

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

FLT ID: 970913H	FM: VVT	TO: VVT
FLT NO: 97-061	BLK IN: 1954Z	ATA: 1949Z
ETD: 1130Z	BLK OUT: 1120Z	ATD: 1127Z
ETE: 2030Z	BLK TIME: 8.34 8.6	FLT TIME: 8.28 8.3
SPONSOR ORG: NOAA/AL	PROGRAM: NARE/DONE	PURPOSE:

OAO PERSONNEL

AC McKim, G ✓	SYS ENG McMillan, S ✓
CP OMARA, T	DATA SYS McNamara, R ✓
NAV RATHBUN, D ✓	RADAR
FE TORREY, R ✓	BT/ODW
RADIO	CLD PHYS
FD C2724K, S ✓	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
HUBER, G ✓		
RYERSON, T ✓		
FRIED, A -		
HUEY, G / NEUMAN, A -		
HOLLOWAY, J ✓		
KUSTER, B -		
LEE, Y -		
STROUD, C ✓		

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

DWH) NOT OPERATIONAL

INE-1 BETTER AT END

U.S. DEPT. COMM./NOAA/OAO - DATA SECTION WORK FORM NO.2 DROWF2 F

FLT ID: 970913H

TIME OFF: 11277

TIME ON: 19597

A/C T/O

WX STN

A/C LAND

WX STN

PRESSURE

999.2

30.00

999.2

30.00

NO

DATA	DISPOSITION	DATE	QUALITY
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
41	42	43	44
45	46	47	48
49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100

1/SEC FLT LVL TAPES

FAST FLT LVL TAPES

RADAR TAPES

DOPPLER TAPES

DDW CASSETTES

HARD COPIES

AXBT

AXCP

ODW

PHOTOGRAPHY

FWD

LS

RS

VERT

ON

OFF

RATE

REMARKS

2K LEVEL
↑ CLIMB
8K LEVEL
TURN + CLIMB
14K LEVEL
↑
20K LEVEL
↑
24K LEVEL
↓
15K LEVEL
↓
5K LEVEL
IN CLOUDS
↓

REFINERY PASS

Flight #5 H970913

<u>Sensor or system</u>	<u>Number or Name</u>
INE	1
Accelerometer	1
Temperature Probe	1
Dew Point Probe	2
Altitude (for vertical wind)	RA-159
Static Pressure	Rosemount Fuselage
Dynamic Pressure	Rosemount Fuselage
Time Source	Micro 99
Constants File	CO2974.CON

Notes:

Dewpoint #2 (DW2) was frozen (1641:01-1647:00 and 1920:01-1939:00) and not accurate. DW2 had three spikes removed and patched (1647:15-1650:00, 1937:50-1938:30, and 2122:30-2126:00).

Dewpoint temperature exceeded ambient temperature a few times due to heavier precipitation.

	<u>Takeoff</u>	<u>Landing</u>
Aircraft static pressure	1000.2	1000.7
Corrected tower pressure	1017.3	1017.6

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

RENAV

132100,	0.1, 0.4	47.47.7	-63	39.9
140800,	0.5, 0.0	46 24.0	-63	2.1
144800,	0.3, 0.4	44 26.2	-60	28.8
154300,	0.6, 0.1	43 23.6	-59	5.4
161700,	-0.1, 0.3	45 18.4	-55	57.5
170100,	0.0, -1.3	46 55.0	-53	33.4
173800,	-0.3, 1.2	48 41.6	-53	16.7
181100,	-0.9, -0.9	49 26.7	-52	58.1
184700,	0.0, +0.9	49 3.6	-53	1.4
191200,	-0.5, 1.2	49 52.5	-53	5.8
195400,	-0.9, -0.3	47 37.3	-52	44.2

RA-159 SPIKE & TAKEOFF REPLACE W/232 1127:00 - 1127:45 ✓

RA-159 DIPS ARE DUE TO OVERFLYING LAND 1127:00 - 1238:00

1333:00 - 1337:00

1416:00 - 1433:00

1652:00 - 1738:00

1945:00 - 1954:00

1949:10 - 1954:00 ✓

1319:00 - 1332:30

RA-159 SPIKE & LANDING SET TO ZERO.

TTL PROBS

DATE : 9/13/97
TO : Chief, AOC Flight Operations
FROM : Pilot/Flight Director, Aircraft N42RF ON 1954Z BLOCKTIME
OFF 1120Z 8.6
SUBJECT: Hazardous Duty

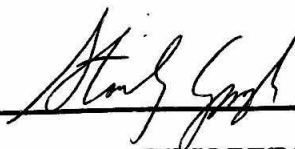
PURPOSE OF FLIGHT: NARE/OZONE

Hazardous Duty Pay is required for flight made on 9/13/97
(DATE)

Request based on HAZARDOUS GASES + CHEMICALS ONBOARD

Personnel on board authorized Hazard Pay:

<u>C2424K, S</u>	
<u>B TORREY, R</u>	
<u>McMILLAN, S</u>	
<u>McNAMARA, R</u>	

PILOT/FLIGHT DIRECTOR: 

APPROVED: _____

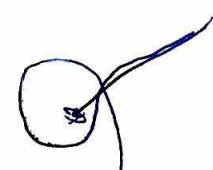
DISAPPROVED: _____

CHIEF, AOC FLIGHT OPERATIONS: _____

Flight planned for 13 Sept 1997

Takeoff: 9:00

- AL1 to AL2 climb to 10 kft for Calibration
after Calibration is finished descend to 500 ft
Stutter profile to max altitude on way to AL2
- AL2 At AL2 profile to 500 ft
- AL2 to AL3 Sawtooth pattern to AL3: 300 ft to 10000 ft,
HC samples at various altitudes (observer calls)
- AL3 to AL4 Profile ^{up} over Sable Island, 10 min DELAY
10 min racetrack over Sable Island, then continue in route to max altitude
15 min before arrival at Pt. AL4 (Cape Pine), start descent
- at AL4 continue with Racetrack Profile over Cape Pine, low level passes over ground site (3) overland + over water 15 min delay
(own discretion / lowest level)
- AL4 to AL5 Pass at AL5 at 300 ft, HC sample at AL5 (refinery) (Observer calls) 15 min DELAY
- AL5 to AL6 1000 ft
within 15 min before reaching AL6, HC sample at 300 ft
- AL6,AL7 HC profile, 2 kft, 8 kft, 14 kft, 20 kft, max altitude 1HR DELAY
- AL7 to AL1 Calibration on return to St. John's



AL1	47 37.3N	52 44.2W		St. John's
			910km	
AL2	47 44N	64 54W		Pokemouche
			560km	
AL3	44 00N	60 00W		Sable Island
			580km	
AL4	46 37.03N	53 31.95W		Cape Pine
			140km	
AL5	47 50N	54 00W		Come by Chance
			150km	
AL6	49 00N	53 00W		
			110km	
AL7	50 00N	53 00W		
			265km	
AL1	47 37.3N	52 44.2W		St. John's

PAGE OF

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

- POSITION _____ N/S _____

- HEADING _____ TRUE/MAG _____

-AT KTS TRUE/INDICATED

- FLIGHT LEVEL OR ALTITUDE _____
WE ARE A B 2 AIRCRAFT WITH

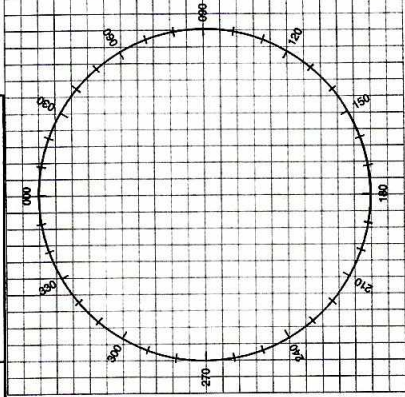
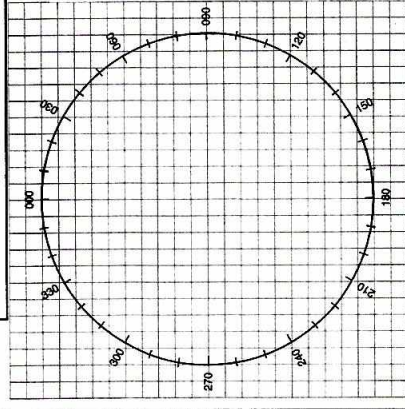
- WE ARE A F-3 AIRCRAFT WITH
- NATURE OF EMERGENCY

- ASSISTANCE DESIRED

- PILOT INTENTIONS

- WE HAVE _____ ENDURANCE REMAINING

CLEARANCES

[illegible][illegible]

LAND
BLOCK FID

6 feet
6'0"

26.2/0

24/6 24/4