

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

FLT ID: 970929H	FM: YVT	TO: YVT
FLT NO: 97-06	BLK IN: 2117Z	ATA: 2109Z
ETD: 1130Z	BLK OUT: 1122Z	ATD: 1129Z
ETE: 2130Z	BLK TIME: 9.55 9.9	FLT TIME: 9:40 9.7
SPONSOR ORG: NOAA/AL	PROGRAM: NARE/OZONE	PURPOSE: NORTHERN OUTFLOW

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 CZYZYK, S	DOPPLER ROLES, J

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
HUBLER, C		
FRIED, A		
JAKOUBEK, R		
RYERSON, J		
LEE, Y-N		
HUEY, G		
JOHNSON, T		
KUSTER, B		

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

DW#2 OVERSHOT ON CLIMB 1252-1256

DW#2 BALANCE 1256:50

GPS TIME GLITCH 1641Z

INE 2 WAY OFF

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

FLT ID: 970929H

TIME OFF: 1129Z

TIME ON: 2109Z

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE	997.9	29.91	994.5	29.87

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		

PHOTOGRAPHY

	FWD	LS	RS	VERT
ON				
OFF				
RATE				

REMARKS

NORTHERN OUTFLOW

Flight #12 H970929

<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 (1128:30-1128:45) and was replaced by RA-232. RA-159 had a spike just prior to landing and was replaced by RA-232 (2108:40-2108:55). RA-159 was set to zero at landing (2108:55-2113:00) due to spikes. Dips in radar altimeter were due to overflying land (1128:30-1132:00, 1135:00-1243:10, 1434:00-1456:50, 1515:20-1533:20 and 2107:00-2108:55).

Total temperature (TT1) had a spike and was replaced by TT3 (1352:20-1406:30).

Dewpointer #2 (DW2) was frozen 1226:31-1300:31 and 1429:00-1445:43 and was replaced by DW1. DW1 was frozen intermittently (1228:00-1243:00).

	<u>Takeoff</u>	<u>Landing</u>
Aircraft static pressure	997.9	994.5
Corrected tower pressure	1012.9	1011.5

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

0219

970929H

TIME	LAT	LONG	TK	HD	TA	TD	WD	WS	PA	GA	PS	SP	REMARKS
180620	43 13	51 55	124	129	13.2	6.7	228	19.5	324	391	974.8	1021.2	LEVEL 1K
182530	42 29	50 41	128	133	13.9	5.5	219	18.4	24	94	1010.5	1021.7	300 FT
183020													
183130	42 19	50 17	122	125	12.6	4.7	249	13.8	227	302	986.4	1022.5	↑ 1000 FT LN
183855													DESCEND
183950	42 01	49 38	122	125	13.1	6.2	222	9.1	19	96	1010.9	1022.4	LEVEL 300 FT
184510	41 53	49 20	129	1									↑
185300	41 34	48 51	133	131	5.8	-6.1	205	12.0	2358	2464	160.3	1018.9	LEVEL 8K
185800	41 21	48 29											DESCENT
1901													
190730	41 09	47 58	318	318					BROKEN	CLOUD TOP			LEVEL 4500 FT
190755													300 FT ALY
193025	41 50	48 40	326	328	-24.7	-43.5	338	44.5	7328	7579	392.0	1013.9	SPIRAL UP
200230	43 41	50 23	328	331	-21.6	-41.4	350	45.5	7321	7581	392.4	1004.4	LEVEL 24K
203030	45 26	51 51	345	343	-21.5	-45.3	323	25.8	7318	7576	392.6	1004.1	
203550	45 53	52 00	3										DESCEND
205415	47 06	52 15	350	341	12.2	9.0	231	35.0	91	95	1002.4	1013.8	300 FT

TITLE (MAX 21 CHARACTERS) -- EX HURRICANE PAINE

NORTHERN OUTFLOW

YYMMDDL FLT I.D.

970929H

HHMMSS START TIME -99999 DEFAULT TO START OF DATA FOR PRINTOUT ONLY
112501

HHMMSS END TIME 999999 DEFAULT TO END OF DATA FOR PRINTOUT ONLY
211300

HHMMSS TAKE OFF TIME
112900

* NUMBER OF TAPES (I2) ...FOR STANDARD TAPE OUTPUT ONLY
12

* -----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

97092914

RENAV

133400, 0.2, 0.5	49 59.8	-62 44.9
142300, -0.1, 0.3	50 1.3	-65 40.9
152000, 0.5, 0.7	49 8.1	-65 17.5
161000, 1.2, 0.4	47 25.0	-61 45.4
165700, 1.3, 0.2	46 0.3	-57 50.7
173900, 3.2, -1.1	44 14.7	-53 57.4
182300, 2.9, -1.2	42 35.2	-50 50.8
193700, 4.3, -2.5	42 17.9	-49 0.4
201400, 5.1, -2.7	44 21.8	-51 1.8
205100, 5.1, -4.0	46 57.9	-52 12.8
211500, 5.1, -3.1	47 37.3	-52 44.2

RA-159 SPIKE REPLACE w/ 232 1128:30 - 1128:45 X

RA-159 DIPS DUE TO OVERFLYING LAND 1128:30 - 1132:00 ✓

1135:00 - 1243:10 ✓

1434:00 - 1456:50 ✓

1515:20 - 1533:20, 2107:00 - 2108:55 ✓

RA-159 SPIKE @ LANDING REPLACE w/ 232

~~SET TO ZERO~~

SET TO ZERO

2108:40 - 2108:55 X

2108:55 - 2115:00 X

~~2107:00 - 2108:55~~

TTI SPIKE REPLACE w/ TT3

1352:20 - 1406:30 X

DWZ FROZEN REPLACE w/ DW1

- 1228:31 - 1300:31 X

DW1 FROZEN @ TIMES

1228:00 - 1243:00 ✓

DWZ FROZEN REPLACE w/ DW1

1429:00 - 1445:43 X

DATE : 10/8/97

TO : Chief, AOC Flight Operations

FROM : Pilot/Flight Director, Aircraft

ON 2109 BLOCKTIME

N42RF

OFF 1129 9.7

SUBJECT: Hazardous Duty

PURPOSE OF FLIGHT: NARE/OZONE

Hazardous Duty Pay is required for flight made on 9/29/97
(DATE)

Request based on HAZARDOUS GASES + CHEMICALS ONBOARD

Personnel on board authorized Hazard Pay:

BAST, G

CZYZYK, S

McMILLAN, S

McNAMARA, R

ROLES, J

PILOT/FLIGHT DIRECTOR:

APPROVED:

DISAPPROVED:

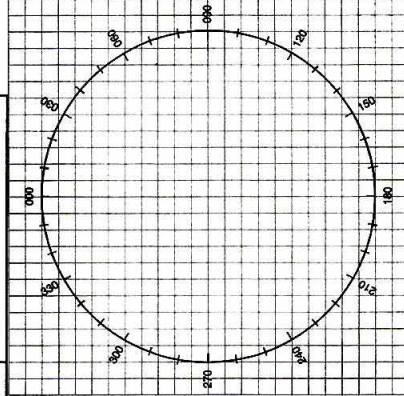
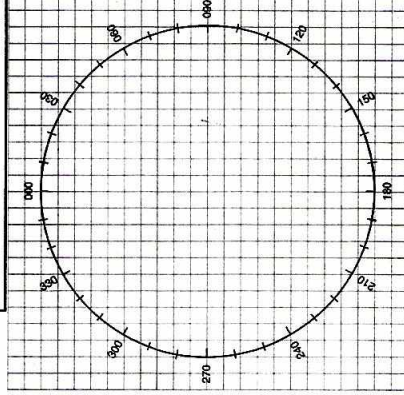
CHIEF, AOC FLIGHT OPERATIONS:

CLEARANCES

FREQ	ALT	HDG	OTHER
21000			1700Z - 230/20 6 30
20100			V 6+ 2K5C
10100			0200Z - 170/25 6 35
			V 6+ 10005C 2000B/M
			1700 - 230/20 6 30
			V 6+ 2K5C

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 _____, 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 REQUIRED

- ASSISTANCE DESIRABLE POUR INTENTIONS

- PILOT INTENTIONS
- WE HAVE
- ENDURANCE REMAINING

[illegible]