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

FLT ID: 960106I	FM: MCF - OPF →	TO: OPF → MCF
FLT NO: 96-20	BLK IN: 1733/0108/0232	ATA: 1730/0105/0225
ETD: 1630Z	BLK OUT: 1627/2010/0141	ATD: 1639/2009/0145
ETE: 8.5	BLK TIME: 1:06/4:58/0:51 (for 5.0 (0.8))	FLT TIME: 0:51/4:46/ (0.8 (4.8))
SPONSOR ORG: NHC	PROGRAM: WINTER STORMS	PURPOSE:

OAO PERSONNEL

AC Kennedy	SYS ENG Proulas-Bergnes ✓
CP McKim ✓	DATA SYS McMillan ✓
NAV Rathbun ✓	RADAR
FE Torrey	BT/ODW White ✓
RADIO Sans Souci ✓	CLD PHYS
FD Parrish ✓	DOPPLER

5.0
1.1
0.8
6.9

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
Kaplan, J. ✓	ODW	AOML

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

OPF 25 50.4 80 16.7 DROPPED 5 SONDES, 1 PRACTICE, 4 REAL. FLEW TRACK 5, DROPS AT BACUS, MOIZE, JESSE, & DUCAR. DELAY OUT OF OPF DUE TO RAM IOD #2. PROBLEM W/ CODE, MANDATORY LEVEL 925 NOT PART OF NHC's ALGORITHM.

OPF ATES
1647Z
72/60
090/12
30.12
1019

S/1018.6 fm 2K.
30.05
1017.
1016.6
125/86
S/1015.8
fm 4K

CARCAM HAD SOME CONFUSION FROM THE OB NUMBERS. GOT MARSDEN SQUARES WRONG, DAY ON RECCOS OFF.

WB Form 413-50
2 - 63

31 40
73 13

960106I WINTER STORM DROPSONDE

28 08
77 38

Time	LAT	LON	TRK	WD	WS	PA	GA	TA	TD	SP	PS			
1627	27 51.0	82 29.6				-65		19.4	7.3		1021.2	BLK		
1640	27 52	82 22.5	75	143	18.5	409	473	13.6	9.5	1019.7	964.2			
1646	27 47.8	82 18.6	186	155	12.4	1755	1835	10.7	-3.3	1016.7	819.4			
170045	26 29.4	81 41.9	109	217	17	2673	2795	8.6	-12.2	1014.5	730.6			
172130	26 02.7	80 43.2	119	114	11.6	553	607	15.1	11.5	1018.6	949.9	↓ to	OFF	
1733	25 56	80 16												
2010	25 54.6	80 16.4				-28		22.8	13.7		1016.7	BLK	OFF	
202115	25 55	80 07	86	174	8.4	1033	1090	12.5	10.6	1017.5	887.0	↑		
2034	26 24	79 18	19	258	42	4957	5186	-6.5	-17.4	1013.3	539.2			
210135	28 31	78 05	29	255	73	7648	7943	-26.2	-35.5	1014.7	374.4	- Drop 1		
211530	29 40	77 23	25	257	72.8	7646	7910	-27.9	-31.4	1018.6	374.6			
2137	31 25.8	76 09.9	33	262	86.5	7643	7866	-29.1	-38.1	1018.3	374.8			
214530	32 08	75 39	32	262	81.9	7641	7845	-29.5	-39.1	1018.2	374.9			
220630	33 52	74 19	34	263	82	7640	7798	-32.0	-37.5	1021.1	375.0			
221520	34 21	73 41	171	268	78	7636	7774	-33.0	-37.7	1023.3	375.0	DROP 2		
224715	31 35	73 16	205	269	82	7636	7869	-28.8	-39.3	1018.5	375.0	DROP 3		
232400	29 26	75 06	241	259	74	7633	7925	-26.2	-37.2	1015.5	375.3	DROP 4		
233730	29 00	76 01	243	256	69.8	7634	7939	-25.8	-37.2	1015.4	375.8			
000255	28 04	77 43	227	255	64	7630	7953	-25.1	-36.0	1015.0	375.5	DROP 5		
001430	27 34	78 23	229	252	59	7630	7958	-25.1	-36.9	1015.2	375.4			
005130	26 08.1	80 17.7	238	143	14.9	610	638	16.6	14.5	1014.6	942.0			
010030	25 54.4	80 28.8	91	124	16.3	560	581	17.5	14.7	1014.3	947.4	↓ to land	OFF	
0108	25 54.6	80 16.4				-20		24.7	15.5		1015.6	BLK		
0141	25 55	80 16.4				-19		21.3	16.2		1015.6	BLK		
0147	25 59.3	80 22.1	329	185	24.2	1474	1575	10.7	9.9	1016.6	831.8	↑		
020045	26 39	81 13	318	230	25.2	3033	3135	7.2	-4.7	1009.7	699.6			
0232	27 51.0	82 27.6				-60		18.4	11.7		1014	BLK		

To: R@D@C[bond@pmel.noaa.gov]
Cc:
Bcc:
From: Jack R. Parrish@AOC1@NOAA
Subject: New Years News
Date: Friday, January 5, 1996 12:04:32 EST
Attach:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

Hi, Nick,

Thanks for the gracious letter regarding our people's efforts. Even though we were healthily staffed in such a manner as to not overtax the crews in terms of flying, weather work always makes you work hard enough at awkward enough hours that there's some relief when it's over. I regret we had so many maintenance problems, there's just no way to predict which projects will suffer aircrft breakdowns. For the record, we took 7.5 hours to get back to MacDill, meaning you all by the numbers went 2.3 hours over those approved for Coast. We won't know the final costs until I gather all of the bills, and that process will take a little longer than usual because of the furlough. We did stay two days short of my initial estimate, so some per diem savings resulted, how much I don't know yet.

I'm the only one here in SPD until the federal crisis is over (maybe later today, as I hear). Ironically, in the middle of mass furloughs, I'm awaiting a call from the Hurricane Center to see if we are tasked tomorrow night to fly an East Coast winter storm. We have one flight crew available, and might get to see if I can figure out how to code a dropsonde message in real time. I don't know yet if this furlough business will result in you getting the Coast standard tapes late or not - I suspect not, but we don't know how much longer it will go, nor whether there's another period just up ahead.

Please pass on to Jim Overland that we all enjoyed the running of the trains, our feet have almost thawed out by now.

Happy New Year - Jack

TRACK 5 Clockwise up to NORFOLK DS
out to BACCUS
CP DUCAR 07/002 (813) 828-3266
28 08
77 38 ± 30min
Expiration ~~time~~ 07/0130.

Drop: ECG 36 16
76 11
BACCUS
MOIZE
JESSE
DUCAR

RECOOS every 20min.
RACCO AT CP.

KATZ
2929
601-377-

MID NOAA3 TRACK 05 OB 01
T.O. Time

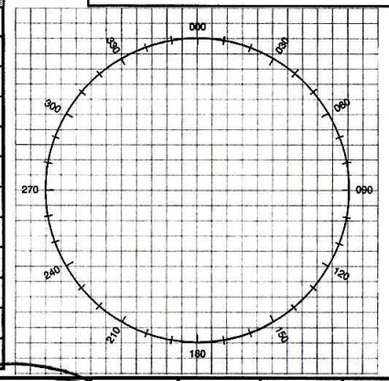
Sean → 828-4259
Ex 7175

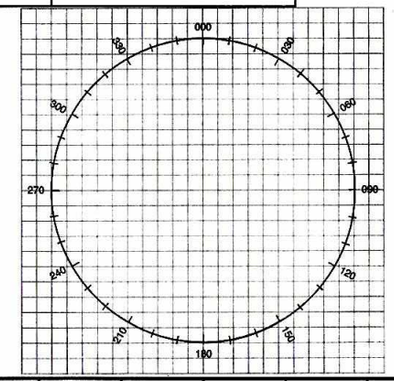
DEP - Local Rec Assistance
Off of Land & Water Courses
Don Gentverson Lee Wier
1932

MARSDEN SQUARES
WHICH SECTIONS
HT CALCULATION

CLEARANCES			
FREQ	ALT	HDG	OTHER
			CL OPF AF 119.9 4774
			+10
			CL TROUT FAIR
			MOIRE A699
			NUCAR
			MIAZ WINKO V97

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
_____ 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	MH	VAR +E==>	TH	DR +R==>	TRK	GS	WD	WS	ALT	TAS	NEXT PT	DIST	TIME	ETA	REMARKS
1623 / 1627																					ENG START TAXI
1638																					TAKEOFF
1730	GPS FMS	2554.8 / 8016.4	2555.1 / 8016.2	-.3 / +.2	2554.2 / 8016.3	+.6 / +.1															LAND
2006 / 2011		2554.6 / 8016.5	2557.8 / 8015.4	-3.2 / +1.1	2552.1 / 8016.8	+2.5 / -.3															ENG START TAXI
2018																					TAKEOFF
2045		2715.3 / 7856.1	2720.0 / 7854.5	-4.7 / +1.6	2712.1 / 7856.2	+3.2 / -.1			026	6R	032	317	250	91	250 / 7	277					
2105		2843.6 / 7755.9	2851.2 / 7754.5	-5.6 / +1.4	2842.6 / 7755.9	+3.0 / 0			020	9R	029	347	252	72	250	294					
2141		3148.6 / 7553.4	3154.9 / 7551.5	-6.3 / +1.9	3145.7 / 7553.6	+2.9 / -.2			021	11R	032	349	261	75	250	303					
2215		3421.5 / 7341.1	3428.5 / 7338.6	-7.0 / +2.5	3418.4 / 7341.6	+3.1 / -.5			185	16L	169	314	270	87	250	307					DROP 1 BACUS MARSDEN SQUARE 116
2247		3136.4 / 7315.5	3144.0 / 7312.6	-7.6 / +2.9	3134.5 / 7316.1	+1.9 / -.6			220	14L	206	265	273	83	250	310					DROP 2 MOIRE MARSDEN SQUARE 116
2323		2927.6 / 7504.2	2935.5 / 7459.8	-7.9 / +4.4	2926.0 / 7504.9	+1.6 / -.7			245	6L	239	243	264	73	250	308					DROP 3 JESSE SQUARE 80
0002		2804.4 / 7741.5	2812.9 / 7736.6	-8.5 / +4.9	2803.7 / 7741.6	+.7 / -.1			233	6L	227	251	257	63	250	303					DROP 4 NUCAR SQUARE 80
0105		2554.8 / 8016.9	2604.0 / 8010.0	-9.2 / +6.4	2554.8 / 8016.6	0 / -.2															LAND
0144																					TAKEOFF
0216		2739.7 / 8219.8	2749.8 / 8212.4	-10.1 / +7.4	2741.5 / 8220.2	-1.8 / -.4			313	3R	316	272	239	13	10K	269					
0224		2751.1 / 8231.2	2801.1 / 8223.6	-10.0 / +7.6	2752.9 / 8231.3	-1.8 / -.1															LAND

NOAA FORM 56-49
(2-95)

MISSION PREFLIGHT LOG

DESTINATION	MISSION	NAVIGATOR	AIRCRAFT COMMANDER	FLIGHT DIRECTOR	SCHEDULED / ACTUAL TAKEOFF Z	DATE OF TAKEOFF
KMCF ⇄ KMCF	96-020 WINTER STORM	RATHBLIN	KENNEDY	PARRISH	1600Z / 1638Z	6 DEC 95

	WP	LAT / LON	RTE	MH	VAR +E==>	TH	DR +R==>	TRK	GS	WD	WS	ALT	TAS	LEG / TOT DIST	LEG / TOT TIME	PROP ETA	ETA	ATA	REMARKS
1	KMCF	2751.0 8229.6																	
2	SF RTE	2754.5 8241.1																	
3 RSW	LEE COUNTY	2631.8 8146.6																	
4	FMCL	2618.6 8121.1																	
1	OFF	2554.4 8016.7																	
2	VALLY	2624.9 7908.3																	
3	TROUT	3023.0 7700.0																	
4	ARROW	2924 7833																	
5	PANAL	3239 7754																	
6	DIXON OTN	3434 7727																	
7	ECG	3615 7611																	
8	BACUS	3426 7351	-3 0																
9	MOIRE	3140 7313	-3 0																
1	TESSE	2930 7504	~~-2~~ ~~0~~	-2 +1															
2	NUCAR	2807 7738	~~-2~~ ~~0~~	-2 +1															
3	ZFP	2633.3 7841.9	-2 +1																
4	MRLIN	2630.1 7945.9	-2 +1																
5	FT HAWD	2604.5 ~~8009.2~~																	
6	OFF	2554.4 8016.7																	
7	WINKO	2625.0 8058.3																	
8	LABELLE	2649.7 8123.5																	
9	PIE	2754.5 8241.1		1 FMCF	2751.0 8229.6														

INS PERFORMANCE	INS 1	INS 2
BEGIN ALIGN TIME	1450Z	1450Z
ALIGN STATUS (0-5)	0	0
END NAV TIME	0225Z	0225Z
START NAV TIME	1620Z	1620Z
DELTA T	10+05	10+05

TERMINAL ERRORS	INS 1	INS 2
DELTA LAT	-10.0	-1.8
DELTA LON	+7.6	-.1
RGS	1	3
RADIAL ERROR	12	2.

REMARKS

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
AIRCRAFT OPERATIONS CENTER