

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

|                      |                     |                           |
|----------------------|---------------------|---------------------------|
| FLT ID: 970924H      | FM: CYT             | TO: CYT                   |
| FLT NO: 97-066       | BLK IN: 2125Z       | ATA: 2119Z                |
| ETD: 1130Z           | DLK OUT: 1154Z      | RTD: 1209Z                |
| ETE: 2100Z           | BLK TIME: 9:31 9.5  | FLT TIME: 9:10 9.2        |
| SPONSOR ORG: NOAA/AL | PROGRAM: NARE/OZONE | PURPOSE: HIBERNIA...FRONT |

OAO PERSONNEL

|                  |                        |
|------------------|------------------------|
| AC MCKIM, G ✓    | SYS ENG MCMILLAN, S ✓  |
| CP TAGGART, B    | DATA SYS MCNAMARA, R ✓ |
| NAV RATHBUN, D ✓ | RADAR                  |
| FE BAST, G       | BT/ODW                 |
| RADIO            | CLD PHYS               |
| FD CZYZK, S ✓    | DOPPLER                |

PARTICIPATING SCIENTIST/VISITORS/OAO

| LAST, FIRST NAME | ACTIVITY ON A/C | AFFILIATION |
|------------------|-----------------|-------------|
| HUBLER, C        |                 |             |
| JOBSON, T        |                 |             |
| KUSTER, B/LEE Y. |                 |             |
| WILLIAMS, J      |                 |             |
| HENRY, B         |                 |             |
| FRIED, A         |                 |             |
| NEUMAN, A        |                 |             |
| KNAPP, K         |                 |             |

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

DW#2 400 GOLF 1251:00 - 1303:00

BALANCE + 6000 1303Z

DW#2 BALANCE 2023:20Z

FLT ID: 970924H

TIME OFF: 1209Z

TIME ON: 21197

|          |         |        |          |        |
|----------|---------|--------|----------|--------|
|          | A/C T/O | WX STN | A/C LAND | WX STN |
| PRESSURE | 977.6   | 29.39  | 981.2    | 29.48  |

**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     |

|                     | LOCATION/DATE/QUALITY |  |
|---------------------|-----------------------|--|
| 1/SEC FLT LVL TAPES |                       |  |
| FAST FLT LVL TAPES  |                       |  |
| RADAR TAPES         |                       |  |
| DOPPLER TAPES       |                       |  |
| ODW CASSETTES       |                       |  |
| HARD COPIES         |                       |  |
|                     |                       |  |
|                     |                       |  |
|                     |                       |  |
| AXDT                |                       |  |
| AXCP                |                       |  |
| ODW                 |                       |  |
|                     |                       |  |
|                     |                       |  |

|         | FWD | LS | RS | VERT |  |  |
|---------|-----|----|----|------|--|--|
| ON      |     |    |    |      |  |  |
| OFF     |     |    |    |      |  |  |
| RATE    |     |    |    |      |  |  |
| REMARKS |     |    |    |      |  |  |

REMARKS

# HIBERNIA FRONT

Flight #10 H970924

| <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:

Radar altimeter (RA-159) had a spike at takeoff 1209:10-1209:22 and was replaced by RA-232. RA-159 spiked just prior to landing and was replaced by RA-232 (2118:30-2118:50). RA-159 was set to zero at landing (2118:50-2121:00) due to spikes. Dips in radar altimeter were due to overflying land (2028:50-2034:00, 2039:30-2041:30, 2049:00-2050:30, and 2056:30-2108:00).

Total temperature #1 (TT1) spiked just prior to landing and was replaced by TT3 (2118:21-2125:00).

Dewpointer #2 (DW2) had spikes at takeoff and was replaced by DW1 (1153:01-1209:41). DW2 was frozen 1242:43-1304:31, 1457:10-1519:51, and 1949:01-2011:38 and was replaced by DW1. DW2 had a spike due to balancing removed and patched 2023:00-2026:00.

Dewpoint temperature exceeded ambient temperature several times due to heavy precipitation.

|                          | <u>Takeoff</u> | <u>Landing</u> |
|--------------------------|----------------|----------------|
| Aircraft static pressure | 977.6          | 981.2          |
| Corrected tower pressure | 995.3          | 998.3          |

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

970924H

[illegible]

1918

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TITLE (MAX 21 CHARACTERS) -- EX HURRICANE PAINE
HIBERNIA FRONT
YYMMDDL FLT I.D.
970924H
HHMMSS START TIME -99999 DEFAULT TO START OF DATA FOR PRINTOUT ONLY
120501
HHMMSS END TIME 999999 DEFAULT TO END OF DATA FOR PRINTOUT ONLY
212100
HHMMSS TAKE OFF TIME
120900
* NUMBER OF TAPES (I2) ...FOR STANDARD TAPE OUTPUT ONLY
10
* -----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]
2
* -----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
CO2974.CON
*****

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970924H

RENAV

|                    |    |      |     |      |
|--------------------|----|------|-----|------|
| 130600, 0.0, -0.6  | 49 | 59.2 | -50 | 15.9 |
| 135400, 0.1, 0.1   | 49 | 59.8 | -51 | 14.0 |
| 145000, -0.1, 0.6  | 47 | 30.5 | -49 | 14.2 |
| 153600, -0.2, -0.5 | 45 | 13.6 | -48 | 36.0 |
| 162400, 0.5, 0.9   | 43 | 4.8  | -49 | 9.5  |
| 170100, 0.2, -0.9  | 40 | 46.0 | -49 | 46.6 |
| 175300, 1.0, 0.5   | 37 | 38.8 | -49 | 59.2 |
| 184100, 0.7, -0.3  | 39 | 31.4 | -50 | 49.6 |
| 193000, 1.2, -0.7  | 43 | 10.7 | -52 | 23.4 |
| 201400, 1.6, 0.1   | 45 | 38.9 | -53 | 16.2 |
| 205800, 1.4, -1.3  | 46 | 46.2 | -53 | 17.7 |
| 212500, 1.5, -1.3  | 47 | 37.3 | -52 | 44.2 |

2118:10

RA -159 SPIKE @ TAKEOFF REPLACE W/232 1209:10 - 1209:22 X  
 RA -159 DIPS DUE TO OVERFLYING LAND 2028:50 - 2034:00 X 2039:30 - 2041:30 X  
 2049:00 - 2050:30 X 2056:30 - 2108:00 X  
 RA -159 SPIKE @ LANDING SET TO ~~REPLACE~~ REPLACE W/232 2118:30 - 2118:50 X SET TO ZERO X  
 2118:50 →  
 DW2 FROZEN REPLACE W/

BPR FROZEN 1332:30 - 1434:00, 1921:00 - 1934:00  
 TT2 PROBS IN PRECIP 1856:00 - 1914:00  
 TT1 SPIKE @ LANDING REPLACE W/ TT3 2118:21 - 2125:00 X  
 RD HAD SEVERAL SPIKES THROUGHOUT  
 RU HAD SEVERAL PROBS 1210:00 - 1250:00 AND SEVERAL SPIKES THROUGHOUT  
 APF SPIKES @ PITCH MANEUVERS  
 APR PROBS 1324:00 - 1426:00, 1913:00 - 1936:00  
 DW2 SPIKES @ TAKEOFF REPLACE W/DW1 FROM 1152:01 - 1209:41 X  
 1242:43 - 1304:31 X  
 1457:10 - 1519:51 X  
 1949:01 - 2014:30 X  
 → 2023:06 - 2026:00 X  
 2121:00 →  
 REMOVE + PATCH SPIKE  
 DW @ LANDING SPIKE DW 1, 2, 3

DATE : 9/29/97

TO : Chief, AOC Flight Operations

FROM : Pilot/Flight Director, Aircraft

2125  
ON ~~2125~~ BLOCKTIME  
1142RF  
OFF 1154 9.5

SUBJECT: Hazardous Duty

PURPOSE OF FLIGHT: HIBERNIA FRONT

Hazardous Duty Pay is required for flight made on 9/24/97  
(DATE)

Request based on HAZARDOUS CASES & CHEMICALS ONBOARD

Personnel on board authorized Hazard Pay:

CZYZYK, S

McMILLAN, S

McNAMARA, R

BAST, G

PILOT/FLIGHT DIRECTOR: 

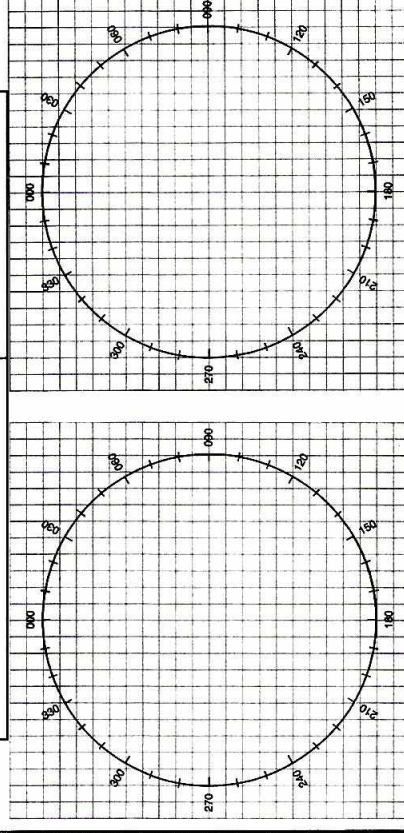
APPROVED: \_\_\_\_\_

DISAPPROVED: \_\_\_\_\_

CHIEF, AOC FLIGHT OPERATIONS: \_\_\_\_\_

**PAGE OF**

| FREQ           | ALT   | HGD | OTHER               |
|----------------|-------|-----|---------------------|
| 9K ↑ 45N → 46N | ALT N |     | SON 1210 Z - 1410 Z |
|                |       |     | SON 50W 01+50       |
|                |       |     | 45W 4935W 03H 0     |
|                |       |     | 40N 50W 04+40       |
|                |       |     | 37N 50W 05+20       |
|                |       |     | DELAY TO 05+50      |
|                |       |     | 40N 51W 06+20       |
|                |       |     | BOBTA 07+15         |
|                |       |     | CAPE PINT 08+15     |



# 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 \_\_\_\_\_, NOAA \_\_\_\_\_

- POSITION \_\_\_\_\_ N / S

- 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 DECISION**

- ASSISTANCE DESIR
- BUT INTENTIONS

- PILOT INTENTIONS
- WE HAVE
- ENDURANCE REMAINING

[illegible]