28	111 41					207	61.8				991.6	TURN IN FROM SE
2306	13 54	112 24											6
2317													TURN 5 FROM NW
2325													RECCO
233100	13 16	112 57	210	222	11.1	11.5	298	44.4	3061	3078	695.6	991.8	TURN NE FROM SW
2332													
23426	13 42	112 37											MAP 7
234834	14 05	112 27											MAP 8
235140	14 15	112 22											MAP 9
2353													RECCO
235410	14 25	112 17	26	48									MAP 10
2345													6 NO LUNAR EFFECT
0012													TURN SE
001300	14 16	113 21	124	109	11.3	9.6	42	70.5	3050	3053	696.6	990.1	
0025	13 53	112 39											6
0029													RECCO
0050													RECCO
0110													RECCO
013230	16 53	109 10	41	44	-4.9	-7.4	114	17.3	5804	6140	484.5	1001.8	RECCO
015430	18 08	107 48	42	45	-5.8	-9.6	088	16.2	5805	6151	484.6	1005.8	RECCO
024320													TOUGH DOWN

RENAV

BAD BLOCK

171400, -0.1, 0.0	19 20.2	-106 H.0
184100, -0.2, 0.3	13 55.3	-109 34.0
194500, 0.2, 0.3	13 48.0	-111 48.0
205400, 0.4, 0.5	13 52.1	-111 59.4
220200, 0.7, 0.9	13 50.1	-112 14.3
230600, 0.8, 0.9	13 53.1	-112 21.6
002500, 1.5, 0.8	13 53.2	-112 38.5
011000, 2.3, 0.6	15 32.6	-110 14.1
015200, 2.1, 0.6	17 58.9	-107 56.0
024700, 2.3, -0.3	20 40.9	-105 14.8

0121:11

0123:00

RA-159 1649:15 - 1651:10 SPIKE & TAKEOFF REPLACED BY RA-232 X

RA-159 1654:30 - 1658:00 SPIKES DUE TO OVERFLYING LAND X

PSF SPIKES (5) 1934:31 - 1938:00 X

PSF SPIKES (3) 1921:01 - 1924:00 X

- PQFI SPIKES (3) 1934:41 - 1935:40 X

* PQFI SPIKE 1921:25 - 1924:45 X

PSF SPIKES 2107:31 - ~~2108:00~~ 2113:00 X

PQFI (6) SPIKE ~~2107:31 - 2108:00~~ 2107:31 - ~~2108:00~~ X

PSF SPIKES ~~2317:10 - 2322:30~~

~~RA-159 2317:10 - 2322:30~~

RA-159 0233:10 - 0237:45 SPIKES DUE TO OVERFLYING LAND X

RA-159 0243:08 - 0247:00 SPIKE & LANDING, SET TO ZERO X

FTI @ LANDING NO GOOD AFTER LANDING

PSF, ~~RA-159~~ SPIKE 2117:01 - 2117:30 X

DW1 REPLACED BY DW3 1648:35 - 1921:00 X

DW3 SPIKE FROM BALANCING ~~REMOVE~~ REMOVE + PATCH 1712:30 - 1716:00 X

DW1 REPLACED BY DW3 0055:01 - 0227:27 X

PSF SPIKE 2317:11 - 2317:40 PATCHED + REMOVED X

PSF SPIKE 2319:46 - 2320:15 PATCHED + REMOVED X

PSF SPIKE 2321:46 - 2322:15 PATCHED + REMOVED X

PQFI SPIKE 2321:51 - 2322:10 REMOVED + PATCHED X

DW1 PATCHED 0054:51 - 0055:20 X

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TITLE (MAX 21 CHARACTERS) -- EX HURRICANE PAINE
GUILLERMO #2
YYMMDDL FLT I.D.
970803H
HHMMSS START TIME -99999 DEFAULT TO START OF DATA FOR PRINTOUT ONLY
164601
HHMMSS END TIME 999999 DEFAULT TO END OF DATA FOR PRINTOUT ONLY
024600
HHMMSS TAKE OFF TIME
164900
* NUMBER OF TAPES (I2) ...FOR STANDARD TAPE OUTPUT ONLY
3
* -----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
* ----- DEWPONT 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
CO2973.CON
*****

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DATE

8/3/97

SCHEDULED RX TIME

AIRCRAFT NUMBER

N42RF

ARWO

WX MISSION IDENTIFICATION

OB

WXWXA G VILLERMO

(ABBREVIATED) (DETAILED) VORTEX DATA MESSAGE

A	03/2054	Z	DATE AND TIME OF FIX
	13 DEG 51 MIN N S		LATITUDE OF VORTEX FIX
B	112 DEG 01 MIN E W		LONGITUDE OF VORTEX FIX
C	700 MB 2505	M	MINIMUM HEIGHT AT STANDARD LEVEL
D	NA	KT	ESTIMATE OF MAXIMUM SURFACE WIND OBSERVED
E	NA DEG	NM	BEARING AND RANGE FROM CENTER OF MAXIMUM SURFACE WIND
F	150 DEG 140	KT	MAXIMUM FLIGHT LEVEL WIND NEAR CENTER
G	050 DEG 14	NM	BEARING AND RANGE FROM CENTER OF MAXIMUM FLIGHT LEVEL WIND
H	EXTRAP 930	MB	MINIMUM SEA LEVEL PRESSURE COMPUTED FROM DROPSONDE OR EXTRAPOLATED FROM FLIGHT LEVEL. IF EXTRAPOLATED, CLARIFY IN REMARKS.
I	12 CI 3050	M	MAXIMUM FLIGHT LEVEL TEMP/PRESSURE ALTITUDE OUTSIDE EYE
J	19 CI 3053	M	MAXIMUM FLIGHT LEVEL TEMP/PRESSURE ALTITUDE INSIDE EYE
K	NA CI	C	DEWPOINT TEMP/SEA SURFACE TEMP INSIDE EYE
L	CLOSED		EYE CHARACTER: Closed wall, poorly defined, open SW, etc.
M	C25		EYE SHAPE/ORIENTATION/DIAMETER. Code eye shape as: C - Circular; CO - Concentric; E - Elliptical. Transmit orientation of major axis in tens of degree, i.e., 01-010 to 190; 17-170 to 350. Transmit diameter in nautical miles. Examples: C8 - Circular eye 8 miles in diameter. EO9/15/5 - Elliptical eye, major axis 090-270, length of major axis 15 NM, length of minor axis 5NM. CO8-14 - Concentric eye, diameter inner eye 8 NM, outer eye 14 NM.
	13 DEG 51 MIN N S		CONFIRMATION OF FIX: Coordinates and time
	112 DEG 01 MIN E W		
N	03/2054	Z	
O	12345/7		FIX DETERMINED BY/FIX LEVEL. FIX DETERMINED BY: 1 - Penetration; 2 - Radar; 3 - Wind; 4 - Pressure; 5 - Temperature. FIX LEVEL (Indicate surface center if visible; indicate both surface and flight level centers only when same): 0 - Surface; 1 - 1500ft; 9-925mb; 8 - 850 mb; 7 - 700 mb; 5 - 500 mb; 4 - 400 mb; 3 - 300 mb; 2 - 200 mb; NA - Other.
P	1 / 2	NM	NAVIGATION FIX ACCURACY/METEOROLOGICAL ACCURACY
Q	REMARKS		

MAX FL WIND 145 KT N QUAD 1949 Z

SLP EXTRAP FROM (1500 FT/925 MB/850 MB/ DROPSONDE) 700 MB

SFC CNTR / NM FROM FL CNTR

MAX FL TEMP C / NM FROM FL CNTR

CONV IN EYE NO SFC USBL

GOOD RADAR PRESENTATION

INSTRUCTIONS: Items A through G (and H when extrapolated) are transmitted from the aircraft immediately following the fix. The remainder of the message is transmitted as soon as available for scheduled fixes and at the ARWO's discretion for unscheduled (intermediate) fixes.

DATE

8/3/97

SCHEDULED FIX TIME

AIRCRAFT NUMBER

N42KE

ARWO

WX MISSION IDENTIFICATION

WXWXA GUILLERMO

OB

(ABBREVIATED) (DETAILED) VORTEX DATA MESSAGE

A	03/1910	Z	DATE AND TIME OF FIX
	13 DEG 51 MIN N S		LATITUDE OF VORTEX FIX
B	111 DEG 42 MIN E		LONGITUDE OF VORTEX FIX
C	700 MB 2510	M	MINIMUM HEIGHT AT STANDARD LEVEL
D	NA	KT	ESTIMATE OF MAXIMUM SURFACE WIND OBSERVED
E	NA DEG	NM	BEARING AND RANGE FROM CENTER OF MAXIMUM SURFACE WIND
F	170 DEG 125	KT	MAXIMUM FLIGHT LEVEL WIND NEAR CENTER
G	090 DEG 12	NM	BEARING AND RANGE FROM CENTER OF MAXIMUM FLIGHT LEVEL WIND
H	EXTRAP 923	MB	MINIMUM SEA LEVEL PRESSURE COMPUTED FROM DROPSONDE OR EXTRAPOLATED FROM FLIGHT LEVEL. IF EXTRAPOLATED, CLARIFY IN REMARKS.
I	11 CI 3060	M	MAXIMUM FLIGHT LEVEL TEMP/PRESSURE ALTITUDE OUTSIDE EYE
J	21 CI 2510	M	MAXIMUM FLIGHT LEVEL TEMP/PRESSURE ALTITUDE INSIDE EYE
K	NA CI	C	DEWPOINT TEMP/SEA SURFACE TEMP INSIDE EYE
L	CLOSED		EYE CHARACTER: Closed wall, poorly defined, open SW, etc.
M	C25		EYE SHAPE/ORIENTATION/DIAMETER. Code eye shape as: C - Circular; CO - Concentric; E - Elliptical. Transmit orientation of major axis in tens of degree, i.e., 01-010 to 190; 17-170 to 350. Transmit diameter in nautical miles. Examples: C8 - Circular eye 8 miles in diameter. EO9/15/5 - Elliptical eye, major axis 090-270, length of major axis 15 NM, length of minor axis 5NM. CO8-14 - Concentric eye, diameter inner eye 8 NM, outer eye 14 NM.
	13 DEG 51 MIN N S		CONFIRMATION OF FIX: Coordinates and time
	111 DEG 42 MIN E		
N	03/1910	Z	
O	1234577		FIX DETERMINED BY/FIX LEVEL. FIX DETERMINED BY: 1 - Penetration; 2 - Radar; 3 - Wind; 4 - Pressure; 5 - Temperature. FIX LEVEL (Indicate surface center if visible; indicate both surface and flight level centers only when same): 0 - Surface; 1 - 1500ft; 9-925mb; 8 - 850 mb; 7 - 700 mb; 6 - 600 mb; 4 - 400 mb; 3 - 300 mb; 2 - 200 mb; NA - Other.
P	2 12	NM	NAVIGATION FIX ACCURACY/METEOROLOGICAL ACCURACY
Q	REMARKS		
	MAX FL WIND <u>125</u> KT <u>E</u> QUAD <u>1906</u> Z SLP EXTRAP FROM (1500 FT/925 MB/850 MB/DROPSONDE) <u>700 MB</u> SFC CNTR _____ / _____ NM FROM FL CNTR MAX FL TEMP _____ C _____ / _____ NM FROM FL CNTR		

INSTRUCTIONS: Items A through G (and H when extrapolated) are transmitted from the aircraft immediately following the fix. The remainder of the message is transmitted as soon as available for scheduled fixes and at the ARWO's discretion for unscheduled (intermediate) fixes.

DATE

8/3/97

SCHEDULED FIX TIME

AIRCRAFT NUMBER

N42RE

ARWO

WX MISSION IDENTIFICATION

WXWXA GUILLERMO

OB

(ABBREVIATED) (DETAILED) VORTEX DATA MESSAGE

A	03/2306	Z	DATE AND TIME OF FIX
B	13 DEG 54 MIN N S		LATITUDE OF VORTEX FIX
B	112 DEG 24 MIN E W		LONGITUDE OF VORTEX FIX
C	700 MB 2498	M	MINIMUM HEIGHT AT STANDARD LEVEL
D	NA	KT	ESTIMATE OF MAXIMUM SURFACE WIND OBSERVED
E	NA	NM	BEARING AND RANGE FROM CENTER OF MAXIMUM SURFACE WIND
F	190 DEG 130	KT	MAXIMUM FLIGHT LEVEL WIND NEAR CENTER
G	120 DEG 12	NM	BEARING AND RANGE FROM CENTER OF MAXIMUM FLIGHT LEVEL WIND
H	EXTRAP 923	MB	MINIMUM SEA LEVEL PRESSURE COMPUTED FROM DROPSONDE OR EXTRAPOLATED FROM FLIGHT LEVEL. IF EXTRAPOLATED, CLARIFY IN REMARKS.
I	11 CI 3056	M	MAXIMUM FLIGHT LEVEL TEMP/PRESSURE ALTITUDE OUTSIDE EYE
J	17 CI 3064	M	MAXIMUM FLIGHT LEVEL TEMP/PRESSURE ALTITUDE INSIDE EYE
K	NA CI	C	DEWPOINT TEMP/SEA SURFACE TEMP INSIDE EYE
L	CLOSED		EYE CHARACTER: Closed wall, poorly defined, open SW, etc.
M	C22		EYE SHAPE/ORIENTATION/DIAMETER. Code eye shape as: C - Circular; CO - Concentric; E - Elliptical. Transmit orientation of major axis in tens of degree, i.e., 01-010 to 190; 17-170 to 350. Transmit diameter in nautical miles. Examples: C8 - Circular eye 8 miles in diameter. EO9/15/5 - Elliptical eye, major axis 090-270, length of major axis 15 NM, length of minor axis 5NM. CO8-14 - Concentric eye, diameter inner eye 8 NM, outer eye 14 NM.
N	13 DEG 54 MIN N S		CONFIRMATION OF FIX: Coordinates and time
N	112 DEG 24 MIN E W		
N	03/2306	Z	
O	12345 / 7		FIX DETERMINED BY/FIX LEVEL. FIX DETERMINED BY: 1 - Penetration; 2 - Radar; 3 - Wind; 4 - Pressure; 5 - Temperature. FIX LEVEL (Indicate surface center if visible; indicate both surface and flight level centers only when same): 0 - Surface; 1 - 1500ft; 9-925mb; 8 - 850 mb; 7 - 700 mb; 6 - 500 mb; 4 - 400 mb; 3 - 300 mb; 2 - 200 mb; NA - Other.
P	1 2	NM	NAVIGATION FIX ACCURACY/METEOROLOGICAL ACCURACY
Q	REMARKS		
MAX FL WIND <u>145</u> KT <u>NW</u> QUAD <u>2131</u> Z SLP EXTRAP FROM (1500 FT/925 MB/850 MB/DROPSONDE) <u>700 MB</u> SFC CNTR <u>BEARING 300, 6</u> NM FROM FL CNTR MAX FL TEMP <u>C</u> / <u>1</u> NM FROM FL CNTR			

INSTRUCTIONS: Items A through G (and H when extrapolated) are transmitted from the aircraft immediately following the fix. The remainder of the message is transmitted as soon as available for scheduled fixes and at the ARWO's discretion for unscheduled (intermediate) fixes.

DATE : 8/3/97

TO : Chief, AOC Flight Operations

FROM : Pilot/Flight Director, Aircraft NY2RF ON 0248 BLOCKTIME OFF 1638 10.2

SUBJECT: Hazardous Duty

PURPOSE OF FLIGHT: VME HURR. GUILLERMO

Hazardous Duty Pay is required for flight made on 8/3/97
(DATE)

Request based on SEVERAL PENETRATIONS INTO HURR.

Personnel on board authorized Hazard Pay:

CZYZYK, S
BAST, G
ROGERS, M
MCWHIRTER, D
BARR, J
CARPENTER, D

PILOT/FLIGHT DIRECTOR: *Stan Gural*

APPROVED: _____ DISAPPROVED: _____

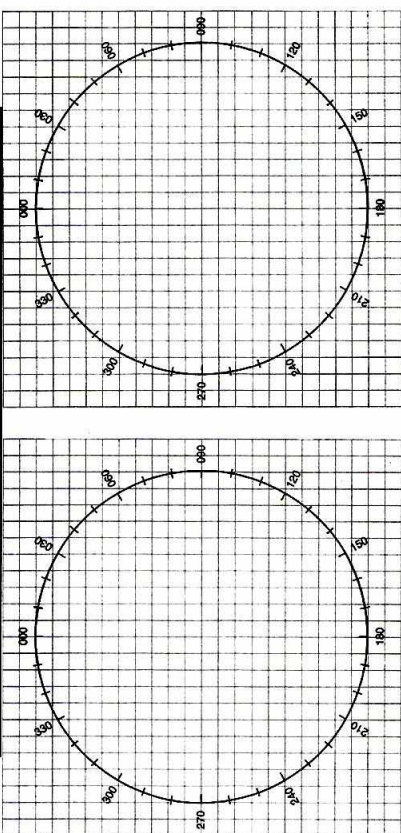
CHIEF, AOC FLIGHT OPERATIONS:

2118/2115 2337 2328 1350.7 11204.2 2124

CLEARANCES				OTHER
FREQ	ALT	HDG	POSITION	
PT4	1936	PT13	2243	
PT5	1957	PT16	2254	
PT6	2004	PT17		
PT7	2027	PT18		
PT8	2039	PT19		
PT9	2105	PT20		
PT10	2115	FP		
PT11	2135			
PT12				
PT13	2213			
PT14	2218			

MISSION LOG

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 121.5 2182 KHZ 8364 KHZ 500 KHZ
MAYDAY, MAYDAY, MAYDAY
THIS IS NOAA, NOAA, NOAA
- POSITION _____ N/S _____ E/W AT _____ Z
- HEADING _____ TRUE/MAG
- AT _____ KTS TRUE/INDICATED
- FLIGHT LEVEL OR ALTITUDE _____
- WE ARE A P-3 AIRCRAFT WITH _____ SOULS ON BOARD
- NATURE OF EMERGENCY _____
- ASSISTANCE DESIRED _____
- PILOT INTENTIONS _____
- WE HAVE _____ ENDURANCE REMAINING

TIME	FIX TYPE	POSITION	INS 1 POSITION	K ERR	INS 2 POSITION	K ERR	VAR +E==>	TH	DR +R==>	TRK	GS	WD	WS	ALT	TAS	NEXT PT	DIST	TIME	ETA	REMARKS
1634																				ENGINE START
1638																				TAXI
1648																				TAKE OFF
1714	FMI	1919.7 10611.2 1355.3 10935.1	1919.7 10611.3 1355.5 10935.0	0 -1 -2.2 +1.1	1919.3 10611.3 1352.4 10935.8	+1.4 -1 +2.9 -7.7		205 262 270 270	3R 8R 7L	208 270 263	270 127	051	28	16K	244					
1841		1351.1 11141.8 1349.8 11147.9	1351.2 11141.3 1349.7 11147.6	-1 +1.5 +1.1 +1.3	1346.9 11143.2 1343.8 11148.5	+4.2 -9 +6.0 -6.6		262 270 270	8R 7L	270 263	271 265	127 037	51 49	10K 10K	232 234					TP 1838
1910		1351.4 11200.6 1350.7 11204.2	1351.4 11200.3 1350.4 11204.8	+1.5 +1.3 +1.6 +1.2	1340.5 11201.7 1334.0 11214.2	+10.9 -1.1 +8.6 +9.8		151 254	7L 14L	144 240	245 223	260 330	35 65	10K 10K	233 235					
1945		1351.0 11208.5 1351.7 11217.8	1351.0 11208.8 1351.7 11217.4	+1.6 +1.2 +1.0 +1.4	1334.0 11214.2 1331.9 11220.0	+8.6 +9.8 +2.2 +2.2		075 226	20L 20L	055 206	230 227	155	91	10K	233					FROM OTHER APPROACH
2002		1354.4 11223.8 1352.7 11231.3	1354.5 11223.5 1352.5 11231.3	+1.9 +1.9 +1.3 +1.7	1321.4 11226.4 1320.0 11231.3	+23.0 -2.6 +23.0 -2.6		276 119	12R 13L	288 106	258 246	166	53	10K	236					
2022		1353.3 11238.7 1351.7 11237.7	1353.3 11238.7 1351.7 11237.7	+1.3 +1.7 +1.6 +1.0	1300.0 11243.1 1302.3 11243.1	+28.4 -4.4 +30.3 -6.4		119	13L	106	246	214	65	10K	233					
2023		1532.6 11014.1 1801.2 10753.9	1532.6 11014.1 1801.2 10753.9	+2.2 +1.6 +1.9 +1.8	1502.3 11020.5 1729.9 10801.5	+30.3 -6.4 +31.3 -7.6		045 045 045 045	7L 3L 3L 3L	038 042 042 042	294 281 281 281	164 179	43 23	FL FL FL FL	272 264 264 264					LAND BLOCK IN
0110		2047.1 10514.9	2047.1 10514.9	+2.4 -2.2	2010.1 10526.1	+30.0 -11.2														
0152																				
0243																				
0248																				