

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

FLT ID: 98-009 9711184	FM: KBFI	TO: KBFI
FLT NO: 98-009	BLK IN: 0322Z	ATA: 0312Z
ETD: 1700Z	DLK OUT: 1659Z	RTD: 1706Z
ETE: 0300Z	BLK TIME: 10.23 10.4	FLT TIME: 10.11 10.2
SPONSOR ORG: NESDIS	PROGRAM: ADEOS/WINDEX	PURPOSE: BOMBARDIER

OAO PERSONNEL

AC PHILIPPSBORN, R ✓	SYS ENG MCNAMARA, R ✓
CP KENNEL, P	DATA SYS PRADAS-BERGENES, J ✓
NAV RATHBUN, D ✓	RADAR
FE MOORE, H / WADE, S ✓	BT/ODW SMITH, J ✓
RADIO	CLD PHYS
FD CZYZYK, J ✓	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
CHANG, P ✓	PI	NESDIS
WILKERSON, J ✓	SCIENTIST	NESDIS
DONNELLY, W ✓	SCIENTIST	UMASU
SKOK, B ✓	COMENAMON	KIRO

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

SPIKE IN SP @ 1739:30Z

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

FLT ID: 971118H

TIME OFF: 1706Z

TIME ON: 0317Z

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE	1019.3	30.16	1005.6	29.77

NO DATA DISPOSITION/DATE/QUALITY

1/SEC FLT LVL TAPES	✓	
FAST FLT LVL TAPES		
RADAR TAPES		
DOPPLER TAPES		
ODW CASSETTES		
HARD COPIES	1	
AXBT		
AXCP		
ODW		
GPS	31	

PHOTOGRAPHY

	FWD	LS	RS	VERT
ON	✓	✓	✓	✓
OFF				
RATE				

REMARKS

971118H

TIME	LOT	CON	TIC	HD	FA	TD	WD	WS	PA	GA	PS	SP	REMARKS
172000	4715	12259	244	240	-7.8	-17.0	177	12.9	2988	2962	702.1	1012.6	LEVEL 10X
1735													RECCO
174900	4147	12542											CLOUD LAYER ABOVE RECCO
1759													RECCO
181310	41630	12806	261	254	-7.0	-17.5	156	31.3	3073	3041	694.6	1011.5	
182316	4283	12906	257	248	-6.9	-16.2	156	36.6	3072	3021	694.6	1008.8	DRAP 1 GOOD
1935													RECCO
184245	4605	3100	258	248	-6.2	-7.2	142	42.6	3109	3016	691.2	1002.4	46005 (BOY)
1902	4534	13004											RECCO
190342	4531	12959	128	131	-5.7	-7.6	144	38.7	3146	3058	688.1	1002.5	DRAP 2 GOOD
191400	4509	12920	130	133	-6.3	-14.4	146	40.4	3147	3066	688.1	1004.5	DRAP 3 GOOD
192554	4442	12837	132	136	-5.7	-11.7	156	42.9	3115	3041	690.9	1004.7	DRAP 4 GOOD
1931													RECCO
193600	4418	12800	131	136	-6.4	-11.8	159	38.5	3112	3044	691.2	1006.2	DRAP 5 GOOD
194630	4354	12722	133	136	-5.6	-14.5	150	36.4	3114	3055	691.0	1006.2	DRAP 6 GOOD
2001													RECCO
202233	4302	12720	268	260	-3.6	-4.3	165	40.3	3090	3009	693.1	1000.7	DRAP 7 GOOD
203315	4301	12821	269	256	-4.2	-5.2	174	59.0	3136	3027	689.0	997.7	DRAP 8 1/2 GOOD
204400	4255	12917	241	230	-3.7	-4.0	175	55.6	3161	3019	686.5	991.9	DRAP 9 GOOD
204930	4246	12942	243	232	-3.4	-4.1	180	68.1	3165	3003	686.5	990.1	DRAP 10 GOOD
205118	4239	13004	247	235	-5.1	-5.4	170	49.3	3220	3040	691.9	988.9	DRAP 11 NO LAUNCH
205645	4235	13015	241	229	-5.2	-5.8	154	53.8	3220	3026	681.8	988.2	DRAP 12 GOOD
211725	4233	13018	87	96	-6.4	-7.2	185	35.2	3212	3073	677.4	989.1	DRAP 13 46002 GOOD
212903	4246	12932	329	337	-4.3	-4.1	170	61.5	3219	3042	681.9	989.9	DRAP 13 INT. WIND
213140	4259	12938	339	339	-3.9	-3.7	160	61.4	3215	3037	682.0	989.6	DRAP 14 NO GOOD
213440	4313	12946	342	338	-4.8	-4.3	182	61.2	3220	3041	681.9	989.7	DRAP 15 GOOD
214230	4354	12947	000	003	-3.4	-3.8	168	50.5	3220	3051	681.7	988.7	DRAP 16 GOOD
2202													RECCO
222650	4403	13203											DRAP 17 GOOD
222945	4355	13316											DRAP 18 GOOD
230701	4330	13649											DRAP 19 GOOD
233000	4251	13639	124	123	-7.7	-29.9	308	53.5	3208	3029	682.7	994.3	DRAP 20 GOOD
2330													RECCO
234100	4215	13545	153	162	-8.0	-27.5	305	65.4	3209	3022	682.7	993.8	DRAP 21 GOOD
234530	4155	13531	153	162	-8.4	-15.0	299	62.8	3209	3026	682.7	994.6	DRAP 22 GOOD
234925	4137	13519	152	162	-8.2	-28.9	292	64.0	3209	3034	682.7	995.3	DRAP 23 GOOD
235230	4125	13501	000	347	-8.1	-26.0	290	63.5	3210	3036	682.5	995.3	DRAP 24 GOOD
000215	4143	13501	000	347	-8.1	-29.5	298	70.0	3209	3022	682.6	993.8	DRAP 25 GOOD
001323	4213	13438	81	72	-7.6	-11.5	296	70.3	3247	3031	678.7	989.2	DRAP 26 INT. WIND
001819	4216	13404	83	75	-7.1	-8.9	295	70.9	3247	3006	679.4	985.2	DRAP 27 GOOD
0030													RECCO
005205	4232	13015	87	98	-7.4	-7.9	231	53.2	3316	3063	673.4	983.9	BOY 46002
0132													RECCO
013634	4144	12802	001	006	-5.1	-10.0	163	65.2	3239	3044	680.1	987.9	DRAP 28 GOOD
014000	4506	12803	001	007	-7.0	-7.5	159	66.7	3242	3059	679.8	991.6	DRAP 29 GOOD
014332	4525	12802	000	007	-6.6	-7.2	157	69.5	3236	3067	680.3	993.6	DRAP 30 GOOD
014941	4355	12802	000	009	-7.1	-8.0	137	57.2	3192	3036	684.2	995.5	DRAP 31 GOOD
0202													RECCO

BOMBOGENESIS

Flight #4 H971118

Sensor or system

Number or Name

INE	2
Accelerometer	2
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	CO2975.CON

Notes:

Radar altimeter (RA-159) had a spike at takeoff (1706:05-1706:30) and was replaced by RA-232. RA-159 had a spike at landing and was replaced by RA-232 from 0316:43-0317:14 and was set to zero 0317:14-0321:00.

Dips in radar altimeter were due to overflying land (1706:05-1733:20 and 0245:30-0321:00).

	<u>Takeoff</u>	<u>Landing</u>
Aircraft static pressure	1019.3	1005.6
Corrected tower pressure	1021.3	1008.1

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

971118H

RENAV

BAD POSITION

181500	0.3, 0.5	46 29.1	-128 15.9	1739:37
				1739:40
184300	0.0, 0.4	46 4.3	-131 1.4	
192500	-0.3, 0.4	44 44.3	-128 40.0	BAD POSITION
201000	-0.1, 0.4	43 0.5	-126 6.2	2133:59
				2134:10
210300	-0.1, 0.7	42 25.4	-130 43.4	
215000	-0.2, 0.4	44 28.2	-129 57.2	
223500	0.4, 1.0	43 43.5	-133 41.2	
231900	-0.2, 0.5	43 21.2	-137 40.9	
001000	0.5, 0.1	42 10.6	-135 0.3	
005300	0.2, 0.5	42 32.0	-130 15.8	
013200	0.4, -0.3	44 25.7	-128 2.2	
021600	0.6, 0.2	47 3.2	-126 51.2	
032400	0.3, -0.3	47 32.2	-122 18.3	

RA-159 SPIKE @ TAKEOFF REPLACE W/232 1706:05 - 1706:30 X
 RA-159 DIPS DUE TO OVERFLYING LAND 1706:01 - 1733:20 X
 0245:00 - 0322:00 X

BPR PROBS ALL FLIGHT - 2056:00

TTL OUT 2119:00 - 2141:00 (PRECIP)

BPR PROBS 2125:30 -

TTL OUT 2244:00 - 2251:00, 0123:01 - 0128:00 (PRECIP)

BPR PROBS 0020:01 -

TTL OUT 0154:00 - 0222:00 (PRECIP)

RA-159 SPIKE @ LANDING SET TO ZERO 0317:14 - 0322:00 X

RA-159 SPIKE REPLACE W/232 0316:43 - 0317:14 X

APP PROBS ~~0248:00 - 0307:00~~

2009 - 2022

2050 - 2058

2118 - 2222

0020 - 0321

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TITLE (MAX 21 CHARACTERS) -- EX HURRICANE PAINE
BOMBOGENESIS
YYMMDDL FLT I.D.
971118H
HHMMSS START TIME -99999 DEFAULT TO START OF DATA FOR PRINTOUT ONLY
170201
HHMMSS END TIME 999999 DEFAULT TO END OF DATA FOR PRINTOUT ONLY
032100
HHMMSS TAKE OFF TIME
170600
* NUMBER OF TAPES (I2) ...FOR STANDARD TAPE OUTPUT ONLY
4
* -----LOGICAL UNIT OF INPUT DATA (I1) 5, 8 OR 9 FOR TAPE DRIVE
8
* -----LOGICAL UNIT OF OUTPUT TAPE DRIVE (I1) [FOR STANDARD TAPE ONLY]
8
* -----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
2
* -----ACCELEROMETER (I1) - USUALLY THE SAME AS YOUR INE SELECTION
2
* ----- 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
CO2975.CON
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DATE : 11/20/97

TO : Chief, AOC Flight Operations

FROM : Pilot/Flight Director, Aircraft N42RF ON 0322 BLOCKTIME
OFF 1659 10.4

SUBJECT: Hazardous Duty

PURPOSE OF FLIGHT: FLY THREW + AROUND EXTROP. CYCLONE

Hazardous Duty Pay is required for flight made on 11/18/97
(DATE)

Request based on PENETRATING COLD FRONTS + CENTRAL CONE OF SYSTEM

Personnel on board authorized Hazard Pay:

CZYZYK, S

MOORE, H

WADE, S

MCMAMARA, R

PRAPAS-BERGENES, J

SMITH, J

PILOT/FLIGHT DIRECTOR: 

APPROVED: _____

DISAPPROVED: _____

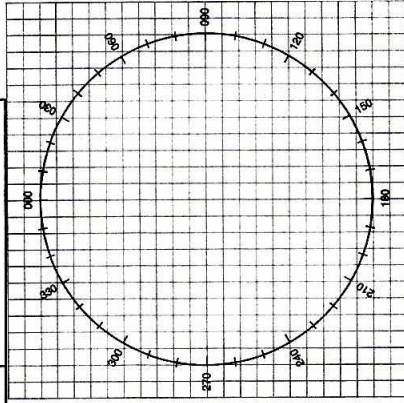
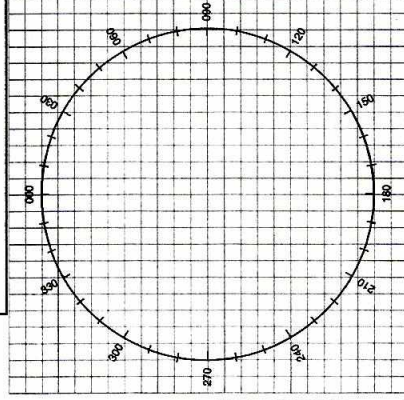
CHIEF, AOC FLIGHT OPERATIONS: _____

CLEARANCES

FREQ	ALT	HDG	OTHER
			2345 085 W 040/05
			V 70 1808 250V
			2489
			W 350/05 V 67
			9K5C 20KOV
			6673 132,07
			128,3

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

- NATURE OF EMERGENCY

- ASSISTANCE DESIRED

- PILOT INTENTIONS

- WE HAVE _____ ENDURANCE REMAINING

[illegible]